

CODE NAME: "CONGENBILL" EDITION 1994

BILL OF LADING B/L N°: FEAST002VAP048

Shipper

OLIVAR EXPORT SPA
RUT:76511821-2
CALLE LAS MERCEDES S/N OLIVAR BAJO, OLIVAR - CHILE
EMILIA VILLANUEVA
emilia.villanueva@grupomiranda.cl +56 9 85624527
CHILE

TO BE USED WITH CHARTER-PARTIES
Reference No.

Consignee (not for order)

SHENZHEN QUPAI FRUIT CO.,LTD
Room B606, Shenzhen Colorful, Huiwei International ExpoCity, No. 5010, Baoan Avenue, Caowei
Community, Hangcheng Street, Baoan District, Shenzhen, China. USCI:91440300MA5F3C4D09
+8613798466364
BILL
imp@qupaifruit.com +8613798466364
CHINA

NON NEGOTIABLE COPY

Notify party/address

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CHINA

Vessel

WHERO VFEAST002

Port of loading

Valparaiso

Port of discharge

TAIZHOU

description of goods	Gross weight.
6080 CASES ON 20 PALLETS SAID TO CONTAIN	21376 KG

Marks: OLIVAR EXPORT
TTNU885436-5
Seal-Numbers
CHN00264

Type: 40RE
Tw: 4.420,00
Gw: 21376,00
Cnt. Ld.: FCL/LCL6080 CASES WITH FRESH CHERRIES ON 20 PALLETS, G.W. 21376 KGS
"SAG Inspection"
HS. 080929 "REFRIGERATED CARGO" "NON-FROZEN FOODS" -1.0 C / 15 CBM AS PER
AGREEMENT / TELEX RELEASE
""

SURRENDERED

CLEAN ON BOARD:14-12-2022

FREIGHT PAYABLE AS PER CHARTER PARTY

(of which ..NIL.. on deck at Shipper's risk; the Carriers not
being responsible for loss or damage howsoever arising)

Freight payable as per
CHARTER-PARTY DATED Curacao, 26 August 2022.


FREIGHT ADVANCE.

Received on account of freight:
.....

Time used for loading.....days.....hours.

SHIPPED at the Port of Loading in apparent good order and condition on
board the Vessel for carriage to the Port of Discharge or so near thereto as
she may safely get the goods specified above. Weight, measure, quality,
quantity, condition, contents and value unknown. IN WITNESS whereof the
Master or Agent of the said Vessel has signed the number of Bills of Lading
indicated below all of this tenor and date, any one of which being
accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at	Place and date of issue VALPARAISO, Dec 14, 2022
N° of original Bs L 0()	Signature as Agents only for and on behalf of the master of MV 

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CODE NAME: "CONGENBILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

(2) General Paramount Clause.

(a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.

(b) Trades where Hague-Visby Rules apply.

In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 - the Hague- Visby Rules - apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.

(c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo of live animals.

(3) General Average. General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party. Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art. 148.

(4) New Jason Clause.

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the Carrier before delivery.

(5) Both-to-Blame Collision Clause.

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever or the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

All terms, conditions, clauses exceptions including the arbitration clause and lay-time clause in the Charter Party and all addendum thereto are hereby expressly included in this Bill of Lading and deemed to be incorporated herein. All terms, conditions, clauses and exception contained in this Bill of Lading, including the Paramount clause, are null and void to such an extent as they are contrary to the provisions in said Charter Party but not further.