

SHIPPER AGRICOLA LAS MARIAS S.A.C. AV. ALFREDO BENAVIDES NRO 474 INT 202 LIMA - LIMA - MIRAFLORES - PERU ATTN: ISABEL PENALOZA PH: 4444-980 ANEXO 28		<b>DRAFT BILL OF LADING</b>		VOYAGE NUMBER ODVMAN1MA	
CONSIGNEE MEHADRIN TNUPORT EXPORT SWAKER YARD, UNIT 6, 2B THEOBALD STREET, BOREHAMWOOD, WD6 4SE CONTACT: LEANN DSOUZA *				BILL OF LADING NUMBER LMM0533572	
NOTIFY PARTY, Carrier not to be responsible for failure to notify INTERNATIONAL CARGO LOGISTICS LIMITED (ICL LTD) MONDIAL HOUSE, 2ND FLOOR, 5 MONDIAL WAY, HEATHROW, UB3 5AR - UNITED KINGDOM PHONE +44(0) 208 572 7000 **		EXPORT REFERENCES			
		<b>CARRIER:</b> 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		
		LIVERPOOL	ZERO (0)		
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
CMA CGM VOLTAIRE	PAITA	LONDON GATEWAY PORT, ESS			
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
CXRU1621672 SEAL 003SF070241 SEAL L9730457 SEAL CM264932 SEAL ALE035	1 x 40RH	2400 BOXES	26330.000	4590	50.000
<p style="text-align: center;"><b>FRESH AVOCADOS VARIETY HASS (PALTAS FRESCAS VARIEDAD HASS) P.A. : 0804.40.00.00 TR: ZZH9173 / ZZH8956 TEMPERATURE: 5 C CO2:8% 02:12% FREIGHT COLLECT</b></p> <p style="text-align: center;">* EMAIL: LEANN@MTEXUK.COM EORI - GB683739781000 ** CONTACT: RAZA NAVEED EMAIL: RAZA.N@ICLGO.COM EORI - GB849450791000</p> <p style="text-align: center;"><b>FREIGHT COLLECT</b></p> <p style="text-align: center;"><b>"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</b></p> <p style="text-align: center;">Continued on Next Sheet                      Sheet 1 of 2</p> <p style="text-align: center;">ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.</p>					
<b>ADDITIONAL CLAUSES</b>					
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 and 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.			
<p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: center;"><b>(OTHER TERMS AND CONDITIONS OF THE CONTRACT ON PAGE ONE)</b></p>					
PLACE AND DATE OF ISSUE	LIMA	09 JUL 2025	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

VOYAGE NUMBER
ODVMAN1MA
BILL OF LADING NUMBER
LMM0533572

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*		
CMA CGM VOLTAIRE	PAITA	LONDON GATEWAY PORT, ESS			
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

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

**PREPAID CHARGES:**  
**COLLECT CHARGES:**  
**SEALING SERVICE EXPORT: USD 20.00**  
**BUNKER SURCHARGE NOS: USD 840.00**  
**TERMINAL HANDL. CH DESTINATIO: GBP 265.00**  
**EXPORT DECLARATION SURCHARGE: USD 27.00**  
**ATMOSPHER CONTROL (CA): USD 1,500.00**  
**OCEAN FREIGHT ALL IN: USD 5,060.00**  
**Shipped on Board CMA CGM VOLTAIRE 09-JUL-2025 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      26330.000      4590      50.000  
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

### ADDITIONAL CLAUSES

366. Merchant is reminded that 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 the fees referred to in clause 25(5) of the Bill of Lading.

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.

374. Merchant undertakes and warrants that, in no circumstance whatsoever, the Goods and the Container(s) listed in this Bill of Lading shall be destined and on-carried to Russian Federation territory or Republic of Belarus after unloading at port of discharge.

375. Merchant undertakes and warrants that, in no circumstance whatsoever, the Goods listed in this Bill of Lading shall be stuffed and on-carried from the Russian Federation territory or Republic of Belarus before loading at port of loading.

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 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.

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.

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