



MINISTÉRIO DOS TRANSPORTES
SECRETARIA NACIONAL DE TRÂNSITO
DEPARTAMENTO DE SEGURANÇA NO TRÂNSITO
COORDENAÇÃO-GERAL DE SEGURANÇA VIÁRIA
COORDENAÇÃO DE SEGURANÇA VEICULAR

Brasília, na data da assinatura.

Ao Senhor

GUSTAVO GONCALVES ENGELMAN

RUA LAURO NUNES DE OLIVEIRA 59 AP 13 SANTA DOROTÉIA

CEP 37553632 POUSO ALEGRE MG

email gustavogengelman@gmail.com

Assunto: Criação de Código de Marca/Modelo/Versão (Veículo de Coleção)

Senhor,

1. Em atenção ao requerimento e considerando o que consta do processo informo que foi selecionado o seguinte código para a atualização na tabela de marca/modelo/versão do RENAVAM, do veículo abaixo:

PROCESSO SENATRAN Nº	09.76651.00/2026-9
MARCA/MODELO/VERSÃO:	I/CHEVROLET CORVETTE C4
CÓDIGO MARCA/MODELO/VERSÃO:	155982
CARROÇARIA:	NÃO APLICAVEL
VIN ORIGINAL:	1G1YY22P1S5106411

2. O veículo acima relacionado deverá ser pré-cadastrado na BIN pela Secretaria da Receita Federal e ter seus dados complementados pela Coordenação-Geral de Sistemas, Informação e Estatística da SENATRAN, para efeito de registro e licenciamento no Sistema Nacional de Trânsito.

3. Este Documento não exige o interessado de comprovar junto ao Órgão ou Entidade Executiva de Trânsito, por ocasião do registro, licenciamento e emplacamento, que os veículos objeto deste estejam adequados à legislação vigente de identificação e de segurança veicular e conservar suas características originais de fabricação. A comprovação da originalidade é condição obrigatória para o licenciamento.

4. Ressaltamos que o veículo deverá atender as previsões da Resolução CONTRAN nº 969, de 2022 que dispõe sobre o sistema de placas de identificação veicular.

5. Qualquer esclarecimento adicional poderá ser obtido diretamente a esta Coordenação pelo e-mail: cat@transportes.gov.br.

INFORMAÇÕES COMPLEMENTARES NA FOLHA 2



09.76651.00/2026-9

valide a assinatura em: <https://validar.iti.gov.br>

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Para visualizar as informações, acesse o QRCode abaixo.
Para informações adicionais, acesse o link: <https://siscat.senatran.serpro.gov.br>



Valide esse QRCode com app VIO

Extrato da Duimp 26BR0001211710-3 / Versão 0001

Situação da Duimp:
Desembaraçada. Aguardando Cumprimento de Tributos Estaduais

Canal único:
Canal Verde 

Controle de carga:
Carga atracada na unidade de destino final

Controle Aduaneiro

Órgao	Resultado da análise de risco	Situação da conferência aduaneira
RFB	Desembaraço autorizado	Concluída automaticamente

Controle Administrativo

Órgao	Resultado da análise de risco	Situação da conferência dos anuentes
Nenhum resultado encontrado		

Situação do licenciamento:
Deferido

Identificação

Informações Básicas

Tipo de importador:
Pessoa Física residente no país

CPF do importador:
098.216.416-52

Nome do importador:
GUSTAVO GONCALVES ENGELMAN

Endereço do importador:
R LAURO NUNES DE OLIVEIRA, 59 - POUSO ALEGRE - 37553632 - MG

Informações Complementares

TAXA USD 5,0894
CTNER: HLBU2006403
Data de Operação:
17/07/2026
Empresa de Navegação:
DE001048 - HAPAG LLOYD AKTIENGESELLSCHAT

Carga

 Valor Atual

Unidade de despacho:
0927700 - PORTO DE SAO FRANCISCO DO SUL

Tipo de identificação da carga:
CE

Unidade de destino final do conhecimento da carga: 

Data/hora de chegada: 

0927700 - PORTO DE SAO FRANCISCO DO SUL

17/07/2026, 00:00:00

Recinto: 

9981403 - ITAPOÁ TERMINAIS PORTUÁRIOS S/A

Identificação da carga:
172605214103318

Dados da Carga

País de Procedência:
Estados Unidos - US

Peso Bruto (kg):
1.453,00000

Peso Líquido (kg):
1.453,00000

Unidade de entrada/descarga: 

0927700 - PORTO DE SAO FRANCISCO DO SUL

Embalagem

Item Carga	Tipo	Quantidade	Peso Bruto (kg)	Mercadoria Perigosa	Classe de Perigo	Utiliza Embalagem Madeira	Característica Embalagem Madeira
0001	Container	0	1.453,00	Não	-	Não	-

Histórico

Data/Hora	Evento	Responsável	Órgão	Informações Adicionais
21/07/2026, 11:51	Declaração registrada	019.920.059-90		Duimp registrada via Aplicação Web.
21/07/2026, 11:51	Carga Vinculada	Automático		Carga: 172605214103318
21/07/2026, 11:51	Pagamento dos tributos federais realizado	Automático		
21/07/2026, 16:56	Definição de equipe de análise fiscal	Automático	RFB	Equipe: ALFITJ001 - RF09-ALFITJ-Despacho de Importação-SEDAD
21/07/2026, 16:56	Declaração desembaraçada sem conferência aduaneira	Automático		
21/07/2026, 16:57	Canal Revelado	Automático		Canal: Verde

Extrato da Duimp 26BR0001211710-3 / Versão 0001 : Item 00001

Mercadoria

Caracterização da Importação

Indicação de importação para terceiros:
Importação Direta

Dados do Produto

Código do produto: 1 - I/CHEVROLET/CORVETTE C4 VEICULO USADO PARA FINS DE COLEÇÃO	Versão: 1
NCM: 8703.2410 - COM CAPACIDADE DE TRANSPORTE DE PESSOAS SENTADAS INFERI	

Fabricante / Produtor

País de origem: Estados Unidos - US	Número de Identificação (CPF/CNPJ/TIN): OPE_2
Código do Fabricante/Produtor: OPE_2 - General Motors Corporation	Versão: 1
Endereço: Renaissance Center 300 MI 48625 - Detroit	
Motorização do veículo 2 - Ignição por centelha	
Versão CORVETTE	
Regularização junto ao Ibama 3 - Dispensa de LCVM	
Número da LCVM/ Dispensa 24776	
Tipo de combustível 2 - Gasolina	
Modelo do veículo C4	
Marca CHEVROLET	
Veículo militar Não	
ATT_10627 false	
ATT_2586 999	
Especifique outros VEICULO DE COLEÇÃO PARA TRANSPORTE DE PASSAGEIROS	
Produto controlado pelo Exército Não	

Dados do Exportador Estrangeiro (Fornecedor)

Relação entre exportador e fabricante/produtor: Exportador é diferente do Fabricante do Produto	Vinculação entre comprador e vendedor: Não há vinculação
País de aquisição: Estados Unidos - US	Número de identificação (TIN):
Código do Exportador Estrangeiro: OPE_3 - ASTRA PARTS TRADING COMPANY LLC	Versão: 1
Endereço: RD SUITE 427 - FORT LAUDERDALE	

Dados da Mercadoria

Aplicação: Consumo	Condição da mercadoria: Usada
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Unidade estatística: UNIDADE	Quantidade na unidade estatística: 1,00000
Peso líquido (kg): 1.453,00000	Quantidade na unidade comercializada: 1,00000
Moeda negociada: DOLAR DOS EUA	Valor unitário na condição de venda: 1.579,4900000
Valor total na condição de venda: 1.579,49	

Informações Complementares da Mercadoria

Detalhamento do Produto:
I/CHEVROLET/CORVETTE C4 - Tipo: Automovel, 2 passageiros / Colecionavel; Ano / Modelo: 1995/1995; Modelo: CORVETTE; VERSAO C4 / 2 portas ; VIN / Chassi: 1G1YY22P1S5106411; Combustível / Motor : Gasolina / V8, 5733 cm3 - Potência : 248 PS / 245 HP / 182 kW; Transmissao: Manual; Cor: Verde. Veiculo para fins de coleção.

Descrição complementar da mercadoria:
I/CHEVROLET/CORVETTE C4 - Tipo: Automovel, 2 passageiros / Colecionavel; Ano / Modelo: 1995/1995; Modelo: CORVETTE; VERSAO C4 / 2 portas ; VIN / Chassi: 1G1YY22P1S5106411; Combustível / Motor : Gasolina / V8, 5733 cm3 - Potência : 248 PS / 245 HP / 182 kW; Transmissao: Manual; Cor: Verde. Veiculo para fins de coleção.

Código de Class. Tributária (cClassTrib)
000001 - Situações tributadas integralmente pelo IBS e CBS.

Cor
VERDE

Ano de fabricação
1995

Número do chassi
1G1YY22P1S5106411

Tributos

Tributação

Tributo	Regime de Tributação	Fundamento
PIS	RECOLHIMENTO INTEGRAL	PIS-IMPORTAÇÃO e COFINS-IMPORTAÇÃO
Cofins	RECOLHIMENTO INTEGRAL	PIS-IMPORTAÇÃO e COFINS-IMPORTAÇÃO
IPi	RECOLHIMENTO INTEGRAL	NOTA COMPLEMENTAR DA TIPI

Atributos Adicionais

PIS / RECOLHIMENTO INTEGRAL / PIS-IMPORTAÇÃO e COFINS-IMPORTAÇÃO

Tipo de Mercadoria Importada:
XXXX - Não se enquadra em outra opção

Cofins / RECOLHIMENTO INTEGRAL / PIS-IMPORTAÇÃO e COFINS-IMPORTAÇÃO

Tipo de Mercadoria Importada:
XXXX - Não se enquadra em outra opção

IPi / RECOLHIMENTO INTEGRAL / NOTA COMPLEMENTAR DA TIPI

Nota Complementar TIPI:
NC 87-13 - Até 31 de dezembro de 2026, ficam alteradas as alíquotas do imposto referentes aos veículos classificados nos códigos da posição 87.03 a seguir relacionados, de acordo com o enquadramento nos critérios estabelecidos abaixo, limitadas as reduções à aplicação da alíquota mínima de 0% (zero por cento):

Fonte Energia e Tecnologia de Propulsão:
0013 - Gasolina: +6,5%

Eficiência Energética:
0006 - Não atende ao item 2 ou 3 do Anexo III ao Decreto 12.549, de 10 de julho de 2025: 0%

Potência (kW):
0009 - <= 240: +4%

Desemp Estrut e Tec Assistivas à Direção:
0002 - Não atende ao item 5 do Anexo IV ao Decreto 12.549, de 10 de julho de 2025: 0%

Reciclabilidade Veicular:

0003 - Não atende ao item 17 nem ao item 18 do Anexo III ao Decreto nº 12.435, de 15 de abril de 2025 : 0%

Bill of Lading

SHIPPER / EXPORTER (2) (COMPLETE NAME AND ADDRESS)

ASTRA PARTS TRADING COMPANY LLC
4576 SW 14TH ST
DEERFIELD BEACH FL 33442-8237
UNITED STATES

DOCUMENT NO. (5)

HBL047335

EXPORT REFERENCES (6)

CONSIGNEE (3) (COMPLETE NAME AND ADDRESS)

GUSTAVO GONCALVES ENGELMAN
RUA LAURO NUNES DE OLIVEIRA 59 AP 13
POUSO ALEGRE MG 37553-632
BRAZIL
CPF: 098.216.416-52

FORWARDING AGENT REFERENCES (7)

GLOBAL CARGO CORPORATION
8400 NW 90TH ST
STE
MEDLEY FL 33166
UNITED STATES

POINT AND COUNTRY OF ORIGIN (8)

United States

NOTIFY PARTY(4) / COMPLETE NAME AND ADDRESS

TOMAC DESPACHOS ADUANEIROS
RUA VITOR GOMES DE LIMA, 721
INA
SAO JOSE DOS PINHAIS PR 83065-060
BRAZIL
CNPJ: 07.444.882/0001-23

DOCUMENT PRESENTATION (9)

LAOWAI SHIPPING LTDA
RUA TIBAGI, N 294 CONJ 1502 ANDAR 15
COND BUSINESS CENTER CENTRO
CURITIBA PR 80060-110
Brazil
CNPJ: 47.232.971/0001-20
Phone: +55 41 99655-7983

PLACE OF RECEIPT (12)

PORT EVERGLADES, UNITED STATES

VESSEL (13)

MAERSK FREEPORT / 625S

PORT OF LOADING (14)

PORT EVERGLADES, UNITED STATES

INTERNAL REFERENCE (10)

SSEG047335

PORT OF DISCHARGE (15)

ITAPOA, BRAZIL

PLACE OF DELIVERY (16)

ITAPOA, BRAZIL

ORIGINAL

Original Bill - Surrendered at Origin

PARTICULARS FURNISHED BY SHIPPER

MARKS & NOS / CONTAINER(S) NOS. (17)	NO. OF PKGS. (18)	(19) DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT (20)	MEASUREMENT (21)
PART OF 1X40HC HLBU2006403	1	x 40HC CONTAINER 1 Unit(s) STC ANTIQUE VEHICLES MAKE CHEVROLET NCM: 8703.24.10 MODEL CORVETT YEAR/MODEL 1995 YEAR/FRABRICATION 1995 COLOR GREEN TRANSMITION MANUAL PASSENGERS 2 GAS GASOLINE ENGINE LT1 V8 5.7L300CV CHASSI(VIN) 1G1YY22P1S5106411 WOODEN PACKAGE: NOT APPLICABLE VEHICLES SHIPPED ACCORDING TO SP961 THC BRL530,50 FREE TIME AT DESTINATION 18 DAYS	1453 KG	5 M3
Container HLBU2006403	Seals 143081	Type 40HC	Weight 1453 KG	Volume 5 M3
1 UNT	1453 KG	GEN	Packages 1 UNT	Mode CY/CY*
INCOTERM: CFR		ITN: X20260622037029 NCM Code:		
TOTAL NUMBER OF PKGS.	ONE CONTAINER(S)	SHIPPED ON BOARD 26-Jun-26		*Shipper load and Count

DECLARED VALUE (\$)

SEE CLAUSE 20 ON REVERSE SIDE

CHARGES, INCLUDING FREIGHT

	RATE	PREPAID	COLLECT
International Freight 40HC		111.50 USD	
----- Total Charges		111.50 USD	

RECEIVED FOR SHIPMENT from the MERCHANT in apparent good order and condition unless otherwise stated herein, the GOODS mentioned above to be transported as provided herein, by any mode of transport for all or any part of the Carriage, SUBJECT TO ALL THE TERMS AND CONDITIONS appearing on the face and back hereof and in the CARRIER'S applicable Tariff, to which the Merchant agrees by accepting this BILL OF LADING.

Where applicable law requires and not otherwise, one original BILL OF LADING must be surrendered, duly endorsed, in exchange for the GOODS or CONTAINER(S) or other PACKAGE(S), the others to stand void. If a 'Non-Negotiable' BILL OF LADING is issued, neither an original nor a copy need be surrendered in exchange for delivery unless applicable law so requires.

BY

Global Cargo Corporation AS CARRIER

Date of Issue: 26-Jun-26

1. DEFINITIONS

- a) **"Bill of Lading"** as used herein includes conventional bills of lading as well as electronic, express and sea waybills and like documents, however generated, covering the Carriage of Goods to, from or through the United States, whether or not issued to the Merchant.
- b) **"Carriage"** means the whole of the operation and services undertaken or performed by or on behalf of the Carrier with respect to the Goods.
- c) **"Carrier"** means the company named on the face hereof and on whose behalf this Bill of Lading was issued, whether acting as carrier or bailee, includes, without limitation, the performing carrier and any subcontractor, agent or subcontractor.
- d) **"Charges"** means freight, demurrage and all expenses and money obligations incurred and payable by the Merchant.
- e) **"Container"** means any container, trailer, pallet, flat, lashed, transportable tank, railroad car, vehicle, flat rack, pallet, dolly, platform, cradle, singload or any other article of transport and any equipment associated or appurtenant thereto.
- f) **"Goods"** means the cargo received from the Shipper and described on the face hereof and includes any Container not supplied by or on behalf of the Carrier.
- g) **"Merchant"** means the shipper, consignee, receiver, holder of this Bill of Lading, owner of the cargo or person entitled to the possession of the Goods and the servants and agents of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of all Charges and for the performance of the obligations of the Merchant under this Bill of Lading.
- h) **"Port"** means any port or place of receipt or delivery named hereon.
- i) **"Port to Port"** means the custody of the Carrier, in the event of intermodal transportation, the originating carrier is an inland or coastal carrier, again that the Goods have been loaded onto a vessel for ocean transport at the place of receipt or are in the custody of a participating carrier or agent at the place of discharge.
- j) **"Participating carrier"** means any other carrier by water, land or air, performing any stage of the Carriage, including inland carriers, whether acting as sub-carrier, connecting carrier and/or bailee.
- k) **"Person"** means an individual, a partnership, a body corporate or any other entity of whatsoever nature.
- l) **"Vessel"** means the ocean vessel named on the face above, and any substitute vessel, feeder ship, barge or other means of conveyance by water used in whole or in part by the Carrier to fulfill this contract.

2. CARRIER'S TARIFFS

- a) The Goods carried hereunder are subject to all the terms and conditions of the Carrier's applicable tariff on file with the Federal Maritime Commission. Interstate Commerce Commission or any other regulatory body which governs a particular portion of the Carriage and which is applicable. The Merchant represents and warrants that the terms and conditions hereof, if any, are contained in the provisions of the applicable tariff and tariffs are obtainable from the Carrier, Federal Maritime Commission, Interstate Commerce Commission or any other regulatory body upon request. In the event of any conflict between the terms and conditions of such tariff or tariffs and the terms and conditions of this Bill of Lading, this Bill of Lading shall prevail.

3. WARRANTY

- a) The Merchant warrants and represents that the Merchant warrants that in agreeing to the Terms and Conditions hereof, it is for itself and has the authority of the owner of the Goods to bind the owner of the Goods or the person entitled to the possession of the Goods.

4. RESPONSIBILITY

- a) Except where the Carriage covered by this Bill of Lading is to or from a port or locality where there is in force a compulsively applicable ordinance or statute of a nature similar to the International Convention for the Unification of Certain Rules Relating to Bills of Lading, dated Brussels, August 25, 1924, the provisions of which cannot be departed from, and such an ordinance is compulsively applicable and such port or locality, this Bill of Lading shall have effect subject to the Carriage of Goods by Sea Act of the United States ("COGSA"), approved April 16, 1936, and nothing herein contained, unless otherwise stated, shall be deemed a derogation by the Carrier of any of its rights, immunities, exemptions and limitations or an increase of any of its responsibilities or liabilities under COGSA or any other similar act, statute, convention or law.
- b) The Carrier shall be responsible for loss or damage to or in connection with the Goods while the Goods are in the actual custody of the Carrier, whether acting as carrier or bailee, from the time the Goods are received at the place of receipt until the time the Goods are delivered at the place of delivery, unless otherwise provided herein.
- c) The Carrier shall not be responsible for loss or damage occurring before the Carrier, a participating carrier or agent, has accepted custody of the Goods or after the Goods have been delivered or tendered for delivery to the Merchant.
- d) In the event of any loss or damage to the Goods for which the Carrier is responsible, the Carrier's liability shall be limited as provided herein.
- e) The Carrier shall not be liable for loss or damage to the Goods or delay in delivery resulting from:
- (1) Act of God; (2) Act of war; (3) Act of public enemies; (4) Arrest or restraint of princes, rulers or people; (5) Seizure under legal process; (6) Quarantine restrictions; (7) Act or omission of the Merchant; (8) Strikes or lockouts or stoppage or restraint of labor from whatever cause, whether partial or general; (9) Riots or civil commotions; (10) Stealing or attempting to save life or property at sea; (11) Insufficiency of packing; (12) Insufficiency or inadequacy of marks; (13) Latent defects not discoverable by due diligence; (14) Any cause or event which the Carrier could not avoid and the consequences of which the Carrier could not prevent the exercise of reasonable diligence.
- f) The Carrier shall not be responsible for loss or damage to the Goods occurring while the Goods are in the custody of a port authority or terminal operator unless caused by the fault or neglect of the Carrier.

5. THROUGH TRANSPORTATION

- a) When this Bill of Lading is made out for or from an inland port or place other than a port of loading or port of discharge, the Carrier shall procure transportation to or from the same terminal and such inland port or place (a) and, notwithstanding anything in this Bill of Lading contained, that portion of the Carriage shall be liable for loss or damage of whatsoever nature and whatsoever arising, whether or not the loss or damage occurred at sea, under the laws applicable to such inland portion of the Carriage.
- b) Upon proof that the loss or damage was done during a part of the Carriage hereby named subject to COGSA or other compulsively applicable legislation, such portion of the Clause 4 hereof, and legislation shall apply.
- c) In case of any loss or damage not falling within (a) above, but occurring within the land leg of any country, state or subdivision thereof, claims shall be computed under the law applicable to that land leg. The Merchant and Carrier agree that the law applicable to the land leg shall govern and determine the rights and liabilities of the parties.
- d) The Carrier may subcontract on any terms the whole or any part of the Carriage, including carriage by performing carrier or agent, and shall be entitled to all exemptions, limitations, defenses and immunities provided for herein, whether such subcontract is acting as carrier or bailee.

6. SUBCONTRACTING-BENEFICIARIES

- a) The Carrier shall be entitled to subcontract on any terms the whole or any part of the Carriage, loading, unloading, stowage, lashing, handling and any and all duties whatsoever undertaken by it in relation to the Goods or Containers or other packages or any other goods.
- b) It is understood and agreed that it should be adjudged that any person, or entity other than or in addition to the Carrier is carrier and/or bailee of the Goods or any other goods, regardless of the port or place where any loss or damage shall occur and without regard to whether the Goods covered hereby or any other goods are being handled by or are alleged directly or indirectly at any stage of the Carriage, then such person or entity shall be entitled to all exemptions, immunities, defenses and limitations of liability and freedom from liability provided for the Carrier herein.
- c) Without limiting the foregoing, it is agreed and understood that the Carrier's servants, employees, representatives, participating carriers, performing carrier or agent and subcontractors, terminal operators, warehousesmen, crane operators, watchmen, carpenters, ship dealers, surveyors and all independent contractors, inclusive of all persons providing any service whatsoever, whether or not acting in the course of employment, shall have the benefit of all exemptions from and limitations of liability and freedom from liability provided for the Carrier herein, whether or not such persons act in furtherance of the Carriage or are performing duties beyond the scope of the Carriage.
- d) The Merchant agrees that the Carrier shall be deemed to be a beneficiary of the actual owner's Bill of Lading and of all exemptions, limitations of and immunities from liability contained therein and that the actual owner carrier shall be deemed to be a beneficiary of this Bill of Lading.
- e) The Merchant agrees that the Carrier may act as agent or trustee for all persons mentioned in this Clause and that all such persons shall be deemed parties to this Bill of Lading.
- f) No agent or servant of the Carrier or other person or as named in subsection (b) hereof shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorized or ratified in writing by an officer or director of the Carrier having actual authority to bind the Carrier to such waiver or variation.

7. MERCHANT'S RESPONSIBILITIES / DESCRIPTION OF GOODS

- a) The description and particulars of the Goods set out on the face hereof and any description, particulars or other representation appearing on the Goods, Containers or other packages relating thereto are furnished by the Merchant, and the Merchant warrants to the Carrier that the description, particulars and any representation made including, but not limited to, weight, contents, measures, quantity, quality, condition, marks, numbers and value are correct.
- b) The Merchant warrants that it has complied with all applicable laws, regulations and requirements of Customs, Port and other Authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred or suffered by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering, addressing or any other particular relate to the Goods.
- c) The Merchant further warrants that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having regard to the nature and compliance with all laws, regulations and requirements which may be applicable.
- d) No Goods which are or may become dangerous, inflammable or otherwise or are or may become liable to damage any property or person whatsoever shall be tendered to the Carrier for Carriage without the Carrier's express consent in writing and without the Carrier's written consent in which the Goods are to be transported being distinctly marked on the outside thereof so as to indicate the nature and character of any such articles and so comply with all applicable laws, regulations and requirements. If any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the articles are or are liable to become of a dangerous, inflammable or damaging nature, the same may at any time be destroyed, disposed of, abandoned or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's right to sue the Merchant.
- e) The Merchant shall be liable for all loss or damage of any kind whatsoever including, but not limited to, contamination, soiling, detention and damage before, during and after the Carriage or property (including but not limited to Containers of the Carrier or any person or vessel (other than the Merchant) caused by the Merchant or any person acting on its behalf or for which the Merchant is otherwise responsible.
- f) The Merchant and the Goods themselves shall be liable for and shall indemnify the Carrier and the Carrier shall have a lien on the Goods for all expenses of loading, unloading, repacking, repacking, reconditioning, demurrage or the Goods and for all losses, costs, duties, fines, taxes, imposts, loss, damage or detention sustained or incurred by or levied upon the Carrier, Vessel, Goods, Containers or other packages and for any charges or requirements of any government or governmental authority or port authority or consignee and for the recovery thereof.
- g) The Merchant shall indemnify the Carrier against all loss, damage, liability and expense whatsoever arising from any breach of the provisions of this Clause 7 or from any other cause for which the Carrier is ultimately responsible.
- Perfect. Below is the exact, word forward transcription of Sections 8 and 9, preserving capitalization, punctuation, and structure exactly as shown in your image.

8. CONTAINERS

- a) Goods may be stored by the Carrier in or on Containers, and may be stored with other goods. Containers, whether stored by the Carrier or received fully stored, may be carried on or under deck without notice, and the Merchant expressly agrees that cargo stored in a Container and carried on deck is considered for all legal purposes to be cargo stored under deck. Goods stored in Containers on deck shall be subject to the legislation referred to in Clause 4 hereof and will contribute in General Average and receive compensation in General Average, as the case may be.
- b) The Terms and Conditions of this Bill of Lading shall govern the responsibility of the Carrier with respect to the supply of a Container to the Merchant.
- c) If a Container has been stuffed by or on behalf of the Merchant, the Carrier, any Participating Carrier, all independent contractors and all persons entering any service whatsoever hereunder shall not be liable for any loss or damage to the Goods, Containers or other packages or to any other goods caused (1) by the manner in which the Container has been stuffed and its contents secured, (2) by the unsuitability of the Goods for carriage in Containers or for the type of Container requested by and furnished to the Merchant, or (3) condition of the Container furnished, which the Merchant acknowledges has been inspected by it or carried out by its staff and/or agents.
- d) The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (a), (b) and (c) above.

9. CONTAINERS WITH HEATING OR REEFER APPARATUS

Containers with temperature or atmosphere control or apparatus for heating, refrigeration, ventilation or otherwise will not be furnished unless contracted for expressly in writing at the time of booking and, when furnished, may entail additional Charges. In the absence of an express request, it shall be conclusively presumed that the use of a dry container is appropriate for the Goods.

The Merchant must provide Carrier with desired temperature range in writing at time of booking and insert same on the face side of the Bill of Lading, and where so provided, Carrier is to exercise due diligence to maintain the temperature within a reasonable range while the Containers are in its care, custody and/or control or that of any Participating carrier or independent contractor. The Carrier does not accept any responsibility for the functioning of temperature or atmosphere controlled Containers not owned or leased by the Carrier or for latent defects not discoverable by the exercise of due diligence. Where the Container is stuffed or partially stuffed by or on behalf of the Merchant, the Merchant warrants that it has properly pre-cooled the Container, that the Goods have been properly stuffed and secured within the Container and that the temperature controls have been properly set prior to delivery of the Container to the Carrier, its agents, servants, or any Participating carrier or independent contractor. The Merchant accepts responsibility for all loss or damage of whatsoever nature resulting from a breach of any of these warranties, including but not limited to other cargo consolidated in the Container with the Merchant's Goods or to any other cargo, property or person damaged or injured as a result thereof, and the Merchant agrees to defend, indemnify and hold harmless the Carrier, Participating Carrier's and independent contractors, their agents and servants, harmless from and against all claims, suits, proceedings and all other consequences thereof regardless of their nature and merit.

10. CARRIER'S EQUIPMENT-INDENTMENT

Wherever the Merchant, or its agent, servant, contractor or anyone else acting on its behalf, directly or indirectly takes possession of or exercises control over a Container and/or any equipment whatsoever owned or leased by, or the use of which is provided to, the Carrier, any Participating Carrier, their agents, servants or independent contractors, the Merchant agrees to defend, indemnify and hold harmless the Carrier, any Participating Carrier, their agents, servants and independent contractors from and against any loss or damage to said Container and equipment, as well as to any third-party property, and for any injury to or death of persons arising out of the use of said Container and equipment.

11. OPTION OF INSPECTION

The Carrier and any Participating carrier shall be entitled, but under no obligation, to open any Container at anytime and to inspect the contents. If it then appears that the contents or any part thereof cannot safely or properly be carried or carried further, either at all or without incurring any additional expense,

the Carrier and Participating carrier may abandon the transportation thereof and/or take any measures and/or incur any reasonable additional expenses to continue the Carriage or to store the Goods which storage shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against any loss, damage or expense incurred.

12. DECK CARGO

Deck cargo (including accidents or mortality of animals, and the Carrier will not in any event be liable for any loss or damage for or from which is exempt, insurance or is covered by legislation) is, or from any other cause whatsoever not due to the fault of the Carrier, any warranty of seaworthiness in the premises being hereby waived, and the burden of proving liability being in all respects upon the Merchant. Except as may be otherwise provided, such shipments shall be deemed Goods and shall be subject to all Terms and Conditions of this Bill of Lading.

13. METHODS AND ROUTES OF TRANSPORTATION

With respect to the Goods or Containers or other packages, the Carrier may at any time and without notice to the Merchant:

- a) use any means of transport (water, land and/or air) or storage whatsoever;
- b) Forward, tranship or retain on board or carry on another vessel or conveyance or by any other means of transport than that named on the reverse side hereof;
- c) carry Goods on or under deck at its option;
- d) proceed by any route, in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route or in or out of geographical rotation;
- e) proceed or stay at any place whatsoever once or more often and in any order or in open calling at any port, whether scheduled or not;
- f) store, warehouse or otherwise at any place whatsoever, ashore or afloat, in its option or covered;
- g) proceed with or without pilots;
- h) carry livestock, combustible, explosives, munitions, waste, stores, dangerous or hazardous goods or goods of any and all kinds;
- i) drydock or stop at any unscheduled or unadvertised port for bunkers, repairs or for any purpose whatsoever;
- j) discharge and reloading the Merchant to take delivery, varied or deviated;
- k) comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- l) take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.
- The liberties set out in subdivisions (a) through (i) may be invoked for any purpose whatsoever even if not connected with the Carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated Carriage and not an unreasonable deviation.
- In no circumstance whatsoever shall the Carrier be liable for direct, indirect or consequential loss or damage caused by delay.

14. MATTERS AFFECTING PERFORMANCE

In any situation whatsoever and whatsoever occurring and whether arising or anticipated before commencement of, during or after the Carriage, which in the judgment of the Carrier is likely to give rise to any hindrance, risk, capture, seizure, detention, damage, delay, difficulty or disadvantage or loss to the Carrier or any part of the Cargo, or make it unsafe, imprudent, impracticable or unlawful for any reason to receive, keep, load, carry or discharge them or any part of them or commence or continue the Carriage or disembark passengers at the port of discharge or at the usual or intended place of discharge or give rise to danger, delay or difficulty of whatsoever nature in proceeding by the usual or intended route, the Carrier may at any time and without notice to the Merchant, may decline to receive, keep, load, carry or discharge the Goods, or may discharge the Goods or may require the Merchant to take delivery and, upon failure to do so, may warehouse them at the risk and expense of the Merchant and Goods or may forward or tranship them, as provided in this Bill of Lading, and the Carrier may retain the Goods on board until the return of the Vessel to the Port of Loading or to the Port of Discharge or any other port or until such time as the Carrier deems advisable and thereafter discharge them at any place. In such event, as herein provided, such shall be at the risk and expense of the Merchant and Goods and such action shall constitute complete delivery and performance under this contract, and the Carrier shall be free from any further responsibility for any services rendered as herein above provided or for any delay or expense to the Carrier or Vessel caused as a result thereof, the Carrier shall, in addition to full Charges, be entitled to reasonable extra compensation, and shall have a lien on the Goods for same. Notice of disposition of the Goods shall be sent to the Merchant named in this Bill of Lading within a reasonable time thereafter.

All actions taken by the Carrier hereunder shall be deemed to be within the contractual and contemplated Carriage and not be an unreasonable deviation.

15. DELIVERY

If delivery of the Goods or Containers or other packages or any part thereof is not taken by the Merchant when and where and as custom and place as the Carrier is entitled to have the Merchant take delivery, whether or not the Goods are damaged, they shall be considered to have been delivered to the Merchant, and the Carrier may, at its option, subject to its lien and without notice, elect to have same remain where they are, if, cost minimized, demurrage and sent to a warehouse or other place, always at the risk and expense of the Merchant and Goods.

If the Goods are stored within a Container owned or leased by the Carrier, the Carrier shall be entitled to devian the contents of any such Container, whereupon the Goods shall be considered to have been delivered to the Merchant, and the Carrier may, at its option, subject to its lien and without notice, elect to have same remain where they are or to send to a warehouse or other place, always at the risk and expense of the Merchant and Goods.

At ports or places where by local law, authorities or custom, the Carrier is required to discharge cargo to lighters or other craft or where it has been so agreed or where warehouses are not available which the Vessel can get to, to, its at, or leave, always safely afloat, or where no facilities prevailing at the time render discharge at a wharf dangerous, imprudent, or likely to delay the Vessel, the Merchant shall promptly furnish lighters or other craft to take delivery alongside the Vessel at the risk and expense of the Goods. If the Merchant fails to provide such lighters or other craft, the Carrier, acting solely as agent for the Merchant, may engage such lighters or other craft at the risk and expense of the Merchant and Goods. Discharge of the Goods into such lighters or other craft shall constitute proper delivery, and any further responsibility of Carrier with respect to the Goods shall then expire.

16. CHARGES, INCLUDING FREIGHT

The Charges payable hereunder have been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier shall, at any time, be entitled to inspect, reweigh, remeasure or revalue the contents and, if any of the particulars furnished by the Merchant are found to be incorrect, the Charges shall be adjusted accordingly and the Merchant shall be responsible to pay the correct Charges and all expenses incurred by the Carrier in checking said particulars.

The Charges shall be deemed earned on acceptance of the Goods or Containers or other packages or shipment by the Carrier and shall be paid by the Merchant in full, without any offset, counterclaim or deduction, costs and/or vessel or other conveyance lost or not lost, and shall be non-refundable in any event. The Merchant shall remain responsible for all Charges, regardless whether the Bill of Lading states in words or symbols, that it is "Prepaid", "To be Prepaid" or "Collect".

In connection with any services with respect to the Goods, the Carrier shall be considered the exclusive agent of the Merchant for all purposes, and any payment of Charges to other than the Carrier shall not, in any event, be considered payment to the Carrier.

The Merchant shall defend, indemnify and hold the Carrier, any Participating carrier, independent contractor, their agents and servants, harmless from and against all liability, loss, damage and expense which may be sustained or incurred relative to the above.

17. CARRIER'S LIEN

The Carrier shall have a lien on the Goods, inclusive of any Container owned or leased by the Merchant, and all equipment and appurtenances thereto, as well as on any Charges due any person, and on any documents relating thereto, which lien shall survive delivery, for all sums due under this contract or any other contract or undertaking to which the Merchant was party or otherwise involved, including, but not limited to, General Average contributions, salvage and the cost of recovering such sums, inclusive of attorneys' fees. Such lien may be enforced by the Carrier by public or private sale at the expense of and without notice to the Merchant.

The Merchant agrees to defend, indemnify and hold the Carrier, any Participating carrier, independent contractor, their agents and servants, harmless from and against all liability, loss, damage and expense which may be sustained or incurred by the Carrier relative to the above and the Merchant agrees to submit to the jurisdiction of any court, tribunal or other body before whom the Carrier may be brought, whether said proceedings are of a civil or criminal nature.

18. RUST

It is agreed that superficial rust, oxidation or any like condition due to moisture is not a condition of damage but is inherent to the nature of the Goods. Acknowledgment of receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.

19. GENERAL AVERAGE

- a) If General Average is declared, it shall be adjusted according to the York/Antwerp Rules of 1994 and all subsequent amendments thereto from time to time made, at any place at the option of any person entitled to declare General Average, and the Amended Clause as approved by BIMCO be considered as incorporated herein, and the Merchant shall provide security as may be required in this connection.
- b) Notwithstanding (a) above, the Merchant shall defend, indemnify and hold harmless the Carrier and any Participating carrier, their agents and servants, in respect of any claim (and any expense arising therefrom) of a General Average contribution which may be made against the Carrier and/or any Participating carrier and shall provide such security as may be required by the Carrier in this connection.
- c) Neither the Carrier nor any Participating carrier shall be under any obligation to take any steps whatsoever to post security for General Average or to collect security for General Average contributions due to the Merchant.

20. LIMITATION OF LIABILITY

As to loss or damage occurring on deck or in a Container or elsewhere in this Bill of Lading, in case of any loss or damage to or in connection with cargo exceeding in actual value the equivalent of \$500 lawful money of the United States per package, or in case of cargo not shipped in packages per shipping unit, the value of the cargo shall be deemed to be \$500 per package or per shipping unit. The Carrier's liability, if any, shall be determined on the basis of a value of \$500 per package or per shipping unit or pro rata in case of partial loss or damage, unless the nature of the cargo and value is higher than \$500 per package or per shipping unit and is so stated on the bill of lading. In the event of a claim for loss or damage to the Goods under this Bill of Lading, and where freight paid or required, in such case, if the actual value of the cargo per package or per shipping unit shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value.

The words "shipping unit" shall mean each physical unit (e.g., container, bundle, pallet, etc.) or piece of cargo not shipped in a package, including articles in any discernible physical unit, except cargo shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight and related charges.

As to cargo shipped in bulk, the limitation applicable thereto shall be the limitation provided in Section 130(4) of COGSA, or such other legislation, convention or law as may be compulsively applicable, and in no event shall anything herein be construed as a waiver of limitation on or cargo shipped in bulk. Where a Container is stuffed by or on behalf of the Carrier or the parties characters the Container as a package or hump such freight is assessed, in any of these events, each individual such Container, including in each instance its contents, shall be deemed a single package and Carrier's liability limited to \$500 with respect to each such package, except as otherwise provided in this Clause or elsewhere in this Bill of Lading with respect to each such package. In the event that goods shipped in a Container are consolidated with other goods or shipments belonging to different shippers, such shipper's goods shall be deemed to be one shipping unit or package.

During the entire time the Carrier remains responsible for the Goods, from loading and unloading to discharge from the Vessel and during all non-compulsory periods such as on or off terminal, until delivery or final discharge, the limitation of liability shall apply.

Where compulsively applicable legislation provides a limitation less than \$500 per package or shipping unit, such lesser limitation shall apply and nothing herein contained shall be construed as a waiver of a limitation less than \$500.

Further, where a lesser monetary limitation is applicable, such as during handling by a participating carrier or independent contractor and/or damage occurs during the term of the provisions of this Clause, the Carrier shall be entitled to avail itself of such lesser limitation.

21. NOTICE OF CLAIM; TIME FOR SUIT

As to any loss or damage presumed to have occurred during the Carrier's period of responsibility, the Carrier must be notified in writing of any such loss or damage or claim before or at the time of discharge from the Goods by the Merchant or, if the loss or damage is not apparent within 3 consecutive days of receipt of the Goods, delivery of the Goods to the consignee, or the time of discharge from the Goods by the Merchant, and where freight paid or required, in such case, if the actual value of the cargo per package or per shipping unit shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value.

The words "shipping unit" shall mean each physical unit (e.g., container, bundle, pallet, etc.) or piece of cargo not shipped in a package, including articles in any discernible physical unit, except cargo shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight and related charges.

As to cargo shipped in bulk, the limitation applicable thereto shall be the limitation provided in Section 130(4) of COGSA, or such other legislation, convention or law as may be compulsively applicable, and in no event shall anything herein be construed as a waiver of limitation on or cargo shipped in bulk. Where a Container is stuffed by or on behalf of the Carrier or the parties characters the Container as a package or hump such freight is assessed, in any of these events, each individual such Container, including in each instance its contents, shall be deemed a single package and Carrier's liability limited to \$500 with respect to each such package, except as otherwise provided in this Clause or elsewhere in this Bill of Lading with respect to each such package. In the event that goods shipped in a Container are consolidated with other goods or shipments belonging to different shippers, such shipper's goods shall be deemed to be one shipping unit or package.

During the entire time the Carrier remains responsible for the Goods, from loading and unloading to discharge from the Vessel and during all non-compulsory periods such as on or off terminal, until delivery or final discharge, the limitation of liability shall apply.

Where compulsively applicable legislation provides a limitation less than \$500 per package or shipping unit, such lesser limitation shall apply and nothing herein contained shall be construed as a waiver of a limitation less than \$500.

Further, where a lesser monetary limitation is applicable, such as during handling by a participating carrier or independent contractor and/or damage occurs during the term of the provisions of this Clause, the Carrier shall be entitled to avail itself of such lesser limitation.

22. JURISDICTION

All disputes of whatsoever nature and in connection with this Bill of Lading shall be determined by the instant specific court and location to the exclusion of any other court PROVIDED ALWAYS that the Carrier may in its absolute and sole discretion invoke or voluntarily submit to the jurisdiction of any other court with which the terms of the Bill of Lading could properly assume jurisdiction over and determine such disputes, but such shall not constitute a waiver of the terms of the provisions in any other instance.

23. NON-WAIVER AND SEPARABILITY

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or any defense, immunity, exemption, limitation or exoneration from liability contained in the laws of the United States, or of any other country whose laws may be compulsively applicable. The Terms and Conditions of this Bill of Lading shall constitute the entire contract of the Carrier's applicable tariff or tariffs incorporated herein by virtue of Clause 2 hereof shall be severable, and if any part or term hereof shall be held invalid, such holding shall not affect the validity or enforceability of any part or term hereof.

Bill of Lading

SHIPPER / EXPORTER (2) (COMPLETE NAME AND ADDRESS)

ASTRA PARTS TRADING COMPANY LLC
4576 SW 14TH ST
DEERFIELD BEACH FL 33442-8237
UNITED STATES

DOCUMENT NO. (5)

HBL047335

EXPORT REFERENCES (6)

CONSIGNEE (3) (COMPLETE NAME AND ADDRESS)

GUSTAVO GONCALVES ENGELMAN
RUA LAURO NUNES DE OLIVEIRA 59 AP 13
POUSO ALEGRE MG 37553-632
BRAZIL
CPF: 098.216.416-52

FORWARDING AGENT REFERENCES (7)

GLOBAL CARGO CORPORATION
8400 NW 90TH ST
STE
MEDLEY FL 33166
UNITED STATES

POINT AND COUNTRY OF ORIGIN (8)

United States

NOTIFY PARTY(4) / COMPLETE NAME AND ADDRESS

TOMAC DESPACHOS ADUANEIROS
RUA VITOR GOMES DE LIMA, 721
INA
SAO JOSE DOS PINHAIS PR 83065-060
BRAZIL
CNPJ: 07.444.882/0001-23

DOCUMENT PRESENTATION (9)

LAOWAI SHIPPING LTDA
RUA TIBAGI, N 294 CONJ 1502 ANDAR 15
COND BUSINESS CENTER CENTRO
CURITIBA PR 80060-110
Brazil
CNPJ: 47.232.971/0001-20
Phone: +55 41 99655-7983

PLACE OF RECEIPT (12)

PORT EVERGLADES, UNITED STATES

VESSEL (13)

MAERSK FREEPORT / 625S

PORT OF LOADING (14)

PORT EVERGLADES, UNITED STATES

INTERNAL REFERENCE (10)

SSEG047335

PORT OF DISCHARGE (15)

ITAPOA, BRAZIL

PLACE OF DELIVERY (16)

ITAPOA, BRAZIL

COPY

Original Bill - Surrendered at Origin

PARTICULARS FURNISHED BY SHIPPER

MARKS & NOS / CONTAINER(S) NOS. (17)	NO. OF PKGS. (18)	(19) DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT (20)	MEASUREMENT (21)
PART OF 1X40HC HLBU2006403	1	x 40HC CONTAINER 1 Unit(s) STC ANTIQUE VEHICLES MAKE CHEVROLET NCM: 8703.24.10 MODEL CORVETT YEAR/MODEL 1995 YEAR/FRABRICATION 1995 COLOR GREEN TRANSMITION MANUAL PASSENGERS 2 GAS GASOLINE ENGINE LT1 V8 5.7L300CV CHASSI(VIN) 1G1YY22P1S5106411 WOODEN PACKAGE: NOT APPLICABLE VEHICLES SHIPPED ACCORDING TO SP961 THC BRL530,50 FREE TIME AT DESTINATION 18 DAYS	1453 KG	5 M3
Container HLBU2006403	Seals 143081	Type 40HC	Weight 1453 KG	Volume 5 M3
1 UNT	1453 KG	GEN	Packages 1 UNT	Mode CY/CY*
INCOTERM: CFR		ITN: X20260622037029 NCM Code:		
TOTAL NUMBER OF PKGS.	ONE CONTAINER(S)	SHIPPED ON BOARD 26-Jun-26		*Shipper load and Count

DECLARED VALUE (\$)

SEE CLAUSE 20 ON REVERSE SIDE

CHARGES, INCLUDING FREIGHT

	RATE	PREPAID	COLLECT
International Freight 40HC		111.50 USD	
----- Total Charges		----- 111.50 USD	

RECEIVED FOR SHIPMENT from the MERCHANT in apparent good order and condition unless otherwise stated herein, the GOODS mentioned above to be transported as provided herein, by any mode of transport for all or any part of the Carriage, SUBJECT TO ALL THE TERMS AND CONDITIONS appearing on the face and back hereof and in the CARRIER'S applicable Tariff, to which the Merchant agrees by accepting this BILL OF LADING.

Where applicable law requires and not otherwise, one original BILL OF LADING must be surrendered, duly endorsed, in exchange for the GOODS or CONTAINER(S) or other PACKAGE(S), the others to stand void. If a 'Non-Negotiable' BILL OF LADING is issued, neither an original nor a copy need be surrendered in exchange for delivery unless applicable law so requires.

BY

Global Cargo Corporation AS CARRIER

Date of Issue: 26-Jun-26

1. DEFINITIONS

- a) **"Bill of Lading"** as used herein includes conventional bills of lading as well as electronic, express and sea waybills and like documents, however generated, covering the Carriage of Goods to, from or through the United States, whether or not issued to the Merchant.
- b) **"Carriage"** means the whole of the operation and services undertaken or performed by or on behalf of the Carrier with respect to the Goods.
- c) **"Carrier"** means the company named on the face hereof and on whose behalf this Bill of Lading was issued, whether acting as carrier or bailee, includes, without limitation, the performing carrier and any subcontractor, agent or subcontractor.
- d) **"Charges"** means freight, deadweight, demurrage and all expenses and money obligations incurred and payable by the Merchant.
- e) **"Container"** means any container, trailer, pallet, flat, stacked, transportable tank, railroad car, vehicle, flat rack, pallet, dolly, platform, cradle, dingload or any other article of transport and any equipment associated or appurtenant thereto.
- f) **"Goods"** means the cargo received from the Shipper and described on the face hereof and includes any Container not supplied by or on behalf of the Carrier.
- g) **"Merchant"** means the shipper, consignee, receiver, holder of this Bill of Lading, owner of the cargo or person entitled to the possession of the Goods and the servants and agents of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of all Charges and for the performance of the obligations of the Merchant under this Bill of Lading.
- h) **"Port"** means any port or place of receipt or delivery named hereon.
- i) **"Port to Port"** means the custody of the Carrier, in the event of intermodal transportation, the originating carrier is an inland or coastal carrier, again that the Goods have been loaded onto a vessel for ocean transport at the place of receipt or are in the custody of a participating carrier or agent at the place of discharge.
- j) **"Participating carrier"** means any other carrier by water, land or air, performing any stage of the Carriage, including inland carrier, whether acting as sub-carrier, connecting carrier and/or bailee.
- k) **"Person"** means an individual, a partnership, a body corporate or any other entity of whatsoever nature.
- l) **"Vessel"** means the ocean vessel named on the face above, and any substitute vessel, feeder ship, barge or other means of conveyance by water used in whole or in part by the Carrier to fulfill this contract.

2. CARRIER'S TARIFFS

- a) The Goods carried hereunder are subject to all the terms and conditions of the Carrier's applicable tariff on file with the Federal Maritime Commission. Interstate Commerce Commission or any other regulatory body which governs a particular portion of the Carriage and which is applicable. The Merchant represents and warrants that the terms and conditions hereof, if any, are contained in the provisions of the applicable tariff and tariffs are obtainable from the Carrier, Federal Maritime Commission, Interstate Commerce Commission or any other regulatory body upon request. In the event of any conflict between the terms and conditions of such tariff or tariffs and the terms and conditions of this Bill of Lading, this Bill of Lading shall prevail.

3. WARRANTY

- a) The Merchant warrants and represents that the Merchant warrants that in agreeing to the Terms and Conditions hereof, it is for itself and has the authority of the owner of the Goods to bind the owner of the Goods or the person entitled to the possession of the Goods.

4. RESPONSIBILITY

- a) Except where the Carriage covered by this Bill of Lading is to or from a port or locality where there is in force a compulsorily applicable ordinance or statute of a nature similar to the International Convention for the Unification of Certain Rules Relating to Bills of Lading, dated Brussels, August 25, 1924, the provisions of which cannot be departed from, and such an ordinance is compulsorily applicable and such port or locality, this Bill of Lading shall have effect subject to the Carriage of Goods by Sea Act of the United States ("COGSA"), approved April 16, 1936, and nothing herein contained, unless otherwise stated, shall be deemed a derogation by the Carrier of any of its rights, immunities, exemptions and limitations or an increase of any of its responsibilities or liabilities under COGSA or any other similar act, statute, convention or law.
- b) The Carrier shall be responsible for loss or damage to or in connection with the Goods while the Goods are in the actual custody of the Carrier, whether acting as carrier or bailee, from the time the Goods are received at the place of receipt until the time the Goods are delivered at the place of delivery, unless otherwise provided herein.
- c) The Carrier shall not be responsible for loss or damage occurring before the Carrier, a participating carrier or agent, has accepted custody of the Goods or after the Goods have been delivered or tendered for delivery to the Merchant.
- d) In the event of any loss or damage to the Goods for which the Carrier is responsible, the Carrier's liability shall be limited as provided herein.
- e) The Carrier shall not be liable for any loss, damage or delay resulting from:
- (1) Act of God; (2) Act of war; (3) Act of public enemies; (4) Arrest or restraint of princes, rulers or people; (5) Seizure under legal process; (6) Quarantine restrictions; (7) Act of omission of the Merchant; (8) Strikes or lockouts or stoppage or restraint of labor from whatever cause, whether partial or general; (9) Riots or civil commotions; (10) Stealing or attempting to save life or property at sea; (11) Insufficiency of packing; (12) Insufficiency or inadequacy of marks; (13) Latent defects not discoverable by due diligence; (14) Any cause or event which the Carrier could not avoid and the consequences of which the Carrier could not prevent the exercise of reasonable diligence.
- f) The Carrier shall not be responsible for loss or damage to the Goods occurring while the Goods are in the custody of a port authority or terminal operator unless caused by the fault or neglect of the Carrier.

5. THROUGH TRANSPORTATION

- a) When this Bill of Lading is in relation to or from an inland port or place other than a port of loading or port of discharge, the Carrier shall procure transportation to or from the same terminal and such inland port or place (s), and notwithstanding anything in this Bill of Lading contained that portion of the Carriage shall be liable for loss or damage of whatsoever nature and whatsoever arising, whether or not the loss or damage occurred at sea, under the laws applicable to such inland portion of the Carriage.
- b) Upon proof that the loss or damage was done during a part of the Carriage hereby named subject to COGSA or other compulsorily applicable legislation, such portion of the Clause 4 hereof, and legislation shall apply.
- c) In case of any loss or damage not falling within (b) above, but occurring within the land leg of any country, state or subdivision thereof, claims shall be computed under the law applicable to that land leg. The Merchant and Carrier agree that the law applicable to the land leg shall govern and determine the rights and liabilities of the parties.
- d) The Carrier may subcontract on any terms the whole or any part of the Carriage, including carriage by performing carrier or agent, and shall be entitled to all exemptions, limitations, defenses and immunities provided for herein, whether such subcontract is acting as carrier or bailee.

6. SUBCONTRACTING-BENEFICIARIES

- a) The Carrier shall be entitled to subcontract on any terms the whole or any part of the Carriage, loading, unloading, stowage, securing, handling and any and all duties whatsoever undertaken by it in relation to the Goods or Containers or other packages or any other goods.
- b) It is understood and agreed that it should be adjudged that any person, or entity other than or in addition to the Carrier is carrier and/or bailee of the Goods or any other goods, regardless of the port or place where any loss or damage shall occur and without regard to whether the Goods covered hereby or any other goods are being handled by or are alleged directly or indirectly at any stage of the Carriage, then such person or entity shall be entitled to all exemptions, immunities, defenses and limitations of liability and freedom from liability provided for the Carrier herein.
- c) Without limiting the foregoing, it is agreed and understood that the Carrier's servants, employees, representatives, participating carriers, performing carrier or agent and subcontractors, terminal operators, warehousesmen, crane operators, watchmen, carpenters, ship dealers, surveyors and all independent contractors, inclusive of all persons providing any service whatsoever, whether or not acting in the course of employment, shall have the benefit of all exemptions from and limitations of liability and freedom from liability provided for the Carrier herein, whether or not such persons act in furtherance of the Carriage or are performing duties beyond the scope of the Carriage.
- d) The Merchant agrees that the Carrier shall be deemed to be a beneficiary of the actual owner's Bill of Lading and of all exemptions, limitations of and immunities from liability contained therein and that the actual owner carrier shall be deemed to be a beneficiary of this Bill of Lading.
- e) The Merchant agrees that the Carrier may act as agent or trustee for all persons mentioned in this Clause and that all such persons shall be deemed parties to this Bill of Lading.
- f) No agent or servant of the Carrier or other person or as named in subsection (b) hereof shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorized or ratified in writing by an officer or director of the Carrier having actual authority to bind the Carrier to such waiver or variation.

7. MERCHANT'S RESPONSIBILITIES / DESCRIPTION OF GOODS

- a) The description and particulars of the Goods set out on the face hereof and any description, particulars or other representation appearing on the Goods, Containers or other packages relating thereto are furnished by the Merchant, and the Merchant warrants to the Carrier that the description, particulars and any representation made including, but not limited to, weight, contents, measures, quantity, quality, condition, marks, numbers and value are correct.
- b) The Merchant warrants that it has complied with all applicable laws, regulations and requirements of Customs, Port and other Authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred or suffered by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering, addressing or any other particular relate to the Goods.
- c) The Merchant further warrants that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having regard to the nature and compliance with all laws, regulations and requirements which may be applicable.
- d) No Goods which are or may become dangerous, inflammable or otherwise or are or may become liable to damage any property or person whatsoever shall be tendered to the Carrier for Carriage without the Carrier's express consent in writing and without the Carrier's written agreement in which the Goods are to be transported being distinctly marked on the outside thereof so as to indicate the nature and character of any such articles and so comply with all applicable laws, regulations and requirements. If any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the articles are or are liable to become of a dangerous, inflammable or damaging nature, the same may at any time be destroyed, disposed of, abandoned or rendered innocuous by the Carrier without prejudice to the Carrier's right to charges.
- e) The Merchant shall be liable for all loss or damage of any kind whatsoever including, but not limited to, contamination, soiling, detention and damage before, during and after the Carriage or property (including but not limited to Containers of the Carrier or any person or vessel (other than the Merchant) caused by the Merchant or any person acting on its behalf or for which the Merchant is otherwise responsible.
- f) The Merchant and the Goods themselves shall be liable for and shall indemnify the Carrier and the Carrier shall have a lien on the Goods for all expenses of loading, unloading, repacking, repacking, reconditioning, demurrage or the Goods and for all losses, costs, duties, fines, taxes, imposts, loss, damage or detention sustained or incurred by or levied upon the Carrier, Vessel, Goods, Containers or other packages and for any charges or requirements of any government or governmental authority or port authority or consignee and for the recovery thereof.
- g) The Merchant shall indemnify the Carrier against all loss, damage, liability and expense whatsoever arising from any breach of the provisions of this Clause 7 or from any other cause for which the Carrier is ultimately responsible.
- Perfect. Below is the exact, word forward transcription of Sections 8 and 9, preserving capitalization, punctuation, and structure exactly as shown in your image.

8. CONTAINERS

- a) Goods may be stored by the Carrier in or on Containers, and may be stored with other goods. Containers, whether stored by the Carrier or received fully stored, may be carried on or under deck without notice, and the Merchant expressly agrees that cargo stored in a Container and carried on deck is considered for all legal purposes to be cargo stored under deck. Goods stored in Containers on deck shall be subject to the legislation referred to in Clause 4 hereof and will contribute in General Average and receive compensation in General Average, as the case may be.
- b) The Terms and Conditions of this Bill of Lading shall govern the responsibility of the Carrier with respect to the supply of a Container to the Merchant.
- c) If a Container has been stuffed by or on behalf of the Merchant, the Carrier, any Participating Carrier, all independent contractors and all persons entering any service whatsoever hereunder shall not be liable for any loss or damage to the Goods, Containers or other packages or to any other goods caused (1) by the manner in which the Container has been stuffed and its contents secured, (2) by the unsuitability of the Goods for carriage in Containers or for the type of Container requested by and furnished to the Merchant, or (3) condition of the Container furnished, which the Merchant acknowledges has been inspected by it or carried out by the Merchant and its servants.
- d) The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (a), (b) and (c) above.

9. CONTAINERS WITH HEATING OR REEFER APPARATUS

Containers with temperature or atmosphere control or apparatus for heating, refrigeration, ventilation or otherwise will not be furnished unless contracted for expressly in writing at the time of booking and, when furnished, may entail additional Charges. In the absence of an express request, it shall be conclusively presumed that the use of a dry container is appropriate for the Goods.

The Merchant must provide Carrier with desired temperature range in writing at time of booking and insert same on the face side of the Bill of Lading, and where so provided, Carrier is to exercise due diligence to maintain the temperature within a reasonable range while the Containers are in its care, custody and control or that of any Participating carrier or independent contractor. The Carrier does not accept any responsibility for the functioning of temperature or atmosphere controlled Containers not owned or leased by the Carrier or for latent defects not discoverable by the exercise of due diligence. Where the Container is stuffed or partially stuffed by or on behalf of the Merchant, the Merchant warrants that it has properly pre-cooled the Container, that the Goods have been properly stuffed and secured within the Container and that the temperature controls have been properly set prior to delivery of the Container to the Carrier, its agents, servants, or any Participating carrier or independent contractor. The Merchant accepts responsibility for all loss or damage of whatsoever nature resulting from a breach of any of these warranties, including but not limited to other cargo consolidated in the Container with the Merchant's Goods or to any other cargo, property or person damaged or injured as a result thereof, and the Merchant agrees to defend, indemnify and hold harmless the Carrier, Participating Carrier's and independent contractors, their agents and servants, harmless from and against all claims, suits, proceedings and all other consequences thereof regardless of their nature and merit.

10. CARRIER'S EQUIPMENT-INDemnITY

Wherever the Merchant, or its agent, servant, contractor or anyone else acting on its behalf, directly or indirectly takes possession of or exercises control over a Container and/or any equipment whatsoever owned or leased by, or the use of which is provided to, the Carrier, any Participating Carrier, their agents, servants or independent contractors, the Merchant agrees to defend, indemnify and hold harmless the Carrier, any Participating Carrier, their agents, servants and independent contractors from and against any loss or damage to said Container and equipment, as well as to any third-party property, and for any injury to or death of persons arising out of the use of said Container and equipment.

11. OPTION OF INSPECTION

The Carrier and any Participating carrier shall be entitled, but under no obligation, to open any Container at anytime and to inspect the contents. If it then appears that the contents or any part thereof cannot safely or properly be carried or carried further, either at all or without incurring any additional expense,

the Carrier and Participating carrier may abandon the transportation thereof and/or take any measures and/or incur any reasonable additional expenses to continue the Carriage or to store the Goods which storage shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against any loss, damage or expense incurred.

12. DECK CARGO

Deck cargo (including accidents or mortality of animals, and the Carrier will not in any event be liable for any loss or damage for or from which is exempt, insurance or is covered by legislation) shall, in the event of any loss or damage whatsoever not due to the fault of the Carrier, any warranty of seaworthiness in the premises being hereby waived, and the burden of proving liability being in all respects upon the Merchant. Except as may be otherwise provided, such shipments shall be deemed Goods and shall be subject to all Terms and Conditions of this Bill of Lading.

13. METHODS AND ROUTES OF TRANSPORTATION

With respect to the Goods or Containers or other packages, the Carrier may at any time and without notice to the Merchant:

- a) use any means of transport (water, land and/or air) or storage whatsoever;
- b) forward, tranship or retain on board or carry on another vessel or conveyance or by any other means of transport than that named on the reverse side hereof;
- c) carry Goods on or under deck at its option;
- d) proceed by any route, in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route or in or out of geographical rotation;
- e) proceed or stay at any place whatsoever once or more often and in any order or in open calling at any port, whether scheduled or not;
- f) store, warehouse or otherwise at any place whatsoever, ashore or afloat, in its option or covered;
- g) proceed with or without pilots;
- h) carry livestock, combustible, explosives, munitions, waste, stow, dangerous or hazardous goods or goods of any and all kinds;
- i) drydock or stop at any unscheduled or unadvertised port for bunkers, repairs or for any purpose whatsoever;
- j) discharge and reloading the Merchant to take delivery, varied or deviated;
- k) comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- l) take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.
- The liberties set out in subdivisions (a) through (i) may be invoked for any purpose whatsoever even if not connected with the Carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated Carriage and not an unreasonable deviation.
- In no circumstance whatsoever shall the Carrier be liable for direct, indirect or consequential loss or damage caused by delay.

14. MATTERS AFFECTING PERFORMANCE

In any situation whatsoever and whatsoever occurring and whether arising or anticipated before commencement of, during or after the Carriage, which in the judgment of the Carrier is likely to give rise to any hindrance, risk, capture, seizure, detention, damage, delay, difficulty or disadvantage or loss to the Carrier or any part of the Carrier, or make it unsafe, imprudent, impracticable or unlawful for any reason to receive, keep, load, carry or discharge them or any part of them or commence or continue the Carriage or disembark passengers at the port of discharge or at the usual or intended place of discharge or give rise to danger, delay or difficulty of whatsoever nature in proceeding by the usual or intended route, the Carrier may at any time and without notice to the Merchant, may decline to receive, keep, load, carry or discharge the Goods, or may discharge the Goods or may require the Merchant to take delivery and, upon failure to do so, may warehouse them at the risk and expense of the Merchant and Goods or may forward or tranship them, as provided in this Bill of Lading, and the Carrier may retain the Goods on board until the return of the Vessel to the Port of Loading or to the Port of Discharge or any other port or until such time as the Carrier deems advisable and thereafter discharge them at any place. In such event, as herein provided, such shall be at the risk and expense of the Merchant and Goods and such action shall constitute complete delivery and performance under this contract, and the Carrier shall be free from any further responsibility for any services rendered as herein above provided or for any delay or expense to the Carrier or Vessel caused as a result thereof, the Carrier shall, in addition to full Charges, be entitled to reasonable extra compensation, and shall have a lien on the Goods for same. Notice of disposition of the Goods shall be sent to the Merchant named in this Bill of Lading within a reasonable time thereafter.

All actions taken by the Carrier hereunder shall be deemed to be within the contractual and contemplated Carriage and not be an unreasonable deviation.

15. DELIVERY

If delivery of the Goods or Containers or other packages or any part thereof is not taken by the Merchant when and where and as custom and place as the Carrier is entitled to have the Merchant take delivery, whether or not the Goods are damaged, they shall be considered to have been delivered to the Merchant, and the Carrier may, at its option, subject to its lien and without notice, elect to have same remain where they are, if, cost minimized, demurrage and sent to a warehouse or other place, always at the risk and expense of the Merchant and Goods.

If the Goods are stored within a Container owned or leased by the Carrier, the Carrier shall be entitled to deliver the contents of any such Container, whereupon the Goods shall be considered to have been delivered to the Merchant, and the Carrier may, at its option, subject to its lien and without notice, elect to have same remain where they are or to send to a warehouse or other place, always at the risk and expense of the Merchant and Goods.

At ports or places where by local law, authorities or custom, the Carrier is required to discharge cargo to lighters or other craft or where it has been so agreed or where warehouses are not available which the Vessel can get to, to its aid, or, where, although available, no satisfactory facilities for the receipt and onward discharge of a wharf dangerous, imprudent, or likely to delay the Vessel, the Merchant shall promptly furnish lighters or other craft to take delivery alongside the Vessel at the risk and expense of the Goods. If the Merchant fails to provide such lighters or other craft, the Carrier, acting solely as agent for the Merchant, may engage such lighters or other craft at the risk and expense of the Merchant and Goods. Discharge of the Goods into such lighters or other craft shall constitute proper delivery, and any further responsibility of Carrier with respect to the Goods shall then expire.

16. CHARGES, INCLUDING FREIGHT

The Charges payable hereunder have been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier shall, at any time, be entitled to inspect, reweigh, remeasure or revalue the contents and, if any of the particulars furnished by the Merchant are found to be incorrect, the Charges shall be adjusted accordingly and the Merchant shall be responsible to pay the correct Charges and all expenses incurred by the Carrier in checking said particulars.

The Charges shall be deemed earned on acceptance of the Goods or Containers or other packages or shipment by the Carrier and shall be paid by the Merchant in full, without any offset, counterclaim or deduction, costs and/or vessel or other conveyance lost or not lost, and shall be non-refundable in any event. The Merchant shall remain responsible for all Charges, regardless whether the Bill of Lading states in words or symbols, that it is "Prepaid", "To be Prepaid" or "Collect".

In connection with any services with respect to the Goods, the Carrier shall be considered the exclusive agent of the Merchant for all purposes, and any payment of Charges to other than the Carrier shall not, in any event, be considered payment to the Carrier.

The Merchant shall defend, indemnify and hold the Carrier, any Participating carrier, independent contractor, their agents and servants, harmless from and against all liability, loss, damage and expense which may be sustained or incurred relative to the above.

17. CARRIER'S LIEN

The Carrier shall have a lien on the Goods, inclusive of any Container owned or leased by the Merchant, and all equipment and appurtenances thereto, as well as on any Charges due any person, and on any documents relating thereto, which lien shall survive delivery, for all sums due under this contract or any other contract or undertaking to which the Merchant was party or otherwise involved, including, but not limited to, General Average contributions, salvage and the cost of recovering such sums, inclusive of attorneys' fees. Such lien may be enforced by the Carrier by public or private sale at the expense of and without notice to the Merchant.

The Merchant agrees to defend, indemnify and hold the Carrier, any Participating carrier, independent contractor, their agents and servants, harmless from and against all liability, loss, damage and expense which may be sustained or incurred by the Carrier relative to the above and the Merchant agrees to submit to the jurisdiction of any court, tribunal or other body before whom the Carrier may be brought, whether said proceedings are of a civil or criminal nature.

18. RUST

It is agreed that superficial rust, oxidation or any like condition due to moisture is not a condition of damage but is inherent to the nature of the Goods. Acknowledgment of receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.

19. GENERAL AVERAGE

- a) If General Average is declared, it shall be adjusted according to the York/Antwerp Rules of 1994 and all subsequent amendments thereto from time to time made, at any place at the option of any person entitled to declare General Average, and the Amended Clause as approved by BIMCO be considered as incorporated herein, and the Merchant shall provide security as may be required in this connection.
- b) Notwithstanding (a) above, the Merchant shall defend, indemnify and hold harmless the Carrier and any Participating carrier, their agents and servants, in respect of any claim (and any expense arising therefrom) of a General Average contribution which may be made against the Carrier and/or any Participating carrier and shall provide such security as may be required by the Carrier in this connection.
- c) Neither the Carrier nor any Participating carrier shall be under any obligation to take any steps whatsoever to post security for General Average or to collect security for General Average contributions due to the Merchant.

20. LIMITATION OF LIABILITY

As to any loss or damage occurring on or under deck or elsewhere in this Bill of Lading, in case of any loss or damage to or in connection with cargo exceeding in actual value the equivalent of \$500 lawful money of the United States per package, or in case of cargo not shipped in packages per shipping unit, the value of the cargo shall be deemed to be \$500 per package or per shipping unit. The Carrier's liability, if any, shall be determined on the basis of a value of \$500 per package or per shipping unit or pro rata in case of partial loss or damage, unless the nature of the cargo and value is higher than \$500 per package or per shipping unit and is so stated on the bill of lading by the Merchant before the Goods are received in this Bill of Lading, and extra freight paid if required. In such case, if the actual value of the cargo per package or per shipping unit shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value.

The words "shipping unit" shall mean each physical unit (e.g., container, bundle, pallet, etc.) or piece of cargo not shipped in a package, including articles in any discernible physical unit, except cargo shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight and related charges.

As to cargo shipped in bulk, the limitation applicable thereto shall be the limitation provided in Section 130(4) of COGSA, or such other legislation, convention or law as may be compulsorily applicable, and in no event shall anything herein be construed as a waiver of limitation on or cargo shipped in bulk. Where a Container is stuffed by or on behalf of the Carrier or the parties characters the Container as a package or hump such freight is assessed, in any of these events, each individual such Container, including in each instance its contents, shall be deemed a single package and Carrier's liability limited to \$500 with respect to each such package, except as otherwise provided in this Clause or elsewhere in this Bill of Lading with respect to each such package. In the event that goods shipped in a Container are consolidated with other goods or shipments belonging to different shippers, such shipper's goods shall be deemed to be one shipping unit or package.

During the entire time the Carrier remains responsible for the Goods, from loading and onward transport to discharge from the Vessel and during all non-compulsory periods such as on or off terminal, until delivery or final discharge, the limitation of liability shall apply.

Where compulsorily applicable legislation provides a limitation less than \$500 per package or shipping unit, such lesser limitation shall apply and nothing herein contained shall be construed as a waiver of a limitation less than \$500.

Further, where a lesser monetary limitation is applicable, such as during handling by a participating carrier or independent contractor and/or damage occurs during the term of the provisions of compulsory limitation or responsibility, the Carrier shall be entitled to avail itself of such lesser limitation.

21. NOTICE OF CLAIM; TIME FOR SUIT

As to any loss or damage presumed to have occurred during the Carrier's period of responsibility, the Carrier must be notified in writing of any such loss or damage or claim before or at the time of discharge from the Goods by the Merchant or, if the loss or damage is not apparent within 3 consecutive days of discharge or delivery of the Goods, delivery of the Goods and delivery of the Goods and delivery of the Goods and delivery of the Goods, in any event, depending upon the law applicable, shall be prima facie evidence of discharge/delivery in good order by the Carrier of such Goods.

In any event, the Carrier shall be discharged from all liability of whatsoever nature unless suit is brought within 1 year after delivery of the Goods or the date when the Goods should have been delivered, provided however, that if a claim should arise during a part of the transport which is subject by applicable law and/or law of any force then such shorter period for notice or suit shall apply.

Suit shall be deemed "brought" unless jurisdiction shall be properly obtained and made in writing and suit is brought within such shorter period as may be applicable.

Suit shall not be deemed "brought" unless jurisdiction shall be properly obtained and made in writing and suit is brought within such shorter period as may be applicable. In the event this provision should be held inapplicable during that period in which compulsory legislation shall apply of its own force and effect, such as during the period in which it shall nevertheless apply during all non-compulsory periods during which the Carrier remains responsible for the Goods.

22. JURISDICTION

All disputes of whatsoever nature and in connection with this Bill of Lading shall be determined by the instant specific court and location to the exclusion of any other court PROVIDED ALWAYS that the Carrier may in its absolute and sole discretion invoke or voluntarily submit to the jurisdiction of any other court with which the terms of the Bill of Lading could properly assume jurisdiction over and determine such disputes, but such shall not constitute a waiver of the terms of the provisions in any other instance.

23. NON-WAIVER AND SEPARABILITY

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or any defense, immunity, exemption, limitation or exoneration from liability contained in the laws of the United States, or of any other country whose laws may be compulsorily applicable. The Terms and Conditions of this Bill of Lading shall constitute the entire contract of the Carrier's applicable tariff or tariffs incorporated herein by virtue of Clause 2 hereof shall be severable, and if any part or term hereof shall be held invalid, such holding shall not affect the validity or enforceability of any part or term hereof.



ASTRA PARTS TRADING COMPANY LLC
RD SUITE 427

2201 LAUDALN
RAY@ASTRATRADINGGROUP.COM

EXPORTER SHIPPER ASTRA PARTS TRADING COMPANY LLC - 88-2445556
IMPORTER CONSIGNEE Gustavo Goncalves Engelman CPF 098.216.416-52
ADRESS: Rua Lauro Nunes De Oliveira 59 AP 13
CITY/STATE: Santa Doroteia, Pouso Alegre, MG
COUNTRY: Brasil

COMMERCIAL INVOICE

ITEM	DESCRIPTION		QTY	TOTAL USD
1	MAKE	CHEVROLET	NCM: 8703.24.10	\$ 1,250.00
	MODEL	CORVETTE		
	YEAR/MODEL	1995		
	YEAR/FRABRICATION	1995		
	COLOR	GREEN		
	TRANSMITION	MANUAL		
	PASSENGERS	2		
	GAS	GASOLINE		
	ENGINE	LT1 V8 5.7L300CV		
	CHASSI(VIN)	1G1YY22P1S5106411		
	TOTAL GROSS WEIGHT	1453KG		
FREIGHT:				\$ 650.00
TOTAL USD CFR:				\$ 1,900.00
TOTAL NET WEIGHT:		1453KG		
TOTAL GROSS WEIGHT:		1453KG		

CONTAINER

PAYMENT TERMS

100% BEFORE BOARDING

JP MORGAN BANK

SWIFT CODE: CHASUS33

ACCOUNT NUMBER: 915577156

BENEFICIARY: ASTRA PARTS TRADING COMPANY LLS

ESTIMATED DEPARTURE DATE:

ASTRA PARTS TRADING COMPANY LLC
REINALDO LOCATELLI

INCOICE
AS1026

DATA
1/4/2026

TIRE INFLATION PRESSURE INFORMATION
 For competitive driving or high speed driving
 (over 150 mph/240 km/h), increase tire pressure
 to 35 psi (240 kPa). Printed in U.S.A.  PT. NO. 10244479

 MADE BY GENERAL MOTORS CORP.
 DATE: 11/94 VIN: 3773EB-1329LD-1064L
 1721KS 899KG 821KG
 THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE
 SAFETY, BUMPER, AND THEFT PREVENTION
 STANDARDS IN EFFECT ON THE DATE OF
 MANUFACTURE SHOWN ABOVE.
 1S1YY22P185106411 PASS-CAR

 **TIRE-LOADING INFORMATION**
 OCCUPANTS: 2 VEHICLE CAP. WT. 1301 LBS. 595 KG
 FRT. CTR. RR. TOTAL 2 899 1301
 MAX. LOADING 3 OVER SAME AS VEHICLE
 CAPACITY WEIGHT: YAG COLD TIRE
 MODEL: YV02 SPEED PRESSURE
 TIRE SIZE RTG PSI/KPA
 FRT: P255/57R17 7 30/210
 RR: P285/40ZR17 7 30/210
 3PA: P155/70R17 4 60/420
 IF TIRES ARE NOT ADD 4PSI/28KPA
 SEE DRIVER'S MANUAL FOR ADDITIONAL
 INFORMATION