

SHIPPER				DRAFT BILL OF LADING				VOYAGE NUMBER			
SAFRESCO PERU S.A. AV. EL DERBY N°055 TORRE1, PISO 7 SANTIAGO DE SURCO - LIMA - PERU RUC: 20136222725 CTC: CRISTIAN CERNA - SOLANGE SALDAÑA / TEL Y FAX: 7307300								OHCNUW1MA			
								BILL OF LADING NUMBER			
								LMM0595011			
CONSIGNEE				EXPORT REFERENCES							
COMERCIALIZADORA MEXICO AMERICANA S. DE R.L. DE C.V. AV. NEXTENGO NO. 78 COL. SANTA CRUZ ACAYUCAN AZCAPOTZALCO C.P. 02770, CIUDAD DE MEXICO. MEXICO CMA9109119L0				CMA CGM 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							
NOTIFY PARTY, Carrier not to be responsible for failure to notify											
COMERCIALIZADORA MEXICO AMERICANA S. DE R.L. DE C.V. AV. DE LA LUZ #34, FRACC. PARQUE INDUSTRIAL LA LUZ CUAUTITLAN IZCALLI, ESTADO DE MEXICO, CP. 54830											
PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT		NUMBER OF ORIGINAL BILLS OF LADING					
				LIMA		THREE (3)					
VESSEL		PORT OF LOADING		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*					
COSCO SHIPPING THAMES		CHANCAY, PERU		MANZANILLO, MX							
MARKS AND NOS		NO AND KIND		DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN		GROSS WEIGHT		TARE		MEASUREMENT	
CONTAINER AND SEALS		OF PACKAGES				CARGO					
FBIU5779139		1 x 40RA		2296 BOXES		KGS		KGS		CBM	
SEAL 003PL043893						21327.200		4600		50.000	
SEAL M1987061											
SEAL AQJ518											
SEAL CM390652											
SEAL 684067											
SEAL F86975X											
				2296 BOXES WITH FRESH MANDARINS W.MURCOTT VARIETY (2296 CAJAS CON MANDARINA FRESCA VARIEDAD W.MURCOTT)							
				PO: 8351125036 HS CODE: 0805.29.90.00 THERMOREGISTERS: 663WRX - 901CFY - UF72061332							
				TEMPERATURE: 0 C VENTILATION: 15 CBM HUMIDITY: OFF COLD TREATMENT							
				PARA VERIFICACION DEL ESTADO DE CERTIFICACION GLOBALG.A.P; RAINFOREST - ALLIANCE, CONSULTE EL ARCHIVO DE PACKING							
				Continued on Next Sheet		Sheet 1 of 3					
				ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.							
ADDITIONAL CLAUSES											
4. Goods at Port are at Merchant's risk, expenses and responsibility 91. 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. 134. Merchant undertakes to take delivery of reefer container(s) under tackle. Carrier's liability ceases once the Goods are disconnected from the ship's tackle and Carrier shall bear no liability for Merchant's failure to take delivery as aforesaid. 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.						209. Carrier's liability for inland haulage in Mexico shall in all cases be limited according to the Carta Porte, Rail and Inland Carrier Law and Mexican Law. When the freight does not include the additional charge, the liability of the trucker and rail carrier shall be strictly limited to an amount equivalent to 15 UMA'S unit of measurement per metric ton according to INEGI in Mexico City. 215. Whenever receivers fail or refuse to take delivery of the Goods once the free time has expired, the shipper is responsible towards the Carrier for all expenses/charges/fees/freights/ Container depreciated value and demurrages that may be incurred for return the Goods to the Port of Loading. 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. 223. The maximum payload allowed to transit through Mexican territory (for both Carrier and Merchant haulage) shall be as per applicable Mexican laws and regulations. Any fine, penalty and/or additional cost that may be incurred as a result of non-compliance with applicable regulations shall be for Merchant's account. The Carrier, its agents, sub-contractors and servants are exonerated of any liability.					
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		29 JUN 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

VOYAGE NUMBER
OHCNUW1MA
BILL OF LADING NUMBER
LMM0595011

PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT		NUMBER OF ORIGINAL BILLS OF LADING		
				LIMA		THREE (3)		
VESSEL		PORT OF LOADING		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*		
COSCO SHIPPING THAMES		CHANCAY, PERU		MANZANILLO, MX				
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CONTAINER AND SEALS	OF PACKAGES							

KGS KGS CBM

LIST PE-OPE-FO-093-ES

NOTIFY TAX-ID: CMA9109119L0

FREIGHT PREPAID

"DUE TO SENSITIVENESS OF THE CARGO, THE CARRIER
WILL NOT BE HELD RESPONSIBLE FOR THE QUALITY OF
THE CARGO UPON DISCHARGE INsofar AS THE REQUESTED
SET TEMPERATURE HAS BEEN DULY MAINTAINED BY THE
CARRIER"

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

PREPAID CHARGES:

SEALING SERVICE EXPORT: USD 20.0000

BUNKER ADJUSTMENT FACTOR: USD 540.0000

ADVANCED MANIFEST DECLARATION : USD 32.0000

SERENITY FRESH FRUITS REDUCED: USD 72.0000

COLD TREATMENT STANDARD: USD 1,090.0000

SMART REEFER CONTAINER: USD 45.0000

OCEAN FREIGHT ALL IN: USD 618.0000

COLLECT CHARGES:

Shipped on Board COSCO SHIPPING THAMES 29-JUN-2026 CMA CGM Peru
S.A.C. As agents for the Carrier

Weight in Kgs Total: 1 CONTAINER(S) Continued From Previous Sheet Sheet 2 of 3 21327.200 4600 50.000

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

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-services/shipping-guide/bl-clauses>) which the Merchant has read and accepted. The delivery of the Goods carried under a Paperless Bill of Lading shall be made to the Consignee after the Paperless Bill of Lading has been surrendered to the Carrier on the eBusiness platform and after payment of any outstanding Freight and charges.

366. Merchant is reminded that 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 Merchant in any shipping instruction or otherwise weighted during the Carriage, the Carrier shall be entitled to charge the fees referred to in the Bill of Lading.

369. All local charges generating in Peru are to be paid by the Merchant to the agent and designated empty container depot, who render the services locally. All local charges are duly registered on the website <https://www.cma-cgm.com/local/peru/tariffs-local-charges>

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.

PLACE AND DATE OF ISSUE LIMA 29 JUN 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

VOYAGE NUMBER
0HCNUW1MA
BILL OF LADING NUMBER
LMM0595011

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CONTAINER AND SEALS	OF PACKAGES						

Continued From Previous Sheet Sheet 3 of 3
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

379. Merchant is reminded that pursuant to the Terms and Conditions of this Bill of Lading Carrier may, in its discretion and at any time, proceed by any route. If the voyage is, or is likely to be affected by any risk, the Carrier may, without prior notice to the Merchant and at in its sole discretion, carry the Goods by an alternative route to that initially foreseen. The Carrier shall be entitled to charge additional Freight, as the Carrier may determine. Carrier reserves the right 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 therefrom.

380. Merchant acknowledges that the average transit time is increased for Vessels sailing via the Cape of Good Hope and/or to allow transshipment of Containers destined for ports in the Red Sea area. The Merchant warrants that at the time of shipment the Goods are fit for carriage for the full period of Carriage and accepts the risk of damage to the Goods which may be caused by the prolonged transit time.

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