

SHIPPER
 CNS INTERTRANS(SHENZHEN) CO.,LTD.
 USCI: 914403007703216528
 RM2301,AOXINYA BUILDING,CAITIAN
 SOUTH ROAD
 FUTIAN DISTRICT,SHENZHEN,CHINA*

VOYAGE NUMBER
0BDHPW1MA/0036W
BILL OF LADING NUMBER
 QGD0731231

**ORIGINAL
 BILL OF LADING**



CONSIGNEE
 AD SHIPPING AGENCIAMENTO DE CARGAS
 LTDA
 CNPJ: 24.875.425/0001-02
 RUA ERNESTO CARLOS ISERHARD,526 -
 ZIP CODE 96825-**
 CNPJ/CPF: 24875425000102

EXPORT REFERENCES

CARRIER: CMA CGM Société Anonyme au Capital de 234 988 330 Euros
 Head Office: 4, quai d'Arenc - 13002 Marseille - France
 Tel: (33) 4 88 91 90 00 - Fax: (33) 4 88 91 90 95
 562 024 422 R.C.S. Marseille

NOTIFY PARTY, Carrier not to be responsible for failure to notify
 AD SHIPPING AGENCIAMENTO DE CARGAS
 LTDA
 CNPJ: 24.875.425/0001-02
 RUA ERNESTO CARLOS ISERHARD,526
 -ZIP CODE 96825-***

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING
		ITAJAI	THREE (3)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
KOTA PAHLAWAN	QINGDAO,CHINA	NAVEGANTES, BRAZIL	*****

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	CBM
CGMU9394525 SEAL R4539466 IMDEPA	1 x 40RH	22 PALLETS	17760.020	4610	17.980
<p>DESCRIPTION OF GOODS BEARINGS NCM:2710, 4009, 4010, 4016, 7307, 7315, 7318, 8432, 8482, 8483 INVOICE NR: 24HF-GTOP-240220 PLYWOOD PALLETS / NO SOLID WOOD WOODEN PACKAGE: PROCESSED</p> <p><i>53x24030497</i></p> <p>DESCRIPTION OF GOODS BEARINGS NCM:2710, 4009, 4010, 4016, 7307, 7315, 7318, 8432, 8482, 8483 INVOICE NR:GEM2401-01 PLYWOOD PALLETS / NO SOLID WOOD WOODEN PACKAGE: PROCESSED</p> <p><i>2024 08</i></p> <p>DESCRIPTION OF GOODS OIL SEAL NCM: 2710, 4009, 4010, 4016, 7307, 7315, 7318, 8482, 8483 INVOICE NR: STOGBRPI20240102-1 PLYWOOD PALLETS / NO SOLID WOOD WOODEN PACKAGE: PROCESSED</p> <p>DESCRIPTION OF GOODS BEARINGS NCM: 2710, 4009, 4010, 4016, 7307, 7315, 7318, 8432, 8482, 8483 INVOICE NR:EX2023BR1213-FEB.2024 PLYWOOD PALLETS / NO SOLID</p>					
<p>Continued on Next Sheet Sheet 1 of 2</p> <p>ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.</p>					

ADDITIONAL CLAUSES

4. Cargo at port is at merchant risk, expenses and responsibility
 5. FCL
 77. THC at destination payable by Merchant as per line/port tariff
 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 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.
 233. Notwithstanding anything to the contrary in this bill of lading Merchant is advised and agrees that according to destination country law and practice the Carrier has no control on the cargo's release once discharged. Moreover Carrier has no interference on Consignee's decision to remove the cargo from one bonded terminal to another. Cargo is delivered through terminals to Receivers. This may be done without surrendering original bills of lading to the ship agent. In such case, the Carrier will not be responsible for any claim due to delivery of cargo without original bills of lading. Thus Shipper must ensure they are paid for their cargo prior to the beginning of the voyage.
 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

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	QINGDAO	30 MAR 2024	SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM Qingdao 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			



ORIGINAL BILL OF LADING

VOYAGE NUMBER
0BDHPW1MA/0036W
BILL OF LADING NUMBER
QGD0731231

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
		ITAJAI	THREE (3)		
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
KOTA PAHLAWAN	QINGDAO, CHINA	NAVEGANTES, BRAZIL	*****		
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

WOODWOODEN PACKAGE: PROCESSED
 *CEP:518033
 TEL:+86 755 8346 0009
 **040 - HIGIENOPOLIS SANTA CRUZ
 DO SUL - RS - BRASIL
 TEL:+555139024008
 ***040 - HIGIENOPOLIS SANTA CRUZ
 DO SUL - RS - BRASIL
 TEL:+555139024008

1 X 40RH
 22 PALLETS
 SAY TWENTY-TWO PALLETS

COLLECT CHARGES:
 TERMINAL HANDL. CH DESTINATIO: BRL 745.00
 DESTINAT. TERMINAL-INTL SHIP&PO: BRL 60.00
 OCEAN CARRIER-INTL SHIP & PORT: USD 14.00
 OCEAN FREIGHT ALL IN: USD 2,524.00

Shipped on Board KOTA PAHLAWAN 30-MAR-2024 CMA CGM Qingdao As
 agents for the Carrier

Weight in Kgs Total: 1 CONTAINER(S) Continued From Previous Sheet Sheet 2 of 2 17760.020 4610 17.980
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

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.

325. Terms and Conditions applicable for the use and return of Container at Brazilian ports of discharge, are available in Carrier website: <http://www.cma-cgm.com/local/brasil/import-procedures> and are duly registered in the 8th Documents Registry Notary Office in the city of Sao Paulo, under number 1497889 and are part of the Maritime Carriage Conditions set forth in the Bill of Lading terms and Conditions.

366. The Merchant warrants that the particulars relating to the Goods have been checked and that such particulars are adequate and correct. In case of failure of the Merchant to comply with such warranty, the Carrier shall be entitled to charge the Merchant at any time an amount of USD 2,000 per Container or Goods (for non-containerized cargo) as processing and administrative fees. This fee shall also be applicable 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 Shipper in his shipping instruction or otherwise weighted during the Carriage.

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.

374. Merchant undertakes and warrants that, in no circumstance whatsoever, the Goods and the Container(s) listed in this Bill of Lading shall be destined and on-carried to Russian Federation territory or Republic of Belarus after unloading at port of discharge.

375. Merchant undertakes and warrants that, in no circumstance whatsoever, the Goods listed in this Bill of Lading shall be stuffed and on-carried from the Russian Federation territory or Republic of Belarus before loading at port of loading.

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.

PLACE AND DATE OF ISSUE QINGDAO 30 MAR 2024

SIGNED FOR THE CARRIER CMA CGM S.A.
 BY CMA CGM Qingdao
 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