

SHIPPER				DRAFT BILL OF LADING				VOYAGE NUMBER	
OCEANO SEAFOOD S.A. AV. MANUEL OLGUIN NRO.211 INT.1201 URB. LOS GRANADOS (TORRE OMEGA PISO 12) LIMA - LIMA - SANTIAGO DE SURCO, PERU								1MHTDW1MA	
								BILL OF LADING NUMBER	
								LMM0603779	
CONSIGNEE				EXPORT REFERENCES					
QINGDAO GO-RISING INTERNATIONAL TRADING CO., LTD ROOM 204-9 JIUDINGFENG BUILDING, NO.888 CHANGBAISHAN ROAD HUANGDAO DISTRICT, QINGDAO, CHINA TAX ID: 91370211MA3QNJQN7H				 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					
NOTIFY PARTY, Carrier not to be responsible for failure to notify									
QINGDAO GO-RISING INTERNATIONAL TRADING CO., LTD ROOM 204-9 JIUDINGFENG BUILDING, NO.888 CHANGBAISHAN ROAD HUANGDAO DISTRICT, QINGDAO, CHINA TAX ID: 91370211MA3QNJQN7H									
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*			
CMA CGM KIMBERLEY		CALLAO, PERU		QINGDAO, CHINA					
MARKS AND NOS	NO AND KIND	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN				GROSS WEIGHT	TARE	MEASUREMENT	
CONTAINER AND SEALS	OF PACKAGES					CARGO			
						KGS	KGS	CBM	
CGMU5540787		1 x 40RA 1350 BAGS				28760.000	4610	50.000	
SEAL 003PL045472									
SEAL M1982344									
SEAL APZ650									
SEAL CM229828									
		FROZEN GIANT SQUID WINGS (DOSIDICUS GIGAS) TOTAL BAGS: 1,350 TOTAL NET WEIGHT: 27,000.00 KG TOTAL GROOS WEIGHT: 28,760.00 KG							
		FREIGHT PREPAID TEMPERATURE: -20 C							
		FREIGHT PREPAID Cargo is stowed in a refrigerated container set at the shipper's requested carrying temperature of -20 degrees Celsius							
		PREPAID CHARGES: BUNKER ADJUSTMENT FACTOR: USD 384.0000 SEALING SERVICE EXPORT: USD 20.0000 OCEAN FREIGHT ALL IN: USD 1,420.0000 COLLECT CHARGES:							
		Continued on Next Sheet		Sheet 1 of 3					
		ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.							
ADDITIONAL CLAUSES									
4. Goods at Port are at Merchant's risk, expenses and responsibility					225. The Merchant 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/ THC at Port of Discharge are for Merchant's account according to Port rates.					274. The Container(s) mentioned in this Bill of Lading is/are the property of the Carrier. The Merchant is responsible for returning any empty Container, with interior clean, free of any dangerous goods placards, labels or markings, free of any residue, damage or used flexitank, at the designated place. 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 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.				
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.					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 (https://www.cma-cgm.com/products-				
194. For the purpose of the present carriage, the Carrier's Bill of Lading terms and conditions 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.									
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		26 AUG 2026		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

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TERMINAL HANDLING CHARGE (DTHC: CNY 1,395.0000
Shipped on Board CMA CGM KIMBERLEY 26-AUG-2026 CMA CGM Peru
S.A.C. As agents for the Carrier

KGS KGS CBM

Weight in Kgs Total: 1 CONTAINER(S) Continued From Previous Sheet Sheet 2 of 3 28760.000 4610 50.000
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

services/shipping-guide/bl-clauses) which the Merchant has read and accepted. The delivery of the Goods digital supply chain platforms.

366. 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 Merchant in any shipping instruction or otherwise weighted during the Carriage, the Carrier shall be entitled to charge a processing and administrative fee of USD 2,000 in addition to a misdeclaration fee of either USD 15,000 in respect of dangerous Goods, or USD 5,000 in respect of non-dangerous Goods, those fees will be charged per Container or for non-containerized Goods per Bill of Lading, as applicable.

369. All local charges related to the Goods incurred in Peru are for Merchant's account as per Carrier's applicable tariff, including any regulatory or other charges or fees as published on the Carrier's 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

379. Merchant is reminded that pursuant to the Terms and Conditions of this Bill of Lading Carrier may, in its discretion and at any time, proceed by any route. If the voyage is, or is likely to be affected by any risk, the Carrier may, without prior notice to the Merchant and at in its sole discretion, carry the Goods by an alternative route to that initially foreseen. The Carrier shall be entitled to charge additional Freight, as the Carrier may determine. Carrier reserves the right 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 therefrom.

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.

393. Import of solid wastes is fully prohibited in China. Prior to tendering recycled cargo for shipment to China, Merchant shall ensure cargo falls within the very limited categories of recycled cargo that can be

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Continued From Previous Sheet Sheet 3 of 3
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imported into China and can clear the customs declaration and inspection in China successfully. Otherwise, solid wastes or recycled cargo may be detained or ordered to be returned to port of loading, and Merchant shall indemnify Carrier against any penalties, loss, expenses, claims and liabilities arising out of or in connection with shipping Merchant's cargo.	of Carriage evidenced by this Bill of Lading at any time without notice or indemnity. The Merchant shall bear and pay all duties, taxes, fines, imposts, expenses or losses (including, without prejudice to the generality of the foregoing, Freight for any additional Carriage undertaken) incurred or suffered by reason of any failure to so comply, or by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods, or the discovery of any drugs, narcotics or other illegal substances within Containers packed by the Merchant or inside Goods supplied by the Merchant or any stowaways discovered inside the Container and shall indemnify the Carrier in respect thereof.
395. The Merchant shall comply with all regulations or requirements of customs, port and other authorities, with the provisions of applicable anticorruption laws, including but not limited to the United Nations Convention against Corruption (2005), the U.S Foreign Corrupt Practices Act of 1977, the UK Bribery Act of 2010, with the applicable economic sanctions laws and regulations, including but not limited to the ones published by the United States, European Union, United Nations, People's Republic of China and United Kingdom. The Merchant further represents and warrants that it is not listed or detained/controlled by an entity listed by the United States, European Union, United Nations, People's Republic of China or United Kingdom as a "Blocked Person", "Denied Person", "Specially Designated National", "Unreliable Entity", and that it is not subject to any anti sanction measures imposed by the People's Republic of China, nor prohibited from conducting any export or import transactions under Chinese laws or regulations. In case of breach, the Carrier is entitled to suspend or terminate the contract	397. Prepaid freight shall exclude demurrage, storage, general average contribution and expenses advanced by the Carrier for the Goods

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