

SHIPPER				DRAFT BILL OF LADING				VOYAGE NUMBER	
AGRICOLA CERRO PRIETO SA RUC: 20461642706 CAL. DEAN VALDIVIA 111INT. 601 SAN ISIDRO - LIMA - PERU*								OWCNWN1MA	
								BILL OF LADING NUMBER	
								LMM0592813	
CONSIGNEE				EXPORT REFERENCES					
LA PREFERIDA CAMU SRL AVENIDA NUÑEZ DE CACERES 110, MIRADOR NORTE, DISTRITO NACIONAL CONTACT PERSON: ENRIQUE MUÑOZ RNC: 1-32992857 PHONE: 934549348**				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 CARL ANTOINE		CALLAO		CAUCEDO					
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	
CGMU7749821		1 x 40RH		7800 BOXES		15000.000	4310	50.000	
SEAL 003PL044284									
SEAL M2027029									
SEAL CM350868									
SEAL AQH099									
SEAL 025549				01X40 HC CONTAINER CON:					
				7800 BOXES WITH FRESH CONVENTIONAL BLUEBERRY (CAJAS CON ARANDANOS FRESCOS CONVENCIONALES) VARIEDAD: ROCIO					
				HS CODE:081040 TERMOREGISTROS: 2604025861-VC8D126F-VC8D1265 TEMPERATURA: -1 GRADOS CELCIUS CONTROL DE ATMOSFERA: NO COLD TREATMENT: SI HUMEDAD: OFF VENTILACIÓN: 10 CBM/HR					
				PARTIDA ARANCELARIA: 0810.40.00.00 FDA REGISTER 19265592090 CODIGO SENASA 009-00405-03 GGN 4050373748586					
				*INFO SHIPPER:					
		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				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.					
91. Ground rent /storages/ power supply/ monitoring costs/ THC at Port of Discharge are for Merchant's account according to Port rates.				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.					
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.				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.					
143. Merchant must ensure they are paid for their Goods prior to the beginning of the voyage. Merchant and any party to this Bill of Lading are advised that according to destination country law and practice the Carrier has absolutely no control on the Goods once discharged. Goods are delivered by order of the authority and/or through customs to receiver. This may be done without surrendering original Bill of Lading to ship agent. In such case, the Carrier will not be responsible for any claim due to delivery of the Goods without original Bill of Lading.				257. Free Alongside Ship (FAS).					
194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004.				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					
202. Demurrage and detention shall be calculated and paid as per general tariff available on the web site									
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		17 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
OWCNWN1MA
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KGS KGS CBM

MARLENE GALLARDO AYLLON
51 1 6193900 / MGALLARDO@ACPAGRO.COM

**INFO CONSIGNEE AND NOTIFY:
E-MAIL: ENRIQUEMUNOZ@LAPREFERIDACAMU.COM

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
-1 degrees Celsius

PREPAID CHARGES:
BUNKER ADJUSTMENT FACTOR: USD 540.0000
EMERGENCY FUEL SURCHARGE: USD 310.0000
COLD TREATMENT CHARGE: USD 1,090.0000
SMART REEFER CONTAINER: USD 70.0000
SEALING SERVICE EXPORT: USD 20.0000
OCEAN FREIGHT ALL IN: USD 2,330.0000
COLLECT CHARGES:
TERMINAL HANDLING CHARGE (DTHC: USD 200.0000

Shipped on Board CMA CGM CARL ANTOINE 17-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 2 15000.000 4310 50.000
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

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.

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.

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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SIGNED FOR THE SHIPPER			
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