 MAERSK LINE		BILL OF LADING FOR OCEAN TRANSPORT OR MULTIMODAL TRANSPORT	SCAC MAEU B/L No. 855230418
Shipper A.I.P.E.P. ASOCIACION INTEGRAL DE PRODUCTORES ECOLOGICOS DE PUMIRI AV. JUAN PABLO II NO 2926 EL ALTO TEL / FAX 2-846310		Booking No. 855230418	Export references Svc Contract 182020
Consignee (negotiable only if consigned "to order", "to order of" a named Person or "to order of bearer") COOPERATIVE COFFEES, INC. 302 W. LAMAR ST. SUITE E AMERICUS, GA 31709 USA TEL. +1-229-924-3035 FAX +1-229-924-6250 ATTN: BILL HARRIS		Notify Party (see clause 22) COOPERATIVE COFFEES 302 W LAMAR STREET SUITE E AMERICUS, GA 31709 USA TEL (229) 924-3035 ATTN. BILL HARRIS	
Vessel (see clause 1 + 19) MAERSK RIO GRANDE	Voyage No. 0764	Place of Receipt. Applicable only when document used as Multimodal Transport B/L. (see clause 1)	
Port of Loading Arica	Port of Discharge Newark	Place of Delivery. Applicable only when document used as Multimodal Transport B/L. (see clause 1)	

PARTICULARS FURNISHED BY SHIPPER

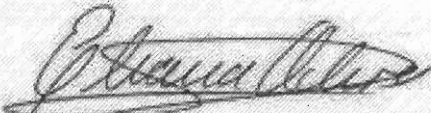
Kind of Packages; Description of goods; Marks and Numbers; Container No./Seal No.	Weight	Measurement
1 Container Said to Contain 275 BAGS OF 70 KG. NET BOLIVIA WASHED ARABICA COFFEE PRIMERA ORGANIC, CROP 2007 ICO 113-2 INVOICE COMERCIAL No. 0055 POSICION ARANCELARIA: 09011190 000 FDA 11923540592 NA MSKU3962723 ML-SA2906590 20 DRY 8'6 275 BAGS 19470.00 KGS SHIPPER'S LOAD, STOW, WEIGHT AND COUNT	19470.00 KGS	

particulars as declared by Shipper, but without responsibility of or representation by Carrier (see clause 14)

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect
Basic Ocean Freight	1500.00	Per Container	USD		1500.00
Bunker Adjustment Factor	0.00	Per Container	USD		0.00
Chassis Usage	0.00	Per Container	USD		0.00
Documentation Fee - Destination	0.00	Per Bill of Lading	USD		0.00
Handling Charge - Destination	0.00	Per Container	USD		0.00
Emergency Bunker Surcharge	0.00	Per Container	USD		0.00
Documentation Fee - Origin	0.00	Per Bill of Lading	USD		0.00

Carrier's Receipt (see clause 1 and 14). Total number of containers or packages received by Carrier. 1 container(s)	Place of Issue of B/L La Paz	<small>SHIPPED, as far as ascertained by reasonable means of checking, in apparent good order and condition unless otherwise stated herein, the total number or quantity of Containers or other packages or units indicated in the box entitled "Carrier's Receipt" for carriage from the Port of Loading (or the Place of Receipt, if mentioned above) to the Port of Discharge (or the Place of Delivery, if mentioned above), such carriage being always subject to the terms, rights, defences, provisions, conditions, exceptions, limitations, and liberties hereof (INCLUDING ALL THOSE TERMS AND CONDITIONS ON THE REVERSE HEREOF NUMBERED 1-26 AND THOSE TERMS AND CONDITIONS CONTAINED IN THE CARRIER'S APPLICABLE TARIFF) and the Merchant's attention is drawn in particular to the Carrier's liberties in respect of on deck stowage (see clause 18) and the carrying vessel (see clause 19). Where the bill of lading is non-negotiable the Carrier may give delivery of the Goods to the named consignee upon reasonable proof of identity and without requiring surrender of an original bill of lading. Where the bill of lading is negotiable, the Merchant is obliged to surrender one original, duly endorsed, in exchange for the Goods. The Carrier accepts a duty of reasonable care to check that any such document which the Merchant surrenders as a bill of lading is genuine and original. If the Carrier complies with this duty, it will be entitled to deliver the Goods against what it reasonably believes to be a genuine and original bill of lading, such delivery discharging the Carrier's delivery obligations. In accepting this bill of lading, any local customs or privileges to the contrary notwithstanding, the Merchant agrees to be bound by all Terms and Conditions stated herein whether written, printed, stamped or incorporated on the face or reverse side hereof, as fully as if they were all signed by the Merchant. IN WITNESS WHEREOF the number of original Bills of Lading stated on this side have been signed and wherever one original Bill of Lading has been surrendered any others shall be void.</small>
Number & Sequence of Original B(s)/L 2/THREE	Date of Issue of B/L 2007-10-04	
Declared Value (see clause 7.3)	Shipped on Board Date 2007-09-25	

