


|   |
|---|
| SHIPPER   |
| ALVOAR LACTEOS S/A<br>35590-024 - BRAZIL<br>LAGOA DA PRATA, MG<br>AV. BRASIL, 241 - CENTRO<br><br>CNPJ/CPF: 21992946000151          |
| CONSIGNEE   |
| WYNCO DE VENEZUELA, C.A<br>RIF: J-408171627<br>AV.64, GALPONES NO. L11 Y L12,<br>ZONA INDUSTRIAL CASTILLITO<br>VALENCIA - VENEZUELA |
| NOTIFY PARTY, Carrier not to be responsible for failure to notify   |
| WYNCO DE VENEZUELA, C.A<br>RIF: J-408171627<br>AV.64, GALPONES NO. L11 Y L12,<br>ZONA INDUSTRIAL CASTILLITO<br>VALENCIA - VENEZUELA |

|                       |            |
|-----------------------|------------|
| VOYAGE NUMBER         | OGBPEN1MA  |
| BILL OF LADING NUMBER | SSZ1491422 |

## COPY NON NEGOTIABLE BILL OF LADING



**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 |
|                  |                        | RIO DE JANEIRO                    | THREE (3)                          |
| VESSEL           | PORT OF LOADING        | PORT OF DISCHARGE                 | FINAL PLACE OF DELIVERY*           |
| CARDIFF          | RIO DE JANEIRO (BRRIO) | PUERTO CABELLO, VENEZUELA (VEPBL) |                                    |

| MARKS AND NOS<br>CONTAINER AND SEALS                                     | NO AND KIND<br>OF PACKAGES | DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER<br>SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN  | GROSS WEIGHT | TARE | MEASUREMENT |
|--|----------------------------|--|--------------|------|-------------|
|  |                            |  | CARGO        |      |             |
|  |                            |  | KGS          | KGS  | CBM         |
| TCKU7576370<br>SEAL L8431904   | 1x40HC                     | 4800 CARTON<br><br>040150 (HS)<br>NCM:04015021<br>NCM:19019020<br>NCM:04029900<br>*  | 27648.000    | 3700 | 41.616      |
| TGBU5070583<br>SEAL L8431917<br>ALVOAR BR / WYNCO<br>VEN<br>0001 / 10400 | 1x40HC                     | 3100 CARTON<br><br>040150 (HS)<br>NCM:04015021<br>NCM:19019020<br>NCM:04029900<br>3X40'HC CONTAINING<br>10400 CARTONS OF:<br>1X40'HC CONTAINING<br>2500 CARTONS OF<br>CONDENSED MILK,<br>EACH CARTON WITH<br>27 CARTONS OF 395G;<br>1X40'HC CONTAINING<br>1200 CARTONS OF<br>CONDENSED MILK,<br>EACH CARTON WITH | 27246.000    | 3820 | 48.769      |

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<br>5. FCL<br>143. Merchant must ensure they are paid for their cargo 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 cargo once discharged. Cargo is 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 cargo without original bill of lading.<br>194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004.<br>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.<br>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.<br>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.<br>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.<br>310. Destination THC payable at origin |

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  | SANTOS   | 29 JUL 2024 | SIGNED FOR THE CARRIER CMA CGM S.A.<br>BY CMA CGM do Brasil Agencia Maritima Ltda<br>as agents for the carrier CMA CGM S. A. |
| SIGNED FOR THE SHIPPER   | <br>Giselle Gonçalves Cova<br>Customer Care Manager<br>CPF: 287.529.348-61<br>CMA CGM do Brasil |             |  |
| *APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING |  |             |  |



COPY NON NEGOTIABLE
BILL OF LADING

Table with voyage and lading numbers: VOYAGE NUMBER OGBPEN1MA, BILL OF LADING NUMBER SSZ1491422

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

27 CARTONS OF 395G;
1000 CARTONS OF
DULCE DE LECHE,
EACH CARTON WITH
12 CARTONS OF 300G.
550 CARTONS OF
MILK CARAMEL,
EACH CARTON WITH
24 CARTONS OF 420G.
350 CARTONS OF MILK AND
CHOCOLATE CARAMEL,
EACH CARTON WITH
24 CARTONS OF 420G.
1X40'HC CONTAINING
4800 CARTONS OF MILK CREAM
EACH CARTON WITH
27 CARTONS OF 395G;
RUC:2BR21992946
200020052024046
INVOICE: 2024/066
NCM: 04029900, 19019020,
04015021, 17049020, 18089000
NET WEIGHT: 82,819.000 KGS
GROSS WEIGHT: 78,052.500 KGS
"CONTAINERS MUST NOT BE STOWED
NEAR BOILERS, HEATHERS OR
EXPOSED TO THE SUN LIGHT."
RUC:2BR21992946200028062024065

BMOU5563246 1x40HC 2500 CARTON 27925.000 3850 29.750
SEAL L8431908

040150 (HS)
NCM:04015021
NCM:19019020
NCM:04029900
\*

FREIGHT PREPAID

Shipped on Board CARDIFF 29-JUL-2024 CMA CGM do Brasil Agencia
Maritima Ltda As agents for the Carrier

Giselle Gonçalves Cova
Customer Care Manager
CPF: 287.529.348-61
CMA CGM do Brasil

Weight in Kgs Total: 3 CONTAINER(S) Continued From Previous Sheet Sheet 2 of 2 82819.000 11370 120.135
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

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