

Booking No.: **232119605**

Print Date: 2023-10-17 19:48 UTC

Booked by Party: PORT LOGISTICS SAC	Service Mode: CY/CY
Contact Name: DAYSI FERNANDEZ	From: Callao,Peru
Booked by Ref. No:	To: Philadelphia,Pennsylvania,United States
Service Contract: 299252967	Ref.No:
Price Owner: AGRONEGOCIOS LA GRAMA	Business Unit: Maersk Peru (all Ports)
Named Account Customer:	Commodity Description: Ginger, non-frozen

**We request you to review the specific parameters, viz. Service Contract, Price Owner, Named account customer and Commodity description. In case there are any changes required to these parameters, please send us a request before any containers(s) are picked**

**Thank you for placing your booking with Maersk A/S, as Carrier**

The rates and other applicable charges on your shipment will be invoiced based on Price Calculation Date (PCD)

For Non-FMC shipments, PCD is the Estimated Time of Departure (ETD) of the first vessel in the latest booking confirmation issued upon customer request.

For FMC shipments, PCD is the date on which Maersk A/S or one of its authorised agent(s) takes possession of the last container listed on the transport document.

Note: FMC regulated trades are shipments exiting or entering a port in the United States, Guam, US Virgin Islands, American Samoa or Puerto Rico (US).

### Equipment

Quantity	Size/Type/Height (ft.in)	Collapsible	Sub. Equip	Gross Weight	Pack. Qty/Kind	Cargo Volume
1	40 REEF 9 6			23000.000 KGS	1 Piece(s)	

### Intended Transport Plan

From	To	Mode	Vessel	Voy No.	ETD	ETA
APM TERMINALS IN CALLAO PORT	Balboa Port Terminal	MVS	POLAR CHILE	340N	2023-10-21	2023-10-25
Balboa Port Terminal	Manzanillo Terminal	RR			2023-10-25	2023-10-25
Manzanillo Terminal	Packer Avenue Marine Terminal C095	MVS	POLAR BRASIL	343N	2023-10-30	2023-11-06

### Load Itinerary

Type	Location	Release Date	From	To	Return Date	Time	Load Ref.
Empty Container Depot	ALCONSA CALLAO ALCONSA CALLAO Av. Nestor Gambetta, S/N KM. 14.5 Callao	2023-10-17	01:00				
Return Equip Delivery Terminal	APM TERMINALS IN CALLAO PORT APM TERMINALS IN CALLAO PORT Contraalmirante Raygada Callao				2023-10-19	08:01	

Description	Quantity	Additional Info
Cooling Service - Origin		

### Reefer Details

Temperature	Atmosphere	Humidity	Ventilation	Reefer cont. type	GenSet	Sortie Cont.
11.5 C 53 F		Yes 60	Open Vol (cbm/hr): 10	Standard	Export: Yes Import: No	No
No of Probes	Ethylene Filter	Drain Holes	Cold Treatment	High Value Cargo	Individual Quick Frozen	Stuffed Cont.
0	0	Open	No	No	No	No

This document is subject to following:

This booking and carriage are subject to the Maersk Terms and Conditions of Carriage which are available upon request from the carrier or his representatives and are furthermore accessible on the Maersk website "<http://www.maersk.com>" under "Terms and conditions" or the same can be checked in "<https://terms.maersk.com/>"

- The shipment is subject to tariff rates unless a correct and applicable service contract number is available
- The carrier's right to substitute the named and/or performing vessel(s) with another vessel or vessels at any time.
- Arrival, berthing, departure and transit times are estimated and given without guarantee and subject to change without prior notice
- All dates/times are given as reasonable estimates only and subject to change without prior notice.

