

Synapse Trading FZE

ORIGINAL

COMMERCIAL INVOICE

BUYER:
DANDY COMPANY LTD
INDUSTRIAL AREA, STREET NO 2, GATE 160
PO BOX: 2239
DOHA, QATAR.

CONSIGNEE:
DANDY COMPANY LTD
INDUSTRIAL AREA, STREET NO 2, GATE 160
PO BOX: 2239
DOHA, QATAR.

INVOICE NO:
DATE:

23013C
31-Jan-2023

PROFORMA INVOICE NO.
PROFORMA INVOICE DATE

22113 - TG
14-Oct-22

BUYER'S ORDER NO.
BUYER'S ORDER DATE

DCLFDP00039-1022
31-10-22

B. L. NO.
DISPATCH DATE
DISPATCH THROUGH

HLCUMVD230105S79
31-Jan-23
BY SEA

PORT OF LOADING
PORT OF DISCHARGE
H.S. CODE

MONTEVIDEO PORT, URUGUAY
HAMAD PORT, QATAR
0402 21

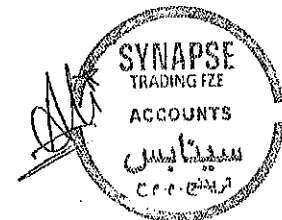
COUNTRY OF ORIGIN	COUNTRY OF FINAL DESTINATION	ORDER TERMS	PAYMENT TERMS
URUGUAY	QATAR	CFR DOHA	CAD THROUGH BANK

NO.	MARKS & NO. / CONTAINER NO.	NO. & KIND OF PKGS.	MANUFACTURER	DESCRIPTION OF GOODS	QUANTITY	RATE	UNIT	AMOUNT
1	TEMU7749423 SEAL#HLG2708731	1000 BAGS OF 25 KGS. EACH	CONAPROLE	FULL CREAM MILK POWDER	25.000	USD 3,975.00	MT	USD 99,375.00
2	UETU5276544 SEAL#HLG2708708 CONAPROLE	1000 BAGS OF 25 KGS. EACH	CONAPROLE	FULL CREAM MILK POWDER	25.000	USD 3,975.00	MT	USD 99,375.00
GRAND TOTAL					50.000			USD 198,750.00
C NOTE ADJUSTED								(USD 2,405.00)
AMOUNT IN WORDS:					USD ONE HUNDRED NINETY-SIX THOUSAND THREE HUNDRED FOURTY-FIVE ONLY		TOTAL DUE	USD 196,345.00

BANKING DETAILS:

BENEFICIARY: SYNAPSE TRADING FZE
IBAN: AE720 3300 0001 9100 6429 88
SWIFT CODE: BOMLAEXXXX
BANK: MASHREQ BANK PSC
BANK BRANCH: KAA BRANCH
BANK ADDRESS: KING ABDUL AZIZ ST. OMAN TOWER,
SHARJAH - UNITED ARAB EMIRATES

FOR SYNAPSE TRADING FZE



OTHER COMMENTS/SPECIAL INSTRUCTIONS

- PLEASE ALWAYS MENTION OUR INVOICE NUMBER WHILE MAKING PAYMENT

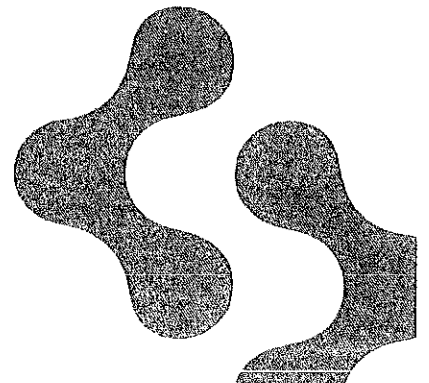
P: +971 6 7473868

F: +971 6 7431878

E: info@synapsetrd.com

W: www.synapsetrd.com

A: PO Box 45595, Ajman Free Zone -
United Arab Emirates





**Cooperativa Nacional de Productores de Leche
Montevideo – Uruguay**

Montevideo, 31.01.2023

Ref: Shipment of 50 MT - FULL CREAM MILK POWDER.

