

SHIPPER  
 LNSK GREEN HOUSE AGRO PRODUCTS LLP SURVEY NOS. 173 A,B,C & 174/A,B NORTH RAJUPALEM VILLAGE & POST 524366., KODAVALURU MANDAL \*

**DRAFT  
 BILL OF LADING**

VOYAGE NUMBER  
 OZN14E1MA  
 BILL OF LADING NUMBER  
 AIS0411738

CONSIGNEE  
 CHOICE CANNING CO. INC, 15 EXCHANGE PLACE,SUITE 520 , JERSEY CITY, NJ 07302 USA

EXPORT REFERENCES



NOTIFY PARTY, Carrier not to be responsible for failure to notify  
 LEESA CUSTOMS BROKERAGE INC 9040 TELSTAR AVENUE, SUITE 112-115, EL MONTE, CA 91731 OFFICE: 626-522-1821; EFAX: 323-206-5391

**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
		CHENNAI	THREE (3)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
SAFEEN PIONEER	CHENNAI, INDIA	HOUSTON ,USA	

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

TEMU9144010 SEAL H6532766	1 x 40RH	1700 CARTONS	19210.000	4710	50.000
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TOTAL 1700 CARTONS  
 1700 MASTER CARTONS OF  
 FROZEN RAW EASY PEEL VANNAMEI SHRIMPS,IQF  
 PACKING : 10X2 LB,NET WEIGHT & NET COUNT,  
 SPECIES: LITOPENAEUS VANNAMEI  
 INVOICE NO:  
 G/E/184/23/228 : DATE:26.11.2022  
 PO NO:202209066 DATED : 15.09.2022  
 SB NO: 5741676 DATE: 26.11.2022  
 NET WEIGHT : 15436.000 KGS/34000.000 LBS  
 GROSS WEIGHT: 19210.000 KGS/42312.772 LBS

IMPORTER ON RECORD  
 IMPORTER NO :172704-20777  
 LNSK GREEN HOUSE AGRO PRODUCTS LLP  
 SURVEY NOS.173 A,B,C & 174/A,B  
 NORTH RAJUPALEM VILLAGE & POST 524366.,  
 KODAVALURU MANDAL SPSR NELLORE DIST  
 ANDHRA PRADESH, INDIA

PROCESSED AND PACKED BY  
 LNSK GREEN HOUSE AGRO PRODUCTS LLP  
 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.
- 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.
- 239. This Bill of Lading has been generated electronically. Bills of Lading bearing a CMA CGM stamp and/or manual signature shall be considered as forged and will be treated as null.
- 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

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	MUMBAI	04 DEC 2022	SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM Agencies (India) Pvt Ltd as agents for the carrier CMA CGM S. A.
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SIGNED FOR THE SHIPPER  
 \*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING



# DRAFT BILL OF LADING

VOYAGE NUMBER
OZN14E1MA
BILL OF LADING NUMBER
AIS0411738

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
		CHENNAI	THREE (3)		
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
SAFEEN PIONEER	CHENNAI, INDIA	HOUSTON, USA			
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			KGS	KGS	CBM

SURVEY NOS.173 A,B,C & 174/A,B  
 NORTH RAJUPALEM VILLAGE & POST 524366.,  
 KODAVALURU MANDAL SPSR NELLORE DIST  
 ANDHRA PRADESH, INDIA  
 EIA APPROVAL CODE NO.1872  
 USFDA REGISTRATION NO: 17232052342

FREIGHT PREPAID

\*SPSR NELLORE DIST  
 ANDHRA PRADESH, INDIA  
 TEL+917893077664

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

DISCHARGE PORT AGENT:  
 CMA CGM (AMERICA) LLC  
 ONE CMA CGM WAY

NORFOLK  
 UNITED STATES  
 TEL: +1 757 961 2100 FAX: +1 757 961 2151

Shipped on Board SAFEEN PIONEER 04-DEC-2022 CMA CGM Agencies  
 (India) Pvt Ltd As agents for the Carrier

Weight in Kgs Total: 1 CONTAINER(S) Continued From Previous Sheet Sheet 2 of 2 19210.000 4710 50.000  
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

### ADDITIONAL CLAUSES

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.

315. Following to the slow down / lock out affecting the US west coast ports, cargo may be discharged in an alternative port without notice - subject to availability - or be on forwarded to the intended port of destination. All additional costs, including but not limited to storage, demurrage, at the alternative port, or extra on forwarding freight shall be for Merchant's account and payable prior to delivery.

358. Following the exceptional measures adopted by various governments in relation with the outbreak of COVID-19 virus and the operational constraints resulting thereof, the Merchants are hereby notified that the carriage of cargo may be disrupted or delayed. Cargo may not be loaded on the intended vessel and may be on forwarded to the port of destination on any alternative vessel at Carrier's sole discretion. Furthermore in case of disruption of ports' operations, the cargo may be discharged in an alternative port without notice and - subject to availability - be on forwarded to the original intended port of

destination. Carrier reserve its rights 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 thereof

366. The Merchant warrants that the particulars relating to the Goods have been checked and that such particulars are adequate and correct. In case of failure of the Merchant to comply with such warranty, the Carrier shall be entitled to charge the Merchant at any time an amount of USD 2,000 per Container or Goods (for non-containerized cargo) as processing and administrative fees. This fee shall also be applicable 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 Shipper in his shipping instruction or otherwise weighted during the Carriage.

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.

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SIGNED FOR THE SHIPPER					
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING					