



MAERSK

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

SCAC MAEU

B/L No. 238835561

Shipper (As principal, where "care of", "c/o", or other variants used.)
HT NUTRI INDUSTRIA DE ALIMENTOS LTDA
Rua Sao Carlos, 350 Vila Sao Carlos
Camaqua - RS - CEP: 96787-668
Fone/Fax: 55 (51) 36928800
CNPJ: 05.252.578/0001-59

Booking No.
238835561

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.)
M.M. Sinno & Sons s.a.l.
Sinno Complex - Bchamoun
Industrial Zone
LEBANON
Phone: 961 5 803 444 / Fax: 961 5 803 666

Notify Party (see clause 22)
M.M. Sinno & Sons s.a.l.
Sinno Complex - Bchamoun
Industrial Zone
LEBANON
Phone: 961 5 803 444 / Fax: 961 5 803 666

Vessel (see clause 1 + 19)
SAN MARCO MAERSK

Voyage No.
422N

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

Port of Loading
Rio Grande

Port of Discharge
Beirut, Lebanon

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
27200.000 KGS

Measurement
45.0000 CBM

1 Container Said to Contain 1320 BAGS

01x40HC SAID TO CONTAIN 1.320 BAGS
WITH SOY PROTEIN CONCENTRATE
NET WEIGHT: 26.400,00 KGS
GROSS WEIGHT: 27.200,00 KGS

SHIPPED ON BOARD
FREIGHT PREPAID
WOODEN PACKAGE: TREATED / CERTIFIED

INVOICE: 3011/24
RUC: 4BR05252578200000000000000000559027
DUE: 24BR0008685752
NCM: 2106.10.00

HT CON 7000

CIPU5123411 ML-BR3750351 40 DRY 9'6 1320 BAGS 27200.000 KGS 45.0000 CBM
SHIPPER'S LOAD, STOW, WEIGHT AND COUNT

VERY IMPORTANT: Container detention tariffs and conditions applicable for the port of

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
Santos

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)
2024-06-04

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.
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.

Signed for the Carrier Maersk A/S

Carolina de Oliveira Caliguri

Maersk Brasil (Brasmar) Ltda

This transport document has one or more numbered pages

As Agent(s)

loading, including the free time, can be obtained with local agents and are available at the 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>],

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect

Sanctions Laws or involves any Designated Person, the shipment and/or Goods will be 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).

This shipment is subject to compliance with UN, EU and US sanction laws, including US sanctions against Syria (Sanctions). By proceeding, shipper represents that this shipment in no way involves, nor shall it involve, in either context directly or indirectly, in any way any entity or person subject to Sanctions, including any entity or person subject to Sanctions relating to Syria. Shipper further represents that the cargo subject of this shipment will not be imported to Syria following tendering by carrier of the subject cargo at port of discharge or the place of delivery, whichever is applicable. If any entity or person involved in this shipment is an entity or person subject to Sanctions, the shipment will be returned to origin without exception, and shipper is responsible for all cost and risk for such return. Shipper agrees that Carrier may withhold release of cargo pending investigation to determine if the shipment is in violation of Sanctions.

CY/CY

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect