

SHIPPER				DRAFT BILL OF LADING				VOYAGE NUMBER			
INNVITA FOODS S.A.C. RUC: 20600675983 JIRÓN MARSICAL JOSÉ LA MAR 275, SAN LUIS, LIMA, PERÚ CTC: HUMBERTO ZOGBI TLF/FAX: 6013380								OLIJUS1MA			
CONSIGNEE								BILL OF LADING NUMBER			
EXPORT REFERENCES								LMM0612235			
CENCOSUD RETAIL SA AV. KENNEDY 9001, LAS CONDES, SANTIAGO, CHILE TLF: 600 450 5000 EMAIL: ANTONIA.DUFEU@CENCOSUD.CL RUT : 81201000-K				CMA CGM				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			
NOTIFY PARTY, Carrier not to be responsible for failure to notify											
CENCOSUD RETAIL SA AV. KENNEDY 9001, LAS CONDES, SANTIAGO, CHILE TLF: 600 450 5000 EMAIL: ANTONIA.DUFEU@CENCOSUD.CL											
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*					
MATTHEW SCHULTE		CALLAO		SAN ANTONIO							
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			
TLLU1046194		1 x 40RH		1112 BOXES		7060.000	4420	50.000			
SEAL M2002627											
SEAL 003PL046247											
SEAL ARD125											
MARK: ZUMA COLD				JUGOS NATURALES							
PRESSED				NATURAL JUICES							
				HS CODE: 200990							
				PESO NETO: 5865.60 KG							
				TERMOGRAPHS; 190226030014266 / 867074082722916							
				TEMPERATURE: 2° C							
				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 2 degrees Celsius							
				PREPAID CHARGES:							
				BASIC OCEAN FREIGHT: USD 185.0000							
				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				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.				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							
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											
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		05 OCT 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											



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KGS KGS CBM

BUNKER ADJUSTMENT FACTOR: USD 870.0000
SEALING SERVICE EXPORT: USD 20.0000
COLLECT CHARGES:
TERMINAL HANDLING CHARGE (DTHC: USD 235.0000
Shipped on Board MATTHEW SCHULTE 05-OCT-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 7060.000 4420 50.000
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

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.

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

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Continued From Previous Sheet Sheet 3 of 3
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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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