

SHIPPER				DRAFT BILL OF LADING				VOYAGE NUMBER			
SAFRESCO PERU S.A. AV. MANUEL OLGUÍN NRO. 211 INT.401 URB. LOS GRANADOS LIMA - LIMA - SANTIAGO DE SURCO PERU RUC: 20136222725 *								OWCOKN1MA			
CONSIGNEE								BILL OF LADING NUMBER			
EVEREST FRESH B.V. RIELSEWEG 23 HEDEL 5321 NC THE NETHERLANDS EORI: NL001485167 CTC: FABRICE DE JONGE NUMBER: +073 599 8886 **								LMM0607051			
EXPORT REFERENCES				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							
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*					
CMA CGM JACQUES JOSEPH		CALLAO, PERU		ROTTERDAM							
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					
CGMU5891210		1 x 40RA		1440 BOXES		KGS		KGS		CBM	
SEAL M2004108						25540.000		4350		50.000	
SEAL AQM916											
SEAL 003PL046068											
SEAL CM383302											
SEAL F86790X											
				1440 BOXES WITH FRESH MANDARINS NADORCOTT VARIETY (1440 CAJAS CON MANDARINA FRESCA VARIEDAD NADORCOTT)							
				HS CODE: 0805.29.90.00 THERMOREGISTERS: U1088940							
				TEMPERATURE: 5 C VENTILATION: 15 CBM HUMIDITY: OFF							
				PARA VERIFICACION DEL ESTADO DE CERTIFICACION GLOBALG.A.P; RAINFOREST - ALLIANCE, CONSULTE EL ARCHIVO DE PACKING LIST PE-OPE-FO-093-ES							
				Continued on Next Sheet		Sheet 1 of 2					
				ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.							
ADDITIONAL CLAUSES											
4. Goods at Port are at Merchant's risk, expenses and responsibility						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.					
91. Ground rent /storages/ power supply/ monitoring costs/ THC at Port of Discharge are for Merchant's account according to Port rates.						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.					
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.						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-					
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.											
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.											
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		09 SEP 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
OWCOKN1MA
BILL OF LADING NUMBER
LMM0607051

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CONTAINER AND SEALS	OF PACKAGES							

KGS KGS CBM

*TEL Y FAX: 7307300

**E-MAIL:
FABRICEDEJONGE@DEGROOTFRESHGROUP.COM

* CTC: CRISTIAN CERNA

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
5 degrees Celsius

PREPAID CHARGES:
BUNKER ADJUSTMENT FACTOR: USD 1,344.0000
ADVANCED MANIFEST DECLARATION : USD 27.0000
SEALING SERVICE EXPORT: USD 20.0000
10% CO2 REDUCTION: USD 374.0000
SMART REEFER CONTAINER: USD 45.0000
OCEAN FREIGHT ALL IN: USD 2,535.0000
COLLECT CHARGES:
TERMINAL HANDLING CHARGE (DTHC: EUR 350.0000

Shipped on Board CMA CGM JACQUES JOSEPH 09-SEP-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 2 25540.000 4350 50.000
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

services/shipping-guide/bl-clauses) which the Merchant has read and accepted. The delivery of the Goods digital supply chain platforms.

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

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 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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SIGNED FOR THE SHIPPER			
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