Signed for the Carrier A.P. Møller - Maersk A/S trading as Maersk Line


As Agent(s) for the Carrier

DEL MAR SHIPPING SRL

This transport document has one or more numbered attachments

CMBL3 004060740

MAERSK LINE

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect
Handling Charge - Origin	0.00	Per Container	USD		0.00
Panama Canal Surcharge	0.00	Per Container	USD		0.00
Port Security Charge - Import	5.00	Per Container	USD		5.00
Peak Season Surcharge	0.00	Per Container	USD		0.00
Carrier Security Charge	0.00	Per Container	USD		0.00
Total USD			USD		1505.00
				200613	

ADDENDUM NR. 1.-

CLAUSE PARAMOUNT:

“This bill of lading shall have effect subject to any national law making the International Convention for the Unification of certain rules of law relating to Bill of Lading signed at Brussels on 25th August, 1924 (the Hague Rules) or the Hague Rules as amended by the Protocol signed at Brussels on 23rd February, 1968 (the Hague/Visby Rules) compulsorily applicable to this Bill of Lading. If any term of this Bill of Lading be repugnant to that legislation to any extent, such term shall be void to that extent but no further.

Neither the Hague Rules nor the Hague / Visby Rules shall apply to his contract where the goods carried hereunder consist of live animals or cargo which by this contract is stated as being carried on deck and is so carried.

Save where the Hague or the Hague / Visby Rules apply by reason of (1) above, this Bill of Lading shall take effect subject to any national law in force at the port of shipment, port of discharge, or place of issue of the bill of Lading making the United Nations Convention on the Carriage of Goods by sea 1978 (the Hamburg Rules) compulsorily applicable to this Bill of Lading in which case this Bill of Lading shall have effect subject to the Hamburg Rules, which shall nullify any stipulation derogating there from to the detriment of the shipper or consignee.

Where the Hague, Hague / Visby or Hamburg Rules are not compulsorily applicable to this Bill of Lading, the carrier shall be entitled to the benefits of all privileges, rights and immunities contained in Articles I to VIII of the Hague Rules, save that the limitations sum for the purposes of Article IV Rule 5 of the Hague Rules shall be Pounds 100 Sterling.”

DECK CARGO:

“The shipper has agreed that cargo carried under this Bill of Lading may be carried on deck or under deck at the carrier’s option.”

DELAYS IN DELIVERY:

“Where the Hamburg Rules are compulsorily applicable to this bill of Lading, and notwithstanding any other provisions of this Bill of Lading to the contrary, the time for delivery of the goods shall be 6 (six) months from the date of shipment.”

DISCLAIMER:

“This carrier or actual carrier has no reasonable means to verify the general nature, leading marks, number of packages or pieces, conditions, weight or quantity of goods shipped in containers or other articles of transportation packed and sealed by the shipper and therefore makes a reservation as to such particulars.”

CARRIER’S PERIOD OF RESPONSIBILITY:

“Where the Hamburg Rules are compulsory applicable to this Bill of Lading, and notwithstanding any other provisions of the Bill of Lading to the contrary, the carrier will be responsible for the goods only during the time he is deemed to be in charge of the goods pursuant to article 4 (2) of the Hamburg Rules.”