

SHIPPER
 G. PANIZ INDUSTRIA DE EQUIP. PARA ALIM. LTDA
 RUA ADOLFO RANDAZZO, 2010
 VILA MAESTRA CAXIAS DO SUL - RS - BRAZIL CXP. 8012
 CNPJ/CPF: 90771833000149

VOYAGE NUMBER
 1GB18N1MA
 BILL OF LADING NUMBER
 SSZ1722103A

**COPY NON NEGOTIABLE
 BILL OF LADING**

CONSIGNEE
 INDELL S.A.C.
 RUC: 20558015684
 CALLE 9 DE DICIEMBRE 105 IV
 CENTENARIO
 AREQUIPA - PERU TEL.: 054 214745

EXPORT REFERENCES



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

NOTIFY PARTY, Carrier not to be responsible for failure to notify
 INDELL S.A.C.
 RUC: 20558015684
 CALLE 9 DE DICIEMBRE 105 IV
 CENTENARIO
 AREQUIPA - PERU TEL.: 054 214745

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING
		LIMA	THREE (3)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
CMA CGM MERCANTOUR	IMBITUBA (BRIBB)	CALLAO, PERU	

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
TLLU5219148 SEAL K0978190 G. PANIZ INDUSTRIA DE EQUIP. PARA ALIM. LTDA 01-056	1 x 40HC	56 PACKAGE(S) 841720 (HS) 1 X 40HC (PART OF LOT) - 56 PACKAGES 40 WOODEN BOXES AND 16 CARDBOARD BOXES CONTAINING: GASTRONOMICAL EQUIPMENT AS PER COMMERCIAL INVOICE: 075/2025 INVOICE: 075/2025 DU-E: 25BR002342732-7 RUC: 5BR9077183320000000000000 0001558958 NET WEIGHT: 4.542,460 KG GROSS WEIGHT: 5.758,940 KG CBM: 43,473 NCM: 8417.20.00, 8514.39.00, 8438.10.00, 5602.21.00, 5910.00.00, 7412.20.00, 8438.90.00, 8481.10.00, 8481.80.92, 8501.31.10, 8504.40.50, 8538.90.10, 9032.89.82, 9032.89.90.	5758.940	3700	43.473
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
 5. FCL
 77. THC at destination payable by Merchant as per line/port tariff
 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.
 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.
 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

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 23 DEC 2025

SIGNED FOR THE CARRIER CMA CGM S.A.
 BY CMA CGM do Brasil Agencia Maritima Ltda
 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

Marcos Messiano da Costa
 Head of Customer Care
 CPF: 069.971.808-08
 CMA CGM do Brasil



COPY NON NEGOTIABLE
BILL OF LADING

Table with Voyage Number (1GB18N1MA) and Bill of Lading Number (SSZ1722103A)

Main header 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

FREIGHT COLLECT
WOODEN PACKAGE: TREATED AND CERTIFIED
*SHIPPER CONTINUATION
FONE: +55 54 2101 3400
DUE: 25BR002342732-7

Part Load Container(s) covered by BLs:SSZ1722103A, SSZ1722103B
Shipped on Board CMA CGM MERCANTOUR 23-DEC-2025 CMA CGM do Brasil Agencia Maritima Ltda As agents for the Carrier

Handwritten signature and stamp of Marcelo Messiano da Costa, Head of Customer Care, CMA CGM do Brasil

Weight in Kgs Total: 1 CONTAINER(S) Continued From Previous Sheet Sheet 2 of 2 5758.940 3700 43.473
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

Table with 2 columns: ADDITIONAL CLAUSES (366-374) and 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.

Table with 2 columns: PLACE AND DATE OF ISSUE (SANTOS 23 DEC 2025) and SIGNED FOR THE SHIPPER (with signature and stamp of Marcelo Messiano da Costa)