

SHIPPER
 ECOSAC AGRICOLA S.A.C.
 CAR. CHAPAIRA NRO. S-N CAS.
 CHAPAIRA (FRENTE AL CASERIO
 CHAPAIRA) PIURA - PIURA - CASTILLA
 - PERU TEL: 073-628605
 RUC 20530184596

**DRAFT
 BILL OF LADING**

VOYAGE NUMBER
 ODVJUN1MA
BILL OF LADING NUMBER
 LMM0477560

CONSIGNEE
 ANTON DÜRBECK GMBH
 HESSENRING 120 61348 BAD HOMBURG
 V.D.H. GERMANY
 TEL: 0049 6172 6806 111/118/216/211
 FAX 0049 6172 6806 100
 CTC: MATHIAS DÜRBECK*

EXPORT REFERENCES



NOTIFY PARTY, Carrier not to be responsible for failure to notify
 GOES HANDLINGCENTRE
 INDUSTRIETERRAIN OUDENRIJN VELDZIGT
 60 NL-3454 PW DE MEERN NETHERLANDS
 TEL: 0031 88 325 1527 / 1525
 FAX: 0031 88 325 1530
 CTC: CORA DE GOEIJ / STEF GOES**

CARRIER: CMA CGM Société Anonyme au Capital de 234 988 330 Euros
 Head Office: 4, quai d'Arenç - 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 BETTER WAYS	PAITA	ROTTERDAM	

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
			KGS	KGS	CBM

AMCU9409332 SEAL 003PL033839 SEAL 002AQ031868 SEAL C6981340 SEAL AJZ319 SEAL CM193931	1 x 40RA	2392 BOXES	14840.000	4350	50.000
FRESH GRAPES 1 FCL 2392 BOXES OF FRESH GRAPES VARIETY SUGRAONE SEEDLESS TR 01: MJBYN03KBV TR 02: MJBYN03KKV HTS CODE: 0806.10 FREIGHT PREPAID TEMPERATURE: -1.0 C VENTILATION: CLOSED HUMIDITY: OFF */CARLO DÜRBECK/FRANK MERGARD/FRANK KÜTTNER EMAIL: MATHIAS@DUERBECK.COM; CARLO@DUERBECK.COM; ARRIVALS@DUERBECK.COM; MERGARD@DUERBECK.COM; FRANK@DUERBECK.COM EORI NUMBER DE2027577 **EMAIL: ARRIVALS@GOESHANDLING.NL EORI NUMBER NL854169003					
"DUE TO SENSITIVENESS OF THE CARGO, THE CARRIER Continued on Next Sheet Sheet 1 of 2 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.
 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.
 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.

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	04 SEP 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			



DRAFT BILL OF LADING

Table with Voyage Number: ODVJUN1MA, Bill of Lading Number: LMM0477560

Main header table with columns: PRE CARRIAGE BY*, PLACE OF RECEIPT*, FREIGHT TO BE PAID AT, NUMBER OF ORIGINAL BILLS OF LADING, VESSEL, PORT OF LOADING, PORT OF DISCHARGE, FINAL PLACE OF DELIVERY*, MARKS AND NOS, NO AND KIND OF PACKAGES, DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER, GROSS WEIGHT CARGO, TARE, MEASUREMENT

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 SURCHARGE NOS: USD 1,050.00
EU ETS SURCHARGE: USD 102.00
EXPORT SERENITY CONTAINER GUAR: USD 25.00
SEALING SERVICE EXPORT: USD 20.00
OCEAN FREIGHT ALL IN: USD 1,278.00
COLLECT CHARGES:
TERMINAL HANDL. CH DESTINATIO: EUR 340.00

Shipped on Board CMA CGM BETTER WAYS 04-SEP-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 2 14840.000 4350 50.000 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

- 366. The Merchant warrants that the particulars relating to the Goods have been checked and that such particulars are adequate and correct.
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.
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.
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.

Table with columns: PLACE AND DATE OF ISSUE, SIGNED FOR THE SHIPPER, SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM Peru S.A.C. as agents for the carrier CMA CGM S. A.