

SHIPPER
 SERVICIOS CHILFRESH LTDA.
 RUT: 96.690.500-K
 AV. MANUEL LABRA LILLO, 588,
 CURICO, CHILE
 CONTACTO: CLAUDIA DUARTE

**WAYBILL
 NON NEGOTIABLE**

VOYAGE NUMBER
OWCN8N1MA
WAYBILL NUMBER
SNG0499380B

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

EXPORT REFERENCES
 S00328046



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

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

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

CGMU5689981 SEAL L9348935	1 x 40RA	1200 CASES	7800.000	4350	50.000
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080610 (HS)
 1 X 40' PART TO REEFER HC
 1200 BOXES FRESH GRAPES
 ON 10 PALLETS
 H.S. CODE: 0806.10
 REF. 66
 * CONTINUE FROM SHIPPER
 EMAIL: CDUARTE@CHILFRESH.CL
 TEL: +56 9 8428 9902
 * CONTINUE FROM CNEE
 SHIPPING.DOCS@MOYCA.EU
 * CONTINUE FROM NTFY
 CIF: B30464721 // EORI:
 ESB30464721

Part Load Container(s) covered by BLs: SNG0499380A,
 SNG0499380B

FREIGHT COLLECT AS PER AGREEMENT

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.
- 125. The Carrier is only responsible for supplying electrical power to the reefer unit when on board of the Vessel. The Carrier is not responsible for malfunctioning of the reefer containers and eventual consequences including cargo damages. In case of malfunctioning of the reefer containers, the Carrier will endeavour to assist in repairing same, provided crew and spare parts are available for such work and weather permitting. In case such work is performed all expenses incurred by the Carrier including crew overtime expenses and including spare parts to be for Merchant's account.
- 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.
- 286. Carrier not liable for any damage arising from technical failure of Merchant's own reefer container(s).
- 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

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	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.
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SIGNED FOR THE SHIPPER
 *APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED
 TRANSPORT BILL OF LADING



WAYBILL NON NEGOTIABLE

VOYAGE NUMBER
OWCN8N1MA
WAYBILL NUMBER
SNG0499380B

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

Cargo is stowed in a refrigerated container set at the shipper's requested carrying temperature of 0 degrees Celsius

PREPAID CHARGES:
COLLECT CHARGES:
BUNKER ADJUSTMENT FACTOR: USD 199.50
EMERGENCY FUEL SURCHARGE: USD 90.00
TERMINAL HANDLING CHARGE (DTHC): EUR 175.00
ADVANCED MANIFEST DECLARATION : USD 27.00
LOW SULFUR SURCHARGE: USD 16.50
LOCAL TERMINAL RECOVERY CHARGE: EUR 5.00
PORT AND/OR TERMINAL WHARFAGE: EUR 30.00
PEAK SEASON SURCHARGE: USD 400.00
OCEAN FREIGHT ALL IN: USD 3,051.00

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 50.000
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

entitled to charge the fees referred to in the Bill of Lading. and accepts the risk of damage to the Goods which may be caused by the prolonged transit time.

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

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SIGNED FOR THE SHIPPER			
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING			