



MINISTÉRIO DA INFRAESTRUTURA
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

JULIANO EDUARDO ANITELI FERREIRA

RUA BENTA PEREIRA 310 TOR A AP 64 SANTA TERESINHA

CEP 2451000 SAO PAULO SP

email julio.ar@terra.com.br

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	09.31343.00/2026-3
MARCA/MODELO/VERSÃO:	I/FERRARI F355 SPIDER
CÓDIGO MARCA/MODELO/VERSÃO:	101631
CARROÇARIA:	CONVERSIVEL
VIN ORIGINAL:	ZFFXR48A3V0107092

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.

Assinado digitalmente por:
DANIEL MARIZ TAVARES
Coordenador - Geral de
Segurança Viária
Assinado em:
10/03/2026

Assinado digitalmente por:
MARIA ALICE NASCIMENTO SOUZA
Diretora do Departamento
de Segurança no Trânsito
Assinado em:
10/03/2026

Assinado digitalmente por:
ANA BEATRIZ VASCONCELOS DE MEDEIR
Secretário Nacional de
Trânsito Substituto
Assinado em:
10/03/2026

Extrato da Duimp 26BR0001196813-4 / 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:
142.519.648-96

Nome do importador:
JULIANO EDUARDO ANITELI FERREIRA

Endereço do importador:
R BENTA PEREIRA, 310 - SAO PAULO - 2451000 - SP

Informações Complementares

TAXA USD 5,1176
CTNER: TCKU6451722
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:
172605214195506

Dados da Carga

País de Procedência:
Estados Unidos - US

Peso Bruto (kg):
1.490,00000

Peso Líquido (kg):
1.490,00000

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	1.490,00	Não	-	Não	-

Histórico

Data/Hora	Evento	Responsável	Órgão	Informações Adicionais
20/07/2026, 11:39	Declaração registrada	019.920.059-90		Duimp registrada via Aplicação Web.
20/07/2026, 11:39	Carga Vinculada	Automático		Carga: 172605214195506
20/07/2026, 11:39	Pagamento dos tributos federais realizado	Automático		
20/07/2026, 16:45	Definição de equipe de análise fiscal	Automático	RFB	Equipe: ALFITJ001 - RF09-ALFITJ-Despacho de Importação-SEDAD
20/07/2026, 16:45	Declaração desembaraçada sem conferência aduaneira	Automático		
20/07/2026, 16:45	Canal Revelado	Automático		Canal: Verde

Extrato da Duimp 26BR0001196813-4 / Versão 0001 : Item 00001

Mercadoria

Caracterização da Importação

Indicação de importação para terceiros:
Importação Direta

Dados do Produto

Código do produto: 2 - I/FERRARI/F355 SPIDER VEICULO PARA FINS DE COLEÇÃO	Versão: 2
NCM: 8703.2410 - COM CAPACIDADE DE TRANSPORTE DE PESSOAS SENTADAS INFERI	

Fabricante / Produtor

País de origem: Itália - IT	Número de Identificação (CPF/CNPJ/TIN): OPE_2
Código do Fabricante/Produtor: OPE_2 - Ferrari S.p.A.	Versão: 1
Endereço: Via Abetone Inferiore n. 4, I-41053 - Maranello (MO)	
Motorização do veículo 2 - Ignição por centelha	
Versão F355	
Regularização junto ao Ibama 3 - Dispensa de LCVM	
Número da LCVM/ Dispensa 24361	
Tipo de combustível 2 - Gasolina	
Modelo do veículo SPIDER	
Marca FERRARI	
Veículo militar Não	
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_4 - ASTRA PARTS TRADING COMPANY LLC	Versão: 1
Endereço: NW 7TH ST - - FORT LAUDERDALE	

Dados da Mercadoria

Aplicação: Consumo	Condição da mercadoria: Usada
Unidade estatística: UNIDADE	Quantidade na unidade estatística: 1,00000
Peso líquido (kg): 1.490,00000	Quantidade na unidade comercializada: 1,00000
Moeda negociada: DOLAR DOS EUA	Valor unitário na condição de venda: 29.788,3700000

Valor total na condição de venda:
29.788,37

Informações Complementares da Mercadoria

Detalhamento do Produto:
I/FERRARI/F355 SPIDER
MARCA: FERRARI
MODELO: F355 SPIDER
ANO/MODELO: 1996/1997
COR: VERMELHA
COMBUSTIVEL: GASOLINA
TRANSMISSÃO: MANUAL
OCUPAÇÃO: 2 PASSAGEIROS
MOTOR: V8 380CV 374HP 3496CM3
CHASSI: ZFFXR48A3V0107092
VEICULO USADO PARA FINS DE COLEÇÃO

Descrição complementar da mercadoria:
I/FERRARI/F355 SPIDER
MARCA: FERRARI
MODELO: F355 SPIDER
ANO/MODELO: 1996/1997
COR: VERMELHA
COMBUSTIVEL: GASOLINA
TRANSMISSÃO: MANUAL
OCUPAÇÃO: 2 PASSAGEIROS
MOTOR: V8 380CV 374HP 3496CM3
CHASSI: ZFFXR48A3V0107092

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

Cor
VERMELHA

Ano de fabricação
1996

Número do chassi
ZFFXR48A3V0107092

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):

0010 - <= 290: +6,25%

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%

PARTICULARS FURNISHED BY SHIPPER					
MARKS & NOS / CONTAINER(S) NOS.		NO. OF PKGS.	(19) DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
(17)		(18)	(19)	(20)	(21)
PART OF 1x40HC FANU1184146		1	x 40HC CONTAINER 1 Unit(s) STC ANTIQUE VEHICLE MAKE FERRARI NCM: 87032410 MODEL F355 BERL YEAR/MODEL 1996 YEAR/FRABRICATION 1996 COLOR RED TRANSMITION MANUAL PASSENGERS 2 GAS GASOLINE ENGINE V8 380CV 374HP 3496CM3 CHASSI(VIN) ZFFXR41A3V0106793 WOODEN PACKAGE: NOT APPLICABLE VEHICLES SHIPPED ACCORDING TO SP961 DTHC BRL530.50 FREE TIME AT DESTINATION 17 DAYS	1450 KG	5 M3
Container FANU1184146	Seals 143033	Type 40HC	Weight 1450 KG	Volume 5 M3	Packages 1 UNT
INCOTERM: CFR			Mode CY/CY*		
TOTAL NUMBER OF PKGS. ONE CONTAINER(S)			ITN: X20260713219065 NCM Code:	*Shipper Load and Count Continuation Page Follows...	
SHIPPED ON BOARD					

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.

D R A F T O N L Y

BY _____

Global Cargo Corporation AS CARRIER

Date of Issue:

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 carrier or carriers, on the face hereof and whose behalf this Bill of Lading was issued, whether acting as carrier or bailee, includes, without limitation, the performing carrier and any participating carrier, agent or subcontractor.
- d) **"Charges"** means freight, dead freight, demurrage and all expenses and money obligations incurred and payable by the Merchant.
- e) **"Containers"** means any container, trailer, pallet, flat bed, transportable tank, railroad car, vehicle, flat rack, pallet, skid 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 herein.
- 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 hereof, and any substitute vessel, feeder ship, barge or other means of conveyance by water used in whole or in part to transport the Goods 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 it is aware of such tariffs and such an ordinance is completely 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 overrides said statute, shall be deemed a surrender 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.

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 nation 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 are hereby adopted, and, in such an ordinance is completely 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 overrides said statute, shall be deemed a surrender 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 arising or resulting from:
- (1) Act of God, (2) Act of war, (3) Act of public enemies, (4) Areas 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) Sacking or attempting to save life or property at sea, (11) Insufficiency of packing, (12) Insufficiency or misassembly of marks, (13) Latent defect 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 by 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 the Bill of Lading covers transportation to or from an inland point or place other than a port of loading or port of discharge, the Carrier will procure transportation to or from the same terminal and such inland point(s) 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 however 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 occurred at a port of the Carriage hereby named subject to COGSA or other compulsorily applicable legislation, such portion of the Clause 4 hereof, as 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 subcontractor 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, stowing, warehousing, handling and any and all duties whatsoever undertaken by or in relation to the Goods or Containers or other packages or any other goods.
- b) It is understood and agreed that if 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 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 or subcontractors, terminal operators, warehousemen, crane operators, watchmen, carpenters, ship cleaners, 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 in performance of the Carriage.
- d) The Merchant agrees that the Carrier shall be deemed to be a beneficiary of the actual ocean carrier's Bill of Lading and of all exemptions, limitations of and immunities from liability contained therein and that the actual ocean 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 class named in subdivision 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 or documents 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, measure, 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, imports, 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 relative 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 damaged or dangerous which are or may become a liability to the damage any property or person whatsoever shall be tendered to the Carrier for Carriage without the Carrier's prior express consent in writing and without the Container or other covering 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 substance and so comply with all applicable laws, regulations and requirements. If any such article is delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the article is likely to become damaged or dangerous, the Carrier may refuse to receive it, the same any 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 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 in furtherance of the Carriage or otherwise, whether or not such person or vessel is a participating carrier.
- f) The Merchant and the Goods themselves shall be liable for and shall indemnify the Carrier and the carrier shall have lien on the Goods for all expenses of marking, repacking, fumigating, repacking, reconditioning, decontaminating or the Goods and for all losses, costs, duties, fines, taxes, imports, 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 warrants that it is aware of the duties, taxes, fines, imports, expenses and losses incurred or suffered by reason thereof or by reason of the provisions of this Clause 7 or for any other cause for which the Carrier is not ultimately responsible.

Perfected. Below is the exact, word-for-word transcription of Sections 8 and 9, preserving capitalization, punctuation, and structure exactly as shown in your image.

8. CONTAINERS

- a) Goods may be stowed by the Carrier in or on Containers, and may be stowed with other goods. Containers, whether stowed by the Carrier or received fully stowed, may be carried on or under deck without notice, and the Merchant expressly agrees that cargo stowed in a Container and carried on deck is considered for all legal purposes to be cargo stowed under deck. Goods stowed 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 engaged in 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 on its behalf when stuffing and sealing.
- 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 REFRIGERATION APPARATUS

Containers with temperature controlled atmosphere or other apparatus for heating, refrigeration, ventilation or otherwise will not be furnished unless contracted for expressly in writing at time of booking and, when furnished, a major increased charge. 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 detailed temperature ranges in writing at time of booking and insert same on the face side of the Bill of Lading, and where so provided, Carrier shall exercise due diligence to maintain the temperature within a reasonable range while the Container is in its care, custody and/or control of 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 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 re-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 and independent contractors, their agents and servants, harmless from and against all claims, suits, proceedings and all other consequences of any nature and kind.

10. CARRIER'S EQUIPMENT; INDemnITY

Wherever the Merchant, or an 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 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 any time and to inspect the contents. If it then appears apparent that the contents or any part thereof cannot safely or properly be carried or carried further, either at all or without incurring any additional expenses,

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 the 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 it is exempt, immune or exonerated by applicable law, 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. DESTINATION, WHARHOUSE 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 return deck cargo or carry on another vessel or conveyance or by any other means of transport than that named on the reverse side hereof;
 - c) 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.
- To take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.
- Delivery of the Goods or Containers or other packages may be involved 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 existing or anticipated before commencement of, during or after the Carriage, which in the judgment of the Carrier is likely to give rise to any landurance, risk, capture, seizure, detention, damage, delay, difficulty or disadvantage or loss to the Carrier or any part of the Goods, or make it unsafe, imprudent, impracticable or unadvisable 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 delivery or give notice of discharge, 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, or 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 service rendered as herein above provided for 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 lien on the Goods for same. A notice of disposition of the Goods by the Carrier shall be deemed to be within the Bill of Lading within a reasonable time thereafter.

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 lien and without notice, elect to have same remain where they are, if so containerized, devanned and sent to a warehouse or other place of storage, 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 defend 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 lien and without notice, elect to have same remain where they are or to a warehouse or other place, always at the risk and expense of the Merchant and Goods.

At any place where the Goods or Containers or other packages are stored, the Carrier is required to discharge cargo to lighter or other craft or where it has been agreed or where warehouses are not available which the Vessel can get to, to, at, or leave, always safely, or where conditions prevailing at the time render discharge at a wharf dangerous, imprudent, or likely to delay the Vessel, the Merchant shall promptly furnish a lighter or other craft to take delivery alongside the Vessel at the risk and expense of the Goods. If the Merchant fails to provide such lighter or other craft, Carrier, acting solely as agent for the Merchant, may engage such lighter or other craft at the risk and expense of the Merchant and Goods. Discharge of the Goods into such lighter or other craft shall constitute complete delivery and performance of the Carrier with respect to the Goods shall thereupon terminate.

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, re-measure 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 or any of them.

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, cargo and/or vessel or other conveyance lost or not lost, and shall be non-returnable 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 arranging for 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 lien on the Goods inclusive of any Container owned or leased by the Merchant, and all equipment and appliances 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 all costs 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 at the time of 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 1994 Clause as approved by BIMCO shall 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 nature 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

Except as otherwise provided in this Clause or elsewhere in this Bill of Lading in case of any loss or damage to or in connection with cargo exceeding 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, and in the event of partial loss or damage, the value of the cargo and value higher than \$500 per package or per shipping unit shall have been determined by the Merchant before shipment and inserted 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 whichever 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 1304(f) 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 as to cargo shipped in bulk. Where a Container is stuffed by or on behalf of the Carrier or the parties characterize the Container as a package or lump sum freight is assessed in any of these events, each individual 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, each 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 subsequent 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 or their period of care, custody, control and/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 and/or delivery by the Merchant or, if the loss or damage is not apparent within 3 consecutive days after discharge/delivery or the date when the Goods should have been discharged/delivered. If not so notified, discharge, receipt or delivery, depending upon the law applicable, shall be prima facie evidence of discharge/delivery in good order by the Carrier at such Goods.

In any event, the Carrier shall be discharged from all liability of whatsoever nature unless suit is brought within 1 year 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 to a shorter period of time, such shorter period for notice or suit shall apply.

Suit shall not be deemed "brought" unless jurisdiction shall be properly obtained and 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 by the Carrier by service of process or by an agreement to appear. In the event the provision should be held inapplicable during that period of time when the Carrier is exempt from liability by operation of law, such as during the trade-to-trade period, 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 under or in connection with this Bill of Lading shall be determined by the insert 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 or forum that the terms of this Bill of Lading could properly assume jurisdiction on and determine such disputes, but such shall not constitute a waiver of the terms of this provision 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 herein, and such an exemption, limitation or exoneration may be compulsorily applicable. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff or tariffs, incorporated herein by virtue of Clause 2 above) shall be severable, and if any part or term thereof shall be held invalid, such holding shall not affect the validity or enforceability of any other part or term hereof.

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

Consignee
JULIANO EDUARDO ANITELI FERREIRA
RUA BENTA PEREIRA 310, APTO 64 CIELO
SAO PAULO SP 02451-000
BRAZIL
CPF: 142.519.648-96

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

Goods Collected From
PORT EVERGLADES, UNITED STATES

Goods Delivered To
ITAPOA, BRAZIL

Gross Weight
1450 KG

ETD 17-Jul-26

ETA 07-Aug-26

Volume
5 M3

Phone: +55 41 98707-4850

Fax:

Package Quantity
1 UNT (OUTER)

Container	Seals	Type	weight	Volume	Packages	Mode
1 UNT	1450 KG	GEN				

DRAFT



ASTRA PARTS TRADING COMPANY LLC - 88-2445556
NW 7TH ST - FORT LAUDERDALE - FL - 33311

839

INVOICE
AS4226

DATE
1/30/2026

EXPORTER SHIPPER ASTRA PARTS TRADING COMPANY LLC - 88-2445556
IMPORTER CONSIGNEE Juliano Eduardo Aniteli Ferreira - CPF 142.519.648-96
ADDRESS: Rua Benta Pereira 310, APTO 64 CIELO, CEP 02451000
CITY/STATE: Santa Terezinha Sao Paulo-SP
COUNTRY: Brasil

COMMERCIAL INVOICE

ITEM	DESCRIPTION			QTY	TOTAL USD
1	MAKE	FERRARI	NCM:	87032410	1 \$ 29,500.00
	MODEL	F355 SPIDER			
	YEAR/MODEL	1996			
	YEAR/FRABRICATION	1996			
	COLOR	RED			
	TRANSMITION	MANUAL			
	PASSENGERS	2			
	GAS	GASOLINE			
	ENGINE	V8 380CV 374HP 3496CM3			
	CHASSI(VIN)	ZFFXR48A3V0107092			
	TOTAL GROSS WEIGHT	1490KG			

FREIGHT: \$ 650.00
TOTAL USD CFR: \$ 30,150.00

TOTAL NET WEIGHT: 1490KG
TOTAL GROSS WEIGHT: 1490KG

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

