

SHIPPER  
 OCEANO SEAFOOD S.A.  
 AV. MANUEL OLGUIN NRO. 211 INT  
 . 1201 URB. LOS GRANADOS (TORRE  
 OMEGA PISO 12) LIMA - LIMA -  
 SANTIAGO DE SURCO, PERU

CONSIGNEE  
 KHUNRUNG SEAFOOD CO., LTD.  
 126/85 MOO 9, KHOKKHAM, MUEANG  
 SAMUTSAKHON 74000 THAILAND  
 TEL: +66894134865\*

NOTIFY PARTY, Carrier not to be responsible for failure to notify  
 KHUNRUNG SEAFOOD CO., LTD.  
 126/85 MOO 9, KHOKKHAM, MUEANG  
 SAMUTSAKHON 74000 THAILAND  
 TEL: +66894134865\*

**DRAFT  
 BILL OF LADING**

VOYAGE NUMBER  
 ODVOHN1MA  
 BILL OF LADING NUMBER  
 LMM0577275

EXPORT REFERENCES



**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
		LIMA	ZERO (0)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
CMA CGM BETTER WAYS	PAITA, PERU	LAEM CHABANG, THAILAND	LAT KRABANG, THAILAND

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
CXRU1252471 SEAL 003PL042387 SEAL L8734264 SEAL AOS628 SEAL CM312234 NO MARKS	1 x 40RH	1112 BAGS  FROZEN GIANT SQUID NECKS (DOSIDICUS GIGAS)  TOTAL BAGS: 5,562 TOTAL NET WEIGHT: 125,145.00 KG TOTAL GROSS WEIGHT: 135,510.00 KG  FREIGHT PREPAID *EMAIL ID: khunrungseafood126@gmail.com TAX ID: 0745557004151	27100.000	4530	50.000
TLLU1048324 SEAL 003PL042389 SEAL L8734268 SEAL CM312256 SEAL AOS632 NO MARKS	1 x 40RH	1112 BAGS	27060.000	4420	50.000
SZLU9210227 SEAL 003PL042385	1 x 40RH	1114 BAGS	27050.000	4700	50.000

Continued on Next Sheet Sheet 1 of 2  
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

**ADDITIONAL CLAUSES**

4. Goods at Port are at Merchant's risk, expenses and responsibility  
 77. Ground rent /storages/ power supply/ monitoring costs/ THC at Port of Discharge are 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 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.  
 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.  
 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-

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	25 MAR 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

Table with 2 columns: Field Name, Value. Fields include VOYAGE NUMBER (0DVOHN1MA), BILL OF LADING NUMBER (LMM0577275).

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, FINAL PLACE OF DELIVERY\*.

Table with 6 columns: MARKS AND NOS CONTAINER AND SEALS, NO AND KIND OF PACKAGES, DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER, GROSS WEIGHT CARGO, TARE, MEASUREMENT.

Main cargo table with 6 columns: Description, Gross Weight (KGS), Tare (KGS), Measurement (CBM). Includes entries for TRIU8182434 and TCLU1113308.

FREIGHT PREPAID
Cargo is stowed in a refrigerated container set at the shipper's requested carrying temperature of -18 degrees Celsius

PREPAID CHARGES:
SEALING SERVICE EXPORT: USD 100.00
MANUAL VGM FEE: USD 400.00
BUNKER ADJUSTMENT FACTOR: USD 1,200.00
EMERGENCY FUEL SURCHARGE: USD 1,800.00
10% CO2 REDUCTION: USD 430.00
OCEAN FREIGHT ALL IN: USD 20,635.00
COLLECT CHARGES:
TERMINAL HANDLING CHARGE (DTHC: THB 27,000.00

Shipped on Board CMA CGM BETTER WAYS 25-MAR-2026 CMA CGM Peru
S.A.C. As agents for the Carrier

Weight in Kgs Total: 5 CONTAINER(S) Continued From Previous Sheet Sheet 2 of 2 135510.000 22900 250.000
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... 379. Merchant is reminded that pursuant to the Terms and Conditions of this Bill of Lading Carrier may, in its discretion... 380. Merchant acknowledges that the average transit time is increased for Vessels sailing via the Cape of Good Hope...

Table with 2 columns: PLACE AND DATE OF ISSUE, SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM Peru S.A.C. as agents for the carrier CMA CGM S. A.