

SHIPPER
 SAFRESCO PERU SA
 AV. EL DERBY N°055 TORRE1, PISO 7
 SANTIAGO DE SURCO - LIMA - PERU
 RUC:20136222725
 CTC:CRISTIAN CERNA-SOLANGE
 SALDAÑA*

VOYAGE NUMBER
 ORPGYN1MA
 WAYBILL NUMBER
 LMM0485089

**WAYBILL
 NON NEGOTIABLE**

CONSIGNEE
 FRUIT ET LEGUMES GAETAN BONO INC
 9232 BOUL PIE IX MONTREAL, QC,
 H1Z 4H7 CANADA
 ATTENTION: FRANCIS CARRUTHERS
 PHONE: 514-347-3113

EXPORT REFERENCES



NOTIFY PARTY, Carrier not to be responsible for failure to notify
 J&K FRESH EAST
 A DIVISION OF 721 LOGISTICS LLC
 399 MARKET STREET, SUITE 220
 PHILADELPHIA, PA 19106 USA
 ATTENTION: IMPORT DOCS TEAM
 PHONE: 610-994-5060**

CARRIER: CMA CGM Société Anonyme au Capital de 234 988 330 Euros
 Head Office: 4, quai d'Arenic - 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 WAYBILLS
		LIMA	ZERO (0)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
SEATRADE RED	PAITA, PERU	PHILADELPHIA, UNITED STATES	MONTREAL, CANADA

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	TARE	MEASUREMENT
			CARGO		
			KGS	KGS	CBM
TTNU8979193 SEAL 004VA542540 SEAL L8602970 SEAL AKM530 SEAL CM187478 SEAL H29633J	1 x 40RH	1800 BOXES 1800 BOXES WITH FRESH GRAPES SWEET GLOBE VARIETY (1800 CAJAS CON UVAS FRESCAS VARIEDAD SWEET GLOBE) FDA: 18406404532 P.A.: 0806.10.00.00 TR: EFQ241111453 - EFQ241111454 VENTILATION: CLOSED HUMEDAD: OFF FREIGHT PREPAID "PARA VERIFICACION DEL ESTADO DE CERTIFICACION GLOBALG.A.P; RAINFOREST -ALLIANCE, CONSULTE EL ARCHIVO DE PACKING LIST PE-OPE-FO-093-ES"	16760.000	4460	40.000
Continued on Next Sheet			Sheet 1 of 3		
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.					

ADDITIONAL CLAUSES

4. Cargo at port is at merchant risk, expenses and responsibility
 5. FCL
 77. THC at destination payable by Merchant as per line/port tariff
 91. Ground rent/storages/power supply/monitoring costs at port of discharge 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.
 194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004.
 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.
 225. The shipper 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 Merchant is responsible for returning any empty container, with interior clean, free of any dangerous goods placards, labels or markings, at the designated place, and within 60 days following to the date of release, failing which the container shall be construed as lost. 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 liquidated damages equivalent 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 cargo

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 1 (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 OCT 2024

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



WAYBILL NON NEGOTIABLE

VOYAGE NUMBER
ORPGYN1MA
WAYBILL NUMBER
LMM0485089

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL WAYBILLS		
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			KGS	KGS	CBM

*TEL Y FAX: 7307300

**FAX: 610-362-1201
EMAIL: DOCS@JKFRESHEAST.COM

"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:
BUNKER SURCHARGE NOS: USD 864.00
EXPORT DECLARATION SURCHARGE: USD 32.00
SERENITY CONTAINER GUARANTEE A: USD 25.00
SERENITY CONTAINER GUARANTEE A: USD 25.00
SEALING SERVICE EXPORT: USD 20.00
OCEAN FREIGHT ALL IN: USD 4,801.00
COLLECT CHARGES:
TERMINAL HANDL. CH DESTINATIO: USD 675.00

Shipped on Board SEATRADE RED 21-OCT-2024 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 16760.000 4460 40.000
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

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.	digital supply chain platforms.
366. The Merchant warrants that the particulars relating to the Goods have been checked and that such particulars are adequate and correct. In case of failure of the Merchant to comply with such warranty, the Carrier shall be entitled to charge the Merchant at any time an amount of USD 2,000 per Container or Goods (for non-containerized cargo) as processing and administrative fees. This fee shall also be applicable 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 Shipper in his shipping instruction or otherwise weighted during the Carriage.	374. Merchant undertakes and warrants that, in no circumstance whatsoever, the Goods and the Container(s) listed in this Bill of Lading shall be destined and on-carried to Russian Federation territory or Republic of Belarus after unloading at port of discharge.
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	375. Merchant undertakes and warrants that, in no circumstance whatsoever, the Goods listed in this Bill of Lading shall be stuffed and on-carried from the Russian Federation territory or Republic of Belarus before loading at port of loading.
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.
	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

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SIGNED FOR THE SHIPPER			
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Continued From Previous Sheet Sheet 3 of 3
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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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