

SHIPPER  
 EXPORTADORA CIFCO LTDA  
 RUT: 76.189.003-4  
 AV. EL GOLF NRO 99, OF 1016, LAS  
 CONDES, SANTIAGO, CHILE  
 ATN: GIOVANNA OLIVERA PH: 3635700  
 EMBARQUES@UTILITAS.CL

VOYAGE NUMBER
0LI1QN1MA
BILL OF LADING NUMBER
SNG0500943

**COPY NON NEGOTIABLE  
 BILL OF LADING**

CONSIGNEE  
 FRESTO FOODS S.A.  
 ELOY ALFARO Y PORTUGAL ED LA  
 RECOLETA. QUITO ECUADOR.  
 1793121098001 ATN: DIANA LASCANO  
 DLASCANO@FRESTOFOODS.COM

EXPORT REFERENCES



NOTIFY PARTY, Carrier not to be responsible for failure to notify  
 FRESTO FOODS S.A.  
 ELOY ALFARO Y PORTUGAL ED LA  
 RECOLETA. QUITO ECUADOR.  
 1793121098001 ATN: DIANA LASCANO  
 DLASCANO@FRESTOFOODS.COM

**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
		GUAYAQUIL	ZERO (0)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
HSL NIKE	SAN ANTONIO	GUAYAQUIL	

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
CGMU5441573 SEAL M5635350 EARLYFRUITS	1x40RH	2400 CASES	24000.000	4610	50.000
NCM:081050 CAJAS DE KIWIS EN 20 PALLETS H.S 0810.50 REF. 0853 CONTINUACION CONSIGNATARIO Y NOTIFY PH: 593-984-588849 FREIGHT FULL COLLECT  FREIGHT COLLECT  Cargo is stowed in a refrigerated container set at the shipper's requested carrying temperature of 0 degrees Celsius  COLLECT CHARGES: BUNKER ADJUSTMENT FACTOR:USD 570.00 TERMINAL HANDLING CHARGE (DTHC:USD 210.00 OCEAN FREIGHT ALL-IN:USD 1120.00  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.  
 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 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  
 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

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	27 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

VOYAGE NUMBER
0LI1QN1MA
BILL OF LADING NUMBER
SNG0500943

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
		GUAYAQUIL	ZERO (0)		
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
HSL NIKE	SAN ANTONIO	GUAYAQUIL			
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

Shipped on Board HSL NIKE 27-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      24000.000      4610      50.000  
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

### ADDITIONAL CLAUSES

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 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.

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 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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SIGNED FOR THE SHIPPER			
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