

SHIPPER
 G PANIZ INDUSTRIA DE EQUIPAMENTOS
 PARA ALIMENTACAO LTDA
 RUA ADOLFO
 RANDAZZO 2010 CEP 95.046-800 BAIRRO
 VILA MAESTRA CAXIAS DO SUL RS
 BRASIL. CNPJ: 90.771.83 - CNPJ/CPF: 90771833000149

VOYAGE NUMBER
 1GB16N1MA
 BILL OF LADING NUMBER
 SSZ1714166A

**COPY NON NEGOTIABLE
 BILL OF LADING**

CONSIGNEE
 DISTRIBUIDORA DEYMAQ, S.A. DE C.V.
 AV. WASHINGTON, 1171 - COL. MODERNA
 CP 44190 - GUADALAJARA, JALISCO
 - MEXICO TAX ID: DDE230214UI9
 JORGE LEONEL HERNANDEZ RAMIREZ
 PHONE: 5519945420

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
 DISTRIBUIDORA DEYMAQ, S.A. DE C.V.
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PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING
		MEXICO CITY, DIF	ZERO (0)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
SWANSEA	IMBITUBA PORT IN BRAZIL	ALTAMIRA PORT IN MEXICO	


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
ECMU4825732 SEAL K0976958 G PANIZ INDUSTRIA DE EQUIPAMENTOS PARA ALIMENTAO LTDA. 180/2025	1 x 40HC	100 PACKAGE (S) 841720 (HS) NCM: 84172000 NCM: 85143900 NCM: 84381000 NCM: 84385000 NCM: 84386000 NCM: 84198190 NCM: 39100090 NCM: 39269090 NCM: 40012920 NCM: 59100000 NCM: 70071900 NCM: 82083000 NCM: 84179000 NCM: 84198999 NCM: 84389000 NCM: 84818092 NCM: 84821010 NCM: 84839000 NCM: 85013110 NCM: 85014019 NCM: 85149000 NCM: 85168010	7717.320	3700	69.869

Continued on Next Sheet Sheet 1 of 3
 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 134. Terminos de linea / liner terms from ship's tackle to ship's tackle 134. 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. 209. Carrier's liability for inland haulage in Mexico shall always be limited according to the article 10 of the carta porte / Mexican law. *when the freight does not include the additional charge, the liability of the "trucker" is strictly limited to the sum equivalent to 15 days of minimum wage effective in Mexico city per ton. This also applies when the shipment weight is more than 200 kg but less than 1000 kg. And for	shipments under 200 kg the liability will be for days of minimum wage per remittance. 215. Whenever receivers do not take delivery of cargo after 50 days from discharging date the shipper is responsible towards the line for all expenses/charges/fees/freights and demurrages that may be incurred for return cargo to the POL. 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. 223. Maximum payload to transit across Mexican territories (Carrier and Merchant haulage) shall be as per applicable Mexican law / regulations. Any fine, penalty and/or extra cost that may be incurred as a result of not strictly complying with applicable Mexican regulations will be for Merchant account. CMA CGM, its agents, sub-contractors and/or servants shall in no events be liable for the payment of above designed charges 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
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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	26 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	 Marcelo Messiano da Costa Head of Customer Care CPF: 069.971.808-08 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 2 columns: Field Name, Value. Fields include VOYAGE NUMBER (1GB16N1MA), BILL OF LADING NUMBER (SSZ1714166A).

Main header table with 4 columns: PRE CARRIAGE BY*, PLACE OF RECEIPT*, FREIGHT TO BE PAID AT, NUMBER OF ORIGINAL BILLS OF LADING. Includes sub-headers for VESSEL, PORT OF LOADING, PORT OF DISCHARGE, FINAL PLACE OF DELIVERY* and MARKS AND NOS, NO AND KIND OF PACKAGES, DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER, GROSS WEIGHT CARGO, TARE, MEASUREMENT.

NCM: 85365090
NCM: 90328982
NCM: 90328990
NCM: 90329010
1 X 40HC (PART OF LOT)
AND 1 X 40 HC - 180 PACKAGES
126 WOODEN BOXES AND
54 CARDBOARD BOXES
CONTAINING:
MAQUINARIA PARA PANADERIA,
EQUIPOS PARA RESTAURANTES Y
REFACCIONES.
FOB IMBITUBA PORT IN BRAZIL
INCOTERMS 2020.
DOCUMENTARY CREDIT
NUMBER M006543
DATE OF ISSUE 251127
FREIGHT COLLECT
INVOICE: 115/2025
DU-E: 25BR002240125-1
RUC: 5BR90771833200000000000
000001486674
NET WEIGHT: 11.389,904 KG
GROSS WEIGHT: 14.467,32 KG
CBM: 116,301
NCM: 8417.20.00, 8514.39.00,
8438.10.00, 8438.50.00,
8438.60.00, 8419.81.90,
3910.00.90, 3926.90.90,
4001.29.20, 5910.00.00,
7007.19.00, 8208.30.00,
8417.90.00, 8419.89.99,
8438.90.00, 8481.80.92,
8482.10.10, 8483.90.00,
8501.31.10, 8501.40.19,
8514.90.00, 8516.80.10,
8536.50.90, 9032.89.82,
9032.89.90, 9032.90.10
CLEAN ON BOARD
SHIPPED ON BOARD
WOODEN PACKAGE:
TREATED AND CERTIFIED
DUE:25BR002240125-1

Part Load Container(s) covered by BLs:SSZ1714166A,
SSZ1714166B

CAIU9721798 1 x 40HC 80 PACKAGE(S) 6750.000 3860 46.432
SEAL K0977062

Continued From Previous Sheet Sheet 2 of 3
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

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 particular for payment of all detention and demurrage and/or container indemnity as referred above.
366. Merchant is reminded that 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 Merchant in any shipping instruction or otherwise weighted during the Carriage, the Carrier shall be entitled to charge the fees referred to in clause 25(5) of the Bill of Lading.
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.

Table with 2 columns: PLACE AND DATE OF ISSUE (SANTOS, 26 DEC 2025), SIGNED FOR THE SHIPPER, 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. Includes signature and stamp of Manoel Messiano da Costa.



COPY NON NEGOTIABLE BILL OF LADING

VOYAGE NUMBER
1GB16N1MA
BILL OF LADING NUMBER
SSZ1714166A

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
		MEXICO CITY, DIF	ZERO (0)		
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
SWANSEA	IMBITUBA PORT IN BRAZIL	ALTAMIRA PORT IN MEXICO			
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

Part Load Container(s) covered by BLs:SSZ1714166A,
SSZ1714166B

Shipped on Board SWANSEA 26-DEC-2025 CMA CGM do Brasil Agencia
Maritima Ltda As agents for the Carrier

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

Weight in Kgs Total: 2 CONTAINER(S) Continued From Previous Sheet Sheet 3 of 3 14467.320 7560 116.301
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

PLACE AND DATE OF ISSUE	SANTOS	26 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			<i>Wolfgang Messiano</i> Manoel Messiano da Costa Head of Customer Care CPF: 069.971.808-08 CMA CGM do Brasil
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING			