

Booking No.: **254196257**

Print Date: 2025-05-20 23:04 UTC

Booked by Party: PORT LOGISTICS SAC	Service Mode: CY/CY
Contact Name: Ana Lucia Rodriguez	From: Paita, Peru
Booked by Ref. No:	To: Rotterdam, Zuid-Holland, Netherlands
Service Contract: 299593134	Ref.No:
Price Owner: AGRICOLA CERRO PRIETO SA	Business Unit: Maersk Peru (all Ports)
Named Account Customer:	Commodity Description: Avocado, non-frozen, fruit

**We request you to review the specific parameters, viz. Service Contract, Price Owner, Named account customer and Commodity description. In case there are any changes required to these parameters, please send us a request before any containers(s) are picked**

**Thank you for placing your booking with Maersk A/S, as Carrier**

"All the local charges at Peru are part of the carriage contract, consequently, to be paid by the merchants duly identified in the BL. These local charges are published on the website <https://www.maersk.com/local-information/latin-america/peru> together with a detailed description. Merchants acknowledge and accept these local charges when contracting our services, other charges might be applicable."

Los invitamos a revisar los plazos documentales en nuestra web <https://www.maersk.com/local-information/latin-america/peru/export>.

Discrepancia de Peso, a partir 01 de Junio del 2020 el monto USD 100 por BL / Corrección Extemporánea, aplicaremos USD 55 posterior a las 48 horas del ETD / Late Payment Fee (LPF), a partir del 29 de setiembre 2020, aplicaremos \$50, cuando el importe de factura sea mayor a \$150, facturas de exportación, clientes pago contado, las cuales no hayan sido pagadas dentro de los 7 días siguientes a la fecha de emisión / Cancelación de reservas carga refrigerada de exportación desde Perú, efectivo 1ero de Marzo del 2021, cargo USD 175 por contenedor recibirá una factura por las cancelaciones y/o roleos totales o parciales, las cuales no sean tramitadas a través de la web en un plazo menor a 5 días previos al ETD; aplica al dueño del contrato / A partir del 24 de agosto del 2020, transcurridos los 15 días después de la fecha de emisión de la factura y que siga sin ser pagada, Maersk se reserva el derecho de no confirmar nuevas reservas hasta la regularización de su estado de cuenta.

The rates and other applicable charges on your shipment will be invoiced based on Price Calculation Date (PCD)

For Non-FMC shipments, PCD is the Estimated Time of Departure (ETD) of the first vessel in the latest booking confirmation issued upon customer request.

For FMC shipments, PCD is the date on which Maersk A/S or one of its authorised agent(s) takes possession of the last container listed on the transport document.

Note: FMC regulated trades are shipments exiting or entering a port in the United States, Guam, US Virgin Islands, American Samoa or Puerto Rico (US).

### Equipment

Quantity	Size/Type/Height (ft.in)	Collapsible	Sub. Equip	Gross Weight	Pack. Qty/Kind	Cargo Volume
1	40 REEF 9 6			27000.000 KGS	1 Piece(s)	

### Intended Transport Plan

From	To	Mode	Vessel	Voy No.	ETD	ETA
Terminales Portuarios Euroandinos	Balboa Port Terminal	FEO	SEALAND PHILADELPHIA	522N	2025-05-31	2025-06-02
Balboa Port Terminal	HUTCHISON PORTS DELTA II	MVS	MAERSK BINTAN	521N	2025-06-06	2025-06-23

If you would like to place any further bookings or amend any details, please do not hesitate to contact this office. Thank You. Import Demurrage fees:

Day 1-4: Free  
 Day 5-8: 220 EUR  
 Day 9-13: 300 EUR  
 Day 14+: 350 EUR

This document is subject to following:

This booking and carriage are subject to the Maersk Terms and Conditions of Carriage which are available upon request from the carrier or his representatives and are furthermore accessible on the Maersk website "<http://www.maersk.com>" under "Terms and conditions" or the same can be checked in "<https://terms.maersk.com/>"

- The shipment is subject to tariff rates unless a correct and applicable service contract number is available
- The carrier's right to substitute the named and/or performing vessel(s) with another vessel or vessels at any time.
- Arrival, berthing, departure and transit times are estimated and given without guarantee and subject to change without prior notice
- All dates/times are given as reasonable estimates only and subject to change without prior notice.

Shipments destined for or carried/transhipped via the USA:

- This document is given subject to the customer providing the correct cargo description in accordance with U.S. law, including U.S. Customs requirements as described in Customs Rules and Regulations, 19 CFR Parts 4, 113 and 178 of October 31, 2002

Import Detention fees:

Day 1-3: Free  
 Day 4-8: 140 EUR  
 Day 9-12: 160 EUR  
 Day 13+: 180 EUR

Promise on SEALAND PHILADELPHIA or alternative departure within date range: 31/May/2025 - days  
 Estimated dates of Arrival: 23/Jun/2025 - 26/Jun/2025 days

Estimated date of departure: 31/May/2025  
 Promised dates of arrival: 23/Jun/2025 - days

Estimated departure date: 31/May/2025  
 Estimated dates of Arrival: 23/Jun/2025 - 26/Jun/2025 days