Shipments destined for or carried/transhipped via the USA:

- This document is given subject to the customer providing the correct cargo description in accordance with U.S. law, including U.S. Customs requirements as described in Customs Rules and Regulations, 19 CFR Parts 4, 113 and 178 of October 31, 2002

Please consider that provided deadlines are subject to change, to find the latest updates visit our website <https://maersk.com/>

This booking confirmation is subject to compliance with Maersk policy on shipments to Russia (available on [maersk.com](https://maersk.com/)) and UN, EU and US sanction and export control laws, including US and EU sanctions laws applicable to Russia (Sanctions). By proceeding, shipper represents that this booking in no way is in violation of Maersk policy on shipments to Russia, that the shipment does not involve, nor shall it involve, in either context directly or indirectly, in any way any entity or person subject to Sanctions, including any entity or person subject to Sanctions relating to Russia and that this booking does not involve any items prohibited by Sanctions for import to Russia. If this shipment is in violation of Maersk policy on shipments to Russia, any entity or person involved in this booking is an entity or person subject to Sanctions or any items in this booking are prohibited for import to Russia by Sanctions, the shipment will be returned to origin without exception, and shipper is responsible for all cost and risk for such return. Shipper agrees that Carrier may withhold release of cargo pending investigation to determine if the booking is in violation of Sanctions.

The Merchant(s) warrant and represent that this shipment and/or Goods will comply at all times with European Union, United States and United Nations sanctions and export control laws (Sanctions Laws), and that this shipment and/or Goods does not involve, whether directly or indirectly, any entity or person identified, or owned or controlled by any such entity or person identified, on the U.S. Treasury Departments Office of Foreign Asset Control (OFAC) list of Specially Designated Nationals and Blocked Persons, or any other similar list maintained by the European Union, or as promulgated by the United Nations Security Council (Designated Person). Without limiting the foregoing in any way whatsoever, the Merchant(s) warrant and represent that this shipment and/or Goods in no way violates the Carriers policy on shipments involving, but not limited to, Russia which can be found at [<https://www.maersk.com/news/articles/2022/02/24/russia-ukraine-situation-update>] and that the shipment and/or Goods do not involve any products that incorporate Russian origin steel or iron inputs, whether or not the shipment and/or Goods are processed and/or transhipped in any third country. If, in the Carriers reasonable opinion, this shipment and/or Goods are in violation of the Carriers policy on Russia, Sanctions Laws or involves any Designated Person, the shipment will be returned to the origin at the Carriers sole and unfettered discretion, and the Merchant(s) shall indemnify and hold harmless the Carrier, its servants and agents, for any breach of this clause. The Merchant(s) agree that the Carrier may stop the shipment and/or Goods in transit or withhold release of the shipment and/or Goods pending any investigation into compliance with this clause by the Merchant(s).

All obligations of the Carrier in relation to the Carriage, including loading a container and issuing a bill of lading, are subject at all times to all parties under the definition of Merchant being acceptable to the Carrier. The Merchant shall be liable for and indemnify the Carrier against all claims, liabilities, losses, damages, costs, delays, attorney fees and/or expenses, and additional Freight incurred as a result of the Merchant nominating a party not acceptable to the Carrier.

Whether or not a party is acceptable to the Carrier can be verified on <https://www.maersk.com/portaluser/account/customer-search>

As a member of the Ocean Carrier Equipment Management Association (OCEMA), Maximum Gross Allowable Cargo Weights <http://www.ocema.org/cwg.htm> are intended only as a general guideline to promote safe and lawful transport practices regarding the maximum weight of cargo that can be loaded into international containers for transport over U.S. roads. Use of this guideline does not in any way eliminate the obligation of the shipper, consignee, motor carrier, or other user to ensure that a particular load meets local, state or federal road weight limits and is otherwise safe and roadworthy for transport within the U.S.

Merchant warrants that it will submit an accurate weight of the cargo which meets the applicable over-the-road weight limitations of the local, state and federal governments as well as the weight limitations of the service providers in the transport chain (including ports and rail). Merchant warrants it is aware that failure will result on additional charges including, but not limited to, rejection, termination, trans-load, scale, additional drayage or haulage, demurrage, detention and/or per diem. Merchant is encouraged to contact Sealand if there are any questions.