Exporter: Cooperativa Nacional de Productores de Leche (Conaprole) Magallanes 1871, Montevideo, Uruguay on behalf of Synapse Trading Fze Po Box 45595, Ajman Free Zone United Arab Emirates

Means of Transport : Maritime Vessel "ONE AMAZON".

Consignee : DANDY COMPANY LTD INDUSTRIAL AREA STREET NO. 2 GATE NO.160 P.O BOX 2239, DOHA, QATAR.

Quantities : 2.000 Bags - 50.000 Kgs. Net / 53.200 Kgs Gross.

Producer: Cooperativa Nacional de Productores de Leche (CONAPROLE) Ruta 45 km. 82, Villa Rodriguez, San José, Uruguay. Cód. UY-116.

Destination: HAMAD PORT, QATAR.

PACKING LIST

Containers	Production date	Expiry date	Net Weight Kgs	Gross Weight Kgs	Bags	Batch n°
TEMU7749423	01/11/2022	01/05/2024	25.000	26.600	1.000	V04707537
UETU5276544	31/10/2022	30/04/2024	23.500	25.004	940	V04707535
	01/05/2022	01/05/2024	1.500	1.596	60	V04707537
TOTAL			50.000	53.200	2.000	

**Cooperativa Nacional de Productores de Leche
(CONAPROLE)**

ORIGINAL

SUPPLIER DEBIT NOTE

Note Number DCLSDN00002-0123

Note Date 23/01/2023

Bill To Supplier

SYNAPSE TRADING - F.Z.E
OFFICE NO. 919-920, C1 TOWER, AJMAN FREE,ZONE,
AJMAN,

United Arab Emirates
+97167473868

Note Currency USD

Note Type Debit

Status : Authorized

Comments : Synapse Trading shipment (INV. 22104B - TG) shipping line demurrages and port detention charges QAR 8780/-

Created by : ADNANKHAN

SL No.	Account Code / Remarks	Dr/Cr	Ref.Doc.Amount	Ref.Doc.	Ref.Doc.No	Amount
1	41010100759 - DC - Freight Inwards -External Credit Synapse Trading shipment (INV. 22104B - TG) shipping line demurrages and port detention charges QAR 8780/-					2,405.00

Shipping Details

Amount in USD

2,405.00

Amount in Words US Dollar Two Thousand Four Hundred and Five Only

Authorized Signatory

Shipper:

COOPERATIVA NACIONAL PRODUCTORES DE
LECHE (CONAPROLE) ON BEHALF OF
SYNAPSE TRADING FZE
PO BOX 45595, AJMAN FREE ZONE
UNITED ARAB EMIRATES



Carrier's Reference:

B/L-No.:

Page:

66875679

HLCUMVD230105579

2 / 3

Export References:

Consignee (not negotiable unless consigned to order):

TO ORDER OF THE SHIPPER

Forwarding Agent:

Notify Address (Carrier not responsible for failure to notify; see clause 20 (1) hereof):

DANDY COMPANY LTD.
INDUSTRIAL AREA, STREET NO #2, GATE
#160,
P.O BOX: 2239,
DOHA-QATAR

Consignee's Reference:

Place of Receipt:

Vessel(s):

Voyage-No.:

ONE AMAZON

2249E

Place of Delivery:

Port of Loading:

MONTEVIDEO, PORT, URUGUAY

Port of Discharge:

HAMAD PORT, QATAR

Container Nos., Seal Nos.; Marks and Nos.

Number and Kind of Packages, Description of Goods

Gross Weight:

Measurement:

TEMU 7749423

SEAL:

HLG2708731

MARKS & NOS:

CONAPROLE

1 CONT. 40'X9'6" HIGH CUBE CONT. SLAC*

18 PALLET

26600,000

61,200

FULL CREAM MILK POWDER

KG

MTQ

18 PALLET

1.000 BAGS / 25.000 KGS NETS.

UETU 5276544

SEAL:

HLG2708708

MARKS & NOS:

CONAPROLE

1 CONT. 40'X9'6" HIGH CUBE CONT. SLAC*

18 PALLET

26600,000

61,200

18 PALLET

1.000 BAGS / 25.000 KGS NETS

KG

MTQ

21 FREE DAYS TIME OF DETENTION

ON BOARD

FREIGHT PREPAID

*SLAC = Shipper's Load, Stow, Weight and Count

Shipper's declared Value [see clause 7(2) and 7(3)]

Total No. of Containers received by the Carrier: Packages received by the Carrier:

2

Movement:

Currency:

FCL/FCL

Charge	Rate	Basis	Wt/Vol/Val	P/C	Amount

Above Particulars as declared by Shipper. Without responsibility or warranty as to correctness by Carrier [see clause 11]

ORIGINAL

RECEIVED by the Carrier from the Shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of Containers or other packages or units indicated in the box opposite entitled "Total No. of Containers/Packages received by the Carrier" for Carriage subject to all the terms and conditions hereof (INCLUDING THE TERMS AND CONDITIONS ON THE REVERSE HEREOF AND THE TERMS AND CONDITIONS OF THE CARRIER'S APPLICABLE TARIFF) from the Place of Receipt or the Port of Loading, whichever is applicable, to the Port of Discharge or the Place of Delivery, whichever is applicable. One original Bill of Lading, duly endorsed, must be surrendered by the Merchant to the Carrier in exchange for the Goods or a delivery order. In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its terms and conditions whether printed, stamped or written, or otherwise incorporated, notwithstanding the non-signing of this Bill of Lading by the Merchant.

IN WITNESS WHEREOF the number of original Bills of Lading stated below all of this tenor and date has been signed, one of which being accomplished the others to stand void.

Place and date of issue:

MONTEVIDEO

31. JAN. 2023

Freight payable at:

Number of original B/L:

ORIGIN

1/3

Total Freight Prepaid

Total Freight Collect

Total Freight

FOR ABOVE NAMED CARRIER
HAPAG-LLOYD URUGUAY
(AS AGENT)

HAPAG-LLOYD
NICOLAS GOMES

VAT-ID-No: DE8139600-8

Ballindamm 25 - D-20095 Hamburg

MTD17312 (FB:...) B/L-HLAG

90147345 L.V. 06/16

Page 3 / 3

B/L-No. HLCUMVD230105579

Cont/Seals/Marks Packages/Description of Goods Weight Measure

		TARE WEIGHT	GROSS VOLUME
TEMU 7749423		3890,000 KG	61,200 MTQ
UETU 5276544		3850,000 KG	61,200 MTQ

SHIPPED ON BOARD, DATE : 31.JAN.2023
PORT OF LOADING: MONTEVIDEO,PORT, URUGUAY
VESSEL NAME: ONE AMAZON VOYAGE: 2249E

PORT CHARGE ORIGIN PREPAID
SEAFREIGHT + ADDITIONALS PREPAID
PORT CHARGE DESTINATION COLLECT

FREIGHT PREPAID

Bill of Lading - Terms and Conditions

1. Definitions

- "Bill of Lading" means the Dato and International Maritime Council, means the whole or any part of the operations and services undertaken by Carrier in respect of the Goods covered by this Bill of Lading, means the party named on page 2 of this Bill of Lading.
- "Carrier" includes any container, trailer, transportable tank, flat, or any similar article used to consolidate Goods and any connected equipment, including all charges payable to Carrier in accordance with the applicable tariff and this Bill of Lading.
- "Freight" means the whole or any part of the cargo received from the shipper and includes any equipment or Container not supplied by or on behalf of the Carrier.
- "Hague Rules" means the International Convention for the Unification of Certain Rules relating to Bills of Lading of 1924 only.
- "Hague-Visby Rules" means the Hague Rules including the Visby amendments of 1968 and the amendments by the Protocol of 1979.
- "Merchant" includes the booking party, shipper and consignee named on page 2 hereof, holder, receiver of the Goods or of this Bill of Lading, and any person owning or entitled to the possession of the Goods or this Bill of Lading. Includes the owners, managers and operators of any Vessel (other than Carrier, master, officers and crew of the Vessels), charterers, slot and space charterers, the Vessel, all underlying carriers, bulkers, direct and indirect subcontractors, stevedores, trimmers and procuration operators, rail and road transport operators, any other party employed by or on behalf of Carrier, or whose services or equipment have been used to perform this contract whether in direct contractual privity with Carrier or not.
- "US COGSA" "Vessel" means any vessel including but not limited to a main line vessel, tanker, barge or any other means of conveyance by water used for the carriage of the Goods under this Bill of Lading.
- "VGM" means the verified gross mass obtained by one of the permissible methods pursuant to ch. VI, part A, reg. 2 paragraph 4 of SOLAS 1974 (as amended from time to time) and the applicable regulations of the State of the loading port.

