

**MAERSK****BILL OF LADING FOR OCEAN TRANSPORT
OR MULTIMODAL TRANSPORT**

SCAC MAEU

B/L No. 250303051

Shipper (As principal, where "care of", "c/o", or other variants used.)

Irani Papel e Embalagem S.A.
ESTRADA RS 040, KM 92 - S/N - TUNEL VERDE
95599-000 - BALNEARIO PINHAL - Brazil
CNPJ: 92791243001851Booking No.
250303051

Export references

Svc Contract

Onward inland routing (Not part of Carriage as defined in clause 1. For account and risk of Merchant)

Consignee (Negotiable only if consigned "to order", "to order of" a named Person or "to order of bearer".

As principal, where "care of", "c/o", or other variants used.)
MARCO A. SANORES GARCES, SC
AV. NETZAHUALCOYOTL No. 1455, ENTRE JUAREZ Y EMPARAN
COL. CENTRO, C.P. 91700 VERACRUZ, VER TEL: 9890216
Email: Ismael Sosa: sisasosa@serviciointernacional.com
Aurora Tapia: sisaaurora@serviciointernacional.com

Notify Party (see clause 22)

MARCO A. SANORES GARCES, SC
AV. NETZAHUALCOYOTL No. 1455, ENTRE JUAREZ Y EMPARAN
COL. CENTRO, C.P. 91700 VERACRUZ, VER TEL: 9890216
Email: Ismael Sosa: sisasosa@serviciointernacional.com
Aurora Tapia: sisaaurora@serviciointernacional.comVessel (see clause 1 + 19)
RDO ENDEAVOURVoyage No.
507N

Place of Receipt. Applicable only when document used as Multimodal Transport B/L. (see clause 1)

Port of Loading
NavegantesPort of Discharge
VERACRUZ, MEXICO

Place of Delivery. Applicable only when document used as Multimodal Transport B/L. (see clause 1)

PARTICULARS FURNISHED BY SHIPPER

Kind of Packages; Description of goods; Marks and Numbers; Container No./Seal No.

Weight
25000.000 KGSMeasurement
28.3060 CBM

1 Container Said to Contain 25 PALLETS

01 x 40 HC CONTAINER SAID TO
CONTAIN 25 PALLETS WITH:
RESINA DE GOMA WW/X - COLOFONI
A TBHS CODE: 3806.10
RUC: 5BR927912432Q684062
NET WEIGHT: 25.000 Kg
INVOICE NR. Q684062
FREIGHT PREPAID
WOODEN PACKAGE USED: TREATED/
CERTIFIED
NCM: 3806.10.00
RUC: 5BR927912432Q684062MRSU3312950 ML-BR2243684 40 DRY 9'6 25 PALLETS 25000.000 KGS 28.3060 CBM
SHIPPER'S LOAD, STOW, WEIGHT AND COUNTVERY IMPORTANT: Container detention tariffs and conditions applicable for the port of
loading, including the free time, can be obtained with local agents and are available at the

Above particulars as declared by Shipper, but without responsibility of or representation by Carrier (see clause 14)

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect
Carrier's Receipt (see clause 1 and 14). Total number of containers or packages received by Carrier. 1 container					
Place of Issue of B/L Sao Paulo					
Number & Sequence of Original B(s)/L THREE/3					
Date of Issue of B/L					
Declared Value (see clause 7.3)					
Shipped on Board Date (Local Time) 2025-03-27					
<p>SHIPPED, as far as ascertained by reasonable means of checking, in apparent good order and condition unless otherwise stated herein, the total number or quantity of Containers or other packages or units indicated in the box entitled "Carrier's Receipt" for carriage from the Port of Loading (or the Place of Receipt, if mentioned above) to the Port of Discharge (or the Place of Delivery, if mentioned above), such carriage being always subject to the terms, rights, defences, provisions, conditions, exceptions, limitations, and liberties hereof (INCLUDING ALL THOSE TERMS AND CONDITIONS ON THE REVERSE HEREOF NUMBERED 1-26 AND THOSE TERMS AND CONDITIONS CONTAINED IN THE CARRIER'S APPLICABLE TARIFF) and the Merchant's attention is drawn in particular to the Carrier's liberties in respect of on deck stowage (see clause 18) and the carrying vessel (see clause 19). Where the bill of lading is non-negotiable the Carrier may give delivery of the Goods to the named consignee upon reasonable proof of identity and without requiring surrender of an original bill of lading. Where the bill of lading is negotiable, the Merchant is obliged to surrender one original, duly endorsed, in exchange for the Goods. The Carrier accepts a duty of reasonable care to check that any such document which the Merchant surrenders as a bill of lading is genuine and original. If the Carrier complies with this duty, it will be entitled to deliver the Goods against what it reasonably believes to be a genuine and original bill of lading, such delivery discharging the Carrier's delivery obligations. In accepting this bill of lading, any local customs or privileges to the contrary notwithstanding, the Merchant agrees to be bound by all Terms and Conditions stated herein whether written, printed, stamped or incorporated on the face or reverse side hereof, as fully as if they were all signed by the Merchant.</p> <p>IN WITNESS WHEREOF the number of original Bills of Lading stated on this side have been signed and wherever one original Bill of Lading has been surrendered any others shall be void.</p>					

Signed for the Carrier Maersk A/S

Carolina de Oliveira Caligiuri

Maersk Brasil (Brasmar) Ltda

This transport document has one or more numbered pages

As Agent(s)

Carolina de Oliveira Caligiuri
CPF: 29787875897

carriers website, at:

<https://www.maersk.com/local-information/latin-america/brazil/export>. Same demurrage and detention conditions are registered in the Documents Registry Notary Office in the city of Santos, under number 732.745 and are regarded a legal part of this Bill of Lading, remaining valid until new conditions/tariffs to be registered in the respective Document Registry Notary Office, which will prevail.

Demurrage and Detention deals are based on the Price Calculation Date of your shipments. Note that these demurrage and detention conditions shall not apply if the booking/shipment was placed under Maersk Spot (instant booking system) conditions which are available at the carriers website at <https://terms.maerskline.com/terms-spot-booking> and which shall supersede any separately agreed terms. In case of doubts, please check with the Shipper or local agents the modality of booking/shipment that was hired

Shipper assumes before the shipowner the contractual and legal duty to export/ship their cargo to a Consignee who has real interest and conditions in acquiring/receiving the imported cargo, promoting its effective removal at the destination, with the fulfillment of all obligations inherent to this act. If the cargo is abandoned at its destination or if it is not removed by the Consignee for any reason, the Shipper will be jointly and severally liable, together with the Consignee, for all amounts, cost, expense, damage or loss that carrier may suffer as a result of this situation.

FREIGHT PREPAID

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/or export control laws (Sanctions Laws), and that this shipment and/or Goods do 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). If, in the Carriers reasonable opinion, this shipment and/or Goods are in violation of the Carriers policy on Russia [<https://www.maersk.com/news/articles/2022/02/24/russia-ukraine-situation-update>], Sanctions Laws or involves any Designated Person, the shipment and/or Goods will be

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect

returned to the origin at 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).

CY/CY

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect