

SHIPPER
NEW HUB COMERCIO DE IMP. E EXP. & SUPPLY CHAIN LTDA
RUA MIGUEL MATTE, 687 - SALA 2101
BALNEARIO CAMBORIU - SC - BR - CEP: 88331-030
O/B XIAMEN XXXXXX TRADE CO., LTD.
CNPJ-Brazil - 46.480.528/0001-06



CONSIGNEE (Not negotiable unless consigned to order)
XXXXXXXX INTERNATIONAL TRADING CO.
XXXXXXXXXXXX, DAJIN ST, DATONG VIL,
NANTUN DIST,
TAICHUNG CITY 408028, TAIWAN

BILL OF LADING FOR COMBINED TRANSPORT OR PORT TO PORT SHIPMENT
B/L NUMBER
EM0001625
CARRIER'S REFERENCE NUMBER
250600904

NOTIFY
XXXXXXXX CAPITAL LIMITED UNIT
XXXXXX, BLOCK B,
HONG KONG INDUSTRIAL CENTRE, 489-491
CASTLE PEAK ROAD, KOWLOON, HONG KONG
+852-XXXXXXX3 / justin@XXXXXXXXXcapital.com

ALSO NOTIFY
Also Notify: XXXXXXXX SINGAPORE PTE LTD
XXXXXXXXXXXXXXXXXX, SINGAPORE 199591
+65 9XXXXXX XXXXXXXXLI@XXXXXXXX.COM
XIAMEN XXXXXXXXTRADE CO., LTD.

VESSEL AND VOYAGE Santa Ines / 516N	PRE-CARRIAGE BY*
PLACE OF RECEIPT*	PORT OF LOADING Santos, SP, Brasil
PORT OF DISCHARGE Taichung - Taiwan	PLACE OF DELIVERY

FOR DELIVERY OF GOODS APPLY TO

BELOW PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE - FOR MERCHANT'S USE ONLY AND NOT PART OF THE BILL OF LADING CONTRACT

MARKS AND NUMBERS	NUMBER / KIND OF PACKAGES	DESCRIPTION OF PACKAGES AND GOODS	WEIGHT	MEASUREMENT
TRHU3999270 (20' Dry) Tare: 2.100,000KG SEAL: BR0648219 SEAL 2: 042125 Volumes: 500 Net Weight: 25.000,000 KG Gross Weight: 25.000,000 KG CBM: 26,630 M³ MRSU0238850 (20' Dry) Tare: 2.180,000KG SEAL: BR0648243 SEAL 2: 042160 Volumes: 500 Net Weight: 25.000,000 KG Gross Weight: 25.000,000 KG CBM: 26,630 M³	2 CONTAINERS SAID TO CONTAIN 1000 BAGS	WHITE REFFINE SUGAR RBU ICUMSA 45 TOTAL: 1000 BAGS WITH 50,00 KGS EATCH GROSS WEIGHT: 50.000,00 KGS NET WEIGHT: 50.000,00 KGS RUC NUMBER: 5BR46480528000000000000000000000000SPA266 DUE:25BR000553613-6 NCM: 1791 DUE: 25BR000553613-6 RUC: 5BR46480528000000000000000000000000SPA266 WOODEN PACKING: Not Applicable	50.000,000 KG	53,260 M³

RECEIVED by the Carrier in external apparent good order and condition unless otherwise stated the number of containers, packages or other customary freight units to be transported to such place as agreed, authorized or permitted herein and subject all the terms and conditions appearing on the front and reverse of this Bill of Lading either written, printed or stamped or otherwise incorporated by which the Merchany agrees to be bound in accpetinig this Bill of Lading. The particulars given above as stated by the Merchant and the weight, measure, quantity, marks, condition an value of the Goods considered unknown by the Carrier. In witness whereof the number of original Bills of Lading stated on this side have been signed and wherever one original Bill of Lading has been surrendered any others shall be void.

FREIGHT & CHARGES FREIGHT AS PER AGREEMENT	PREPAID	COLLECT	FREIGHT PAYABLE AT Origin	NUMBER OF ORIGINALS 03 (Three)
DECLARE CARGO VALUE				
PLACE AND DATE OF ISSUE BALNEARIO CAMBORIU, APR 23rd, 2025				

			<div>Katia Terumi Siquenaga</div> <div>SIGNED FOR NEW HUB COMERCIO DE IMPORTACAO E EXPORTACAO & SUPPLY CHAIN LTDA AS CARRIER</div>

NOT AUTHORIZED FOR USE BY THIRD PARTIES - DOCUMENTS BELONGING TO NEW HUB TRADING

BILL OF LADING

Definitions: "Merchant" means and includes the Shipper, the Consignor, the Consignee, the Holder of this Bill of Lading, the Receiver and the Owner of the Goods.
"The Freight Forwarder" means the issuer of this Bill of Lading as named on the face of it.

Conditions

1. Applicability

The provisions set out and referred to in the document shall apply if the transport as described on the face of the Bill of Lading.

2. Issuance of Bill of Lading

(2.1) By the issuance of this Bill of Lading, the Freight Forwarder:

(a) undertakes to perform or to procure the performance of the entire transport from the place at which the goods are taken in charge to the place designated for delivery in this Bill of Lading.

(b) assumes liability as set out in these conditions.

3. Negotiability and title to the goods

(3.1) This Bill of Lading shall be deemed to be negotiable, unless marked "non negotiable".

(3.2) By accepting this Bill of Lading the Merchant and his transferees agree with the Freight Forwarder that unless it is marked "non negotiable" it shall constitute title to the goods and the holder by endorsement of this Bill of Lading shall be entitled to receive or to transfer the goods herein mentioned.

(3.3) This Bill of Lading shall be prima facie evidence of the receipt by the Freight Forwarder of the goods as herein described in respect of the particulars inserted on the face of Bill of Lading.

4. Dangerous Goods and Indemnity

(4.1) When the consignor hands to the Freight Forwarder goods which are of a dangerous nature, he shall inform the Forwarder to the exact nature of the danger and indicate, if necessary, the precautions to be taken.

(4.2) Goods of dangerous nature which the Freight Forwarder did not know they were dangerous may, at any time or place, be unloaded, destroyed or rendered harmless. Without compensation: further, the consignor shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their carriage.

5. Description of Goods and Merchant's Packing

(5.1) The consignor shall be deemed to have guaranteed to the Freight Forwarder the accuracy, at the time the goods were taken in charge by the Freight Forwarder, of the description of the goods, marks, number, quantity and weight as furnished by him, and the consignor shall indemnify the Freight Forwarder against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The right of the Freight Forwarder to such indemnity shall in no way limit his responsibility and liability under this Bill of Lading to any other than the consignor.

(5.2) Without prejudice to Clause 6 (A) (2) (d), the Merchant shall be liable for any loss, damage or injury caused by faulty or insufficient packing of goods by faulty loading or packing within containers and trailers or on flats when such loading or packing has been performed by the Merchant or on behalf of the Merchant or by the defect or unsuitability of the containers, trailers or flats, when supplied by the Merchant and shall indemnify the Freight forwarder against any additional expenses so caused.

6. Extent of Liability

(A. 1) The Freight Forwarder shall be liable for loss or damage to the goods occurring between the time when he received the goods into his charge and the time of delivery.

(2) The Freight Forwarder shall, however, be relieved of liability for any loss or damage if such loss or damage arose or result from:

- the wrongful act or neglect of the consignor, the consignee, the carrier or any person of whose services the Freight Forwarder makes use for the performance of the contract evidenced by this Bill of Lading;
- compliance with the instructions of the person entitled to give them;
- the lack of or defective condition of packing in the case of goods which, by nature are liable to vestage or to be damaged when not packed or when not properly packed.
- handling, loading, stowage or unloading of the goods by the consignor, the consignee or any person acting on behalf of the consignor or the consignee;
- inherent vice of the goods;
- insufficiency or inadequacy of marks or numbers on the goods, coverings, or until of loads;
- strikes or lockouts or stoppage or restraint of labour, from whatever cause whether partial or general;
- any other cause or event which the Freight Forwarder could not avoid and the consequence where he could not prevent by the exercise of reasonable diligence.

(3) Where under paragraph 2 the Freight Forwarder is not under any liability in respect of some factors causing the loss or damage, he shall only be liable to the extent, that those factors for which he is liable under this Clause, have contributed to the loss or damage.

(4) When the Freight Forwarder establishes that in the circumstances of the case, the loss or damage could be attributed to one or more of the causes or events, specified in (c) or (g) of paragraph 2, it shall be presumed that it was so caused. The claimant shall, however, be entitled to prove that the loss or damage was not, in fact, caused either wholly or partly by one or more of these causes or events.

(B) Notwithstanding anything provided for in other clauses of these Conditions, if it can be proved where the loss or damage occurred, the Freight Forwarder and the Merchant shall as to the liability of the Freight Forwarder be entitled to require such liability to be determined by the provisions contained in any international convention or national law, which provisions

(i) cannot be departed from private contract, to the detriment of the claimant, and

(ii) would have been applied, if the Merchant had made a separate and direct contract with the Freight Forwarder in respect of the particular stage of transport where the loss or damage occurred and received as evidence thereof any particular document which must be issued, if such international convention or national law shall apply.

7. Paramount Clause

The Hague Rules contained in the international Convention for the unification of certain rules relating to bills of Lading, dated Brussels 25th August 1924, shall apply to all carriage or goods by sea or by inland waterways and such provisions shall apply to all goods whether carried on deck or under deck.

8. Limitation Amount

(8.1) When the Freight Forwarder is liable for compensation in respect of loss or of damage to the goods, such compensations shall be calculated by reference to the value of such goods at the place and time they are delivered to the consignee in accordance with the contract or should have been so delivered.

(8.2) The value of the goods shall be fixed according to the commodity exchange price or if there be no such price according to the current market price or if there be no commodity exchange price or current market price by reference to the normal value of goods of the same kind and quality.

(8.3) Compensation shall not however, exceed 666,67 SDR per package or unit or 2 SDR per kilo of gross weight of the goods lost or damaged.

9. Delay, Consequential Loss, etc.

Arrival times are not guaranteed by the Freight Forwarder if the Freight Forwarder is held liable in respect of delay consequential loss or damage other than loss or damage to the goods the liability of the Freight Forwarder shall be limited to the double Freight for the transport covered by this Bill of Lading, or the value of the goods as determined in Clause 8.3 whichever is the less.

10. Defences

(10.1) The defence and limits of liability provided for in these Conditions shall apply in an action against the Freight Forwarder for loss or damage to the goods whether the action is founded in contract or in tort.

11. Liability of Servants and Sub-Contractors

(11.1) If an action for loss or damage to the goods is brought against any person of whose service the freight forwarder makes use for the performance of 1 such person shall be entitled to avail himself of the defences and limits of liability which the Freight Forwarder is entitled to invoke under these Conditions.

(11.2) However, if it is proved that the loss or damage resulted from an act or omissions of this person done with intent to cause damage or recklessly and with knowledge that damage would probably result, such person shall not be entitled to benefit of limitation of liability for in paragraph 3 of Clause 8.

(11.3) Subject to the provision of paragraph 2 of this Clause the aggregate of the amount recoverable from the Freight Forwarder and the persons referred to in paragraph 1 of this Clause, shall in no case exceed the limits provided for in these Conditions.

12. Method and Route of Transportation

The Freight Forwarder reserves to himself a reasonable liberty as to the means route and procedure to be followed in the handling, storage and transportation of goods.

13. Delivery

If delivery of goods or any part thereof is not taken by the Merchant at the time and place when and where the Freight Forwarder is entitled to call upon the Merchant to take delivery there of the Freight Forwarder shall be entitled to store the goods or the part thereof at the sole risk of the Merchant. Where upon the liability of the Freight Forwarder in respect of the goods or that part there stored as aforesaid (as the case may be) shall wholly cease and the cost of such storage (if paid or payable by the Freight Forwarder or any agent or sub-contractor of the Freight Forwarder) shall forthwith upon demand be paid by the Merchant to the Freight Forwarder.

14. Freight and Charges

(14.1) Freight to be paid in cash without discount and not to be returned or relinquished in any event.

(14.2) Freight and all other amounts mentioned in this Bill of Lading are to be paid in the currency named in the Bill of Lading or at the Freight Forwarder's options in the currently of dispatch or destination at the highest rate of exchange for bankers sight bills current for prepayable Freight on the day of dispatch and for Freight payable at destination on the day when the Merchant is notified of arrival of the goods there or on the date of withdrawal of the delivery order whichever rate is the higher or at the option of the Freight Forwarder on the date of the Bill of Lading.

(14.3) All dues taxes and charges or other expenses in connection with the goods shall be paid by the Merchant.

(14.4) The Merchant shall reimburse the Freight Forwarder in proportion to the amount of Freight for any costs for deviation or delay or any other increase of costs of whatever nature caused by war, warlike operations, epidemics, strikes, government directions or force majeure.

(14.5) The Merchant warrants the correctness of the declaration of contents, insurance weight, measurements or value of the goods but the Freight Forwarder reserves the right to have the contents inspected and the weight measurements or value verified. If on such inspection it is found that declaration is not correct, it is agreed that sum equal either to five times the difference between the correct figure and the Freight charged, or to double the correct Freight less the Freight Charged, whichever sum is the smaller, shall be payable as liquidated damage to the Freight Forwarder for his inspection costs and losses of Freight on other goods notwithstanding any other sum having been stated on the Bill of Lading as Freight payable.

15. Lien

The Freight Forwarder shall have a lien on the goods for any amount due under this Bill of Lading including storage fees and for the cost of recovering the same and may enforce such lien in any reasonable manner which he may think fit.

16. General Average

The Merchant shall indemnify the Freight Forwarder in respect of any claims of General Average nature, which may be made on him and shall provide such security as may be the Freight Forwarder in this connection.

17. Notice

Unless notice of loss of or damage to the goods and the general nature of it be given in writing to the Freight Forwarder, the persons referred in Clause 11 paragraph 1 above at the place of delivery before or at the time of that removal of the goods into the custody of the person entitled to delivery there under this Bill of Lading or if the loss or damage is not apparent within six consecutive days thereafter such removal shall be evidence of the delivery by the Freight Forwarder of the goods and described in this Bill of Lading.

18. Time Bar

The Freight Forwarder shall be discharged of all liability under the rules of these Conditions unless suit is brought within nine months after delivery of the goods in the case of total loss of the goods the period shall begin to run two months after the goods have been taken in charge by the Freight Forwarder.

19. Jurisdiction

Action against the Freight Forwarder may only be instituted in the country, where the Freight Forwarder has his principal place of business and shall be decided according to the law of such country.