Load Itinerary

Type	Location	Release Date	From	To	Return Date	Time	Load Ref.
Empty Container Depot	ALCONSA PAITA ALCONSA PAITA Zona Industrial II Mz.L. 3 s/n Paita	2025-05-27	17:00				
Return Equip Delivery Terminal	Terminales Portuarios Euroandinos Terminales Portuarios Euroandinos 127 JR. Ferrocarril Paita				2025-05-28	11:00	

Value Added Services

Description	Quantity	Additional Info
Captain Peter - Premium Package Star Care Reefer Service		

Reefer Details

Temperature	Multiple Set Points Days After Gate-In	Atmosphere	Humidity	Ventilation	Reefer cont. type	GenSet	Sortie Cont.
6.0 C 43 F		Controlled O2: 4 CO2: 6	No	Closed	Starcare CA	Export: No Import: No	No

No of Probes	Ethylene Filter	Drain Holes	Cold Treatment	High Value Cargo	Individual Quick Frozen	Stuffie Cont.
0	2	Closed	No	No	No	No

Please consider that provided deadlines are subject to change, to find the latest updates visit our website <https://maersk.com/>

Haulage Instructions:

/Assign container with WCD or RCD3 or higher|

Maersk is committed to maintaining the highest safety standards and ensuring smooth operations for our customers. An improper declaration of goods leads to risk exposure of our crew, environment, cargoes, fleet, and facilities. Therefore, we charge and collect an administrative fee for mis declared cargo of 15,000 US dollars per booking, from customers who have not declared their cargo correctly.

Any additional cost that will result from taking corrective action will be charged on top of this fee. Risks and safety issues from incorrect declaration can include but are not limited to, leakages, moving cargo, chemical reactions, cargo fires, and explosions that consequently put the lives of our seafarers & terminal crew at risk, as well as a potential risk to the environment.

To avoid the administrative fee for misdeclared cargo, all customers are required to.

- Ensure that the cargo is declared correctly and booked under the right commodity code from the beginning of the booking process.
- IMO classes and UNNOs are correctly declared from the beginning of the booking process.
- The cargo in question complies with our policies and regulations.

This booking confirmation is subject to compliance with Maersk policy on shipments to Russia (available on maersk.com) and UN, EU and US sanction and export control laws, including US and EU sanctions laws applicable to Russia (Sanctions). By proceeding, shipper represents that this booking in no way is in violation of Maersk policy on shipments to Russia, that the shipment does not involve, nor shall it involve, in either context directly or indirectly, in any way any entity or person subject to Sanctions, including any entity or person subject to Sanctions relating to Russia and that this booking does not involve any items prohibited by Sanctions for import to Russia. If this shipment is in violation of Maersk policy on shipments to Russia, any entity or person involved in this booking is an entity or person subject to Sanctions or any items in this booking are prohibited for import to Russia by Sanctions, the shipment will be returned to origin without exception, and shipper is responsible for all cost and risk for such return. Shipper agrees that Carrier may withhold release of cargo pending investigation to determine if the booking is in violation of Sanctions.

The Merchant(s) warrant and represent that this shipment and/or Goods will comply at all times with European Union, United States and United Nations sanctions and export control laws (Sanctions Laws), and that this shipment and/or Goods does not involve, whether directly or indirectly, any entity or person identified, or owned or controlled by any such entity or person identified, on the U.S. Treasury Departments Office of Foreign Asset Control (OFAC) list of Specially Designated Nationals and Blocked Persons, or any other similar list maintained by the European Union, or as promulgated by the United Nations Security Council (Designated Person). Without limiting the foregoing in any way whatsoever, the Merchant(s) warrant and represent that this shipment and/or Goods in no way violates the Carriers policy on shipments involving, but not limited to, Russia which can be found at [<https://www.maersk.com/news/articles/2022/02/24/russia-ukraine-situation-update>] and that the shipment and/or Goods do not involve any products that incorporate Russian origin steel or iron inputs, whether or not the shipment and/or Goods are processed and/or transhipped in any third country. If, in the Carriers reasonable opinion, this shipment and/or Goods are in violation of the Carriers policy on Russia, Sanctions Laws or involves any Designated Person, the shipment will be returned to the origin at the Carriers sole and unfettered discretion, and the Merchant(s) shall indemnify and hold harmless the Carrier, its servants and agents, for any breach of this clause. The Merchant(s) agree that the Carrier may stop the shipment and/or Goods in transit or withhold release of the shipment and/or Goods pending any investigation into compliance with this clause by the Merchant(s).

All obligations of the Carrier in relation to the Carriage, including loading a container and issuing a bill of lading, are subject at all times to all parties under the definition of Merchant being acceptable to the Carrier. The Merchant shall be liable for and indemnify the Carrier against all claims, liabilities, losses, damages, costs, delays, attorney fees and/or expenses, and additional Freight incurred as a result of the Merchant nominating a party not acceptable to the Carrier.

Whether or not a party is acceptable to the Carrier can be verified on <https://www.maersk.com/user/account/customer-search>

Terminals are subject to change without prior notice.

Merchant warrants that it will submit an accurate weight of the cargo which meets the applicable over-the-road weight limitations of the local, state and federal governments as well as the weight limitations of the service providers in the transport chain (including ports and rail). Merchant warrants it is aware that failure will result on additional charges including, but not limited to, rejection, termination, trans-load, scale, additional drayage or haulage, demurrage, detention and/or per diem. Merchant is encouraged to contact Sealand if there are any questions.