

SHIPPER
 EXPORTADORA DISA SA
 76439030-K TOCORNAL 8415, SANTA MARIA, SAN FELIPE, CHILE ATN. JOSE TOMAS
 POBLETE JTP@DISASA.CL

CONSIGNEE
 MOYCA GRAPES, S.L.
 POLIGONO INDUSTRIAL "EL SALADAR",
 C/ ARQUIMEDES, S/N, FASE IV 30850
 TOTANA (MURCIA), SPAIN
 CIF: B73518946 // EORI: ESV73518946

NOTIFY PARTY, Carrier not to be responsible for failure to notify
 MOSCA MARITIMO SL
 C./ MENDEZ NUNEZ, N. 40, PLANTA 3
 LOCALES 311 Y 312. EDIFICIO SUERTES
 DEL MAR 46024 VALENCIA SPAIN
 IMPORT.VLC@ELMOSCA.ES

**COPY NON NEGOTIABLE
 BILL OF LADING**

VOYAGE NUMBER
 OWCN8N1MA
 BILL OF LADING NUMBER
 SNG0499380A

EXPORT REFERENCES
 S00328046



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
			ZERO (0)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
ISTANBUL EXPRESS	SAN ANTONIO	ALGECIRAS	

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
CGMU5689981 SEAL L9348935	1 x 40RA	1200 CASES	7800.000	4350	
		080610 (HS) PART OF CONTAINER: 1200 CASES FRESH GRAPES ON 10 PALLETS H.S 0806.10 REF. 65 * CONTINUE FROM SHIPPER PH:342-582319 * CONTINUE FROM CNEE SHIPPING.DOCS@MOYCA.EU * CONTINUE FROM NTFY CIF: B30464721 // EORI: ESB30464721 Freight Collect Freight as Agreed TOTAL PKGS 1200 PK WARNING BL FREIGHTED			
Part Load Container(s) covered by BLs:SNG0499380A					
Cargo is stowed in a refrigerated container set					
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

77. Ground rent /storages/ power supply/ monitoring costs/ THC at Port of Discharge are 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 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.

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 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

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	SANTIAGO	21 MAR 2026	SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM Chile S.A. 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			



COPY NON NEGOTIABLE
BILL OF LADING

Table with Voyage Number (OWCN8N1MA), Bill of Lading Number (SNG0499380A)

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

at the shipper's requested carrying temperature of 0 degrees Celsius

FREIGHT COLLECT

PREPAID CHARGES:
COLLECT CHARGES:
BUNKER ADJUSTMENT FACTOR: USD 798.00
EMERGENCY FUEL SURCHARGE: USD 360.00
TERMINAL HANDLING CHARGE (DTHC): EUR 350.00
ADVANCED MANIFEST DECLARATION : USD 27.00
LOW SULFUR SURCHARGE: USD 66.00
LOCAL TERMINAL RECOVERY CHARGE: EUR 10.00
PORT AND/OR TERMINAL WHARFAGE : EUR 60.00
PEAK SEASON SURCHARGE: USD 800.00
OCEAN FREIGHT ALL IN: USD 5,930.50

Shipped on Board ISTANBUL EXPRESS 21-MAR-2026 CMA CGM Chile S.A.
As agents for the Carrier

Weight in Kgs Total: 1 CONTAINER(S) Continued From Previous Sheet Sheet 2 of 2 7800.000 4350
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

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.
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.

Table with columns: PLACE AND DATE OF ISSUE (SANTIAGO, 21 MAR 2026), SIGNED FOR THE SHIPPER, SIGNED FOR THE CARRIER (CMA CGM Chile S.A.), *APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING