

SHIPPER				DRAFT WAYBILL NON NEGOTIABLE				VOYAGE NUMBER	
SOCIEDAD AGRICOLA YOLANDA PATRICIA S.A.C. CAL.MONTEROSA NRO. 271 DPTO. 603 URB. CHACARILLA DEL ESTANQUE LIMA - LIMA - SANTIAGO DE SURCO RUC: 20514938343 *								0HCO0W1MA	
								WAYBILL NUMBER	
								LMM0598268	
CONSIGNEE				EXPORT REFERENCES					
COPSAYS, S.A. DE C.V. RFC - ID: COP110128 H19 CJA QR 5 Numero 129 Colonia Central de Abasto Iztapalapa, Ciudad de Mexico, Mexico C.P. 09040***				CMA CGM					
NOTIFY PARTY, Carrier not to be responsible for failure to notify				CARRIER: CMA CGM Société Anonyme au Capital de 234 988 330 Euros Head Office: 4, quai d'Arenc - 13002 Marseille - France Tel: (33) 4 88 91 90 00 - Fax: (33) 4 88 91 90 95 562 024 422 R.C.S. Marseille					
COPSAYS, S.A. DE C.V. RFC - ID: COP110128 H19 CJA QR 5 Numero 129 Colonia Central de Abasto Iztapalapa, Ciudad de Mexico, Mexico C.P. 09040***									
PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT			NUMBER OF ORIGINAL WAYBILLS		
							ZERO (0)		
VESSEL		PORT OF LOADING		PORT OF DISCHARGE			FINAL PLACE OF DELIVERY*		
BEIJING		CHANCAY, PERU		MANZANILLO, MEXICO					
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				
				KGS	KGS	CBM			
AMCU9408608		1 x 40RA 2288 BOXES		25000.000	4350	50.000			
SEAL 003PL045137									
SEAL M1985452									
SEAL APT438									
SEAL CM359021									
SEAL 430395									
		2,288 BOXES WITH FRESH MANDARIN TANGO IN 21 PALLETS							
		2,288 CAJAS CON MANDARINAS FRESCAS TANGO EN 21 PALLETS							
		P.A. 0805.29.90.00							
		TH: 2604025562-2604025517							
		FREIGHT COLLECT							
		TEMPERATURE: O C							
		VENTILATION: 15 CBM							
		HUMIDITY: OFF							
		COLD TREATMENT							
		*PHONE: +51954 183 270							
		CONTACT: EDUARDO UGARTE							
		EMAIL: EUGARTEG@SAYP.COM.PE							
		**IMPORTACIONES@GRUPOMLA.COM.MX							
		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				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.					
91. Ground rent /storages/ power supply/ monitoring costs/ THC at Port of Discharge are for Merchant's account according to Port rates.				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.					
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.				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.					
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.				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.					
194. For the purpose of the present carriage, the Carrier's Bill of Lading terms and conditions 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.									
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 by the Merchant for carriage, subject to all the terms hereof (including the terms on page one) and tariff for the relevant trade, from the place of receipt or the port of loading, whichever applicable, to the port of discharge or place of delivery, whichever applicable. This Waybill is deemed to be a contract of carriage as defined in Article I (b) of the Hague Rules and Hague Visby Rules although this is not a document of title to the Goods. DELIVERY will only be made on Payment of all Freight and Charges and to the named Consignee or any third party nominated by the Consignee by written instruction to the Carrier or his Agent, unless the Shipper instructs otherwise prior to delivery. The rights and liabilities arising according to the terms hereof shall (without prejudice to any rule of common law and status) become binding between the Carrier and Consignee as if this agreement has been made between them and the Shipper guarantees on reception of this Waybill that he has accepted it on his own behalf, on behalf of the Consignee and the Owner of the Goods, and warrants that he has authority to do so.									
All claims and actions arising between the Carrier and the Merchant in relation with the contract of Carriage evidenced by this Waybill 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.									
This Waybill is issued subject to the C.M.I Uniform Rules for Sea Waybills. (OTHER TERMS AND CONDITIONS OF THE CONTRACT ON PAGE ONE)									
PLACE AND DATE OF ISSUE		LIMA		21 JUL 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
WAYBILL
NON NEGOTIABLE

VOYAGE NUMBER
0HCO0W1MA
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LMM0598268

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						ZERO (0)		
VESSEL		PORT OF LOADING		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*		
BEIJING		CHANCAY, PERU		MANZANILLO, MEXICO				
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

TEL. +52 55 5694 2447

***IMPORTACIONES@GRUPOMLA.COM.MX

TEL. +52 55 5694 2447

LOGISTICS@PREMIUMFIELDS.COM

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

PREPAID CHARGES:

COLLECT CHARGES:

BUNKER ADJUSTMENT FACTOR: USD 960.0000

ADVANCED MANIFEST DECLARATION : USD 32.0000

COLD TREATMENT STANDARD: USD 1,090.0000

SEALING SERVICE EXPORT: USD 20.0000

OCEAN FREIGHT ALL IN: USD 198.0000

Shipped on Board BEIJING 21-JUL-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 25000.000 4350 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.

337. This Waybill is governed by the Terms and Conditions available on the CMA CGM website (<http://www.cma-cgm.com/products-services/shipping-guide/bl-clauses>) which the Merchant has read and

accepted. The Carrier is entitled to deliver the Goods to the Consignee, after payment of any outstanding Freight and charges, on provision of proper proof of identity without the need to produce or surrender a copy of this Waybill.

366. 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 a processing and administrative fee of USD 2,000 in addition to a misdeclaration fee of either USD 15,000 in respect of dangerous Goods, or USD 5,000 in respect of non-dangerous Goods, those fees will be charged per Container or for non-containerized Goods per Bill of Lading, as applicable.

369. All local charges related to the Goods incurred in Peru are for Merchant's account as per Carrier's applicable tariff, including any regulatory or other charges or fees as published on the Carrier's 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.

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CONTAINER AND SEALS											

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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