2. Carrier's Tariff

The terms and conditions of Carrier's applicable tariff are incorporated herein, including but not limited to terms and conditions relating to demurrage and detention. The provisions relevant to the applicable tariff can be acquired from Carrier or its Agents upon request. Carrier's standard tariff can be accessed online at www.lsgap-loyd.com. In the case of any inconsistency between this Bill of Lading and the applicable tariff, this Bill of Lading shall prevail.

3. Warranty

Merchant warrants that in agreeing to the Terms and Conditions hereof he is, or has the authority of, the person owning or entitled to the possession of the Goods and this Bill of Lading.

4. Sub-Contracting and Indemnity

(1) Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carriage, including but not limited to loading, unloading, stowing and warehousing.

(2) Merchant hereby agrees that no Servants or Agents are, or shall be deemed to be liable with respect to the Goods or the Carriage as agents, before or otherwise, and agrees not to file any claim against any Servant or Agent seeking to impose liability in connection with the Carriage. If any claim is made against any of the Servants or Agents, Merchant shall indemnify Carrier against all consequences thereof. Without prejudice to the foregoing, all claims, expenses, damages, losses and limitations of or consequences of liability provided by law or by these Terms and Conditions, including the jurisdiction clause, shall be available to every Servant or Agent and Vessel which shall be entitled to enforce same against Merchant.

(3) The provisions of Clause 4 (2) shall extend to claims of whatsoever nature against other persons chartering space on the carrying Vessel.

5. Carrier's responsibility

(1) Port-to-Port Shipment

(a) When loss or damage has occurred to the Goods between the time of loading on the Vessel and the time of discharge from the Vessel, the responsibility of Carrier shall be determined in accordance with German law making the Hague Rules compulsorily applicable.

(b) The BIMCO Paramount Charterparty shall apply to the Goods if the Bill of Lading covers a shipment from or to the USA. US COGSA shall govern and apply from loading the Goods on the Vessel until discharge. US COGSA shall also be applicable during all times before the Goods are loaded on or after they are discharged from the Vessel.

(c) Carrier shall not be responsible for any fault of its personnel and of the Vessel's crew (as defined in 4.78 of the International Convention for the Unification of Certain Rules relating to Bills of Lading of 1924 only) or for any loss or damage caused by the navigation or management of the Vessel, in the latter case save for damage or loss caused when executing measures which were predominantly taken in the interest of the Goods ("Error in Navigation and Fire Damages").

(d) Carrier shall not be responsible for any fault of other persons involved in the navigation or management of the Vessel, in particular pilots on board of the Vessel or the crew of a tug boat assisting the Vessel or causes of damage or loss caused by the navigation or the management of the Vessel, save for damage or loss caused when executing measures which were predominantly taken in the interest of the Goods.

(e) Prior to loading and after discharge Carrier is not deemed to have custody of the Goods. Carrier is not responsible for acts or omissions of a terminal operator to which the Goods were submitted.

(f) Unless notice of loss or damage be given in writing to Carrier or its agent at the port of discharge before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereunder on the Bill of Lading, or, if the loss or damage is not apparent, within three (3) days, such removal shall be *prima facie* evidence of the delivery by Carrier as described in this Bill of Lading, in particular pilots on board of the Vessel or the crew of a tug boat assisting the Vessel or causes of damage or loss caused by the navigation or the management of the Vessel, save for damage or loss caused when executing measures which were predominantly taken in the interest of the Goods.

(g) Compensation shall be calculated by reference to the value of the Goods at the place and the time they are delivered to Merchant, or at the place and the time they should have been delivered. For the purpose of determining the extent of Carrier's liability for loss of or damage to the Goods, the sound value of the Goods is agreed to be the invoice value plus Freight and Insurance if paid.

(2) Multimodal Transport

(a) In the case of damage to or loss of the Goods is known, the responsibility of Carrier is determined by the law which applies to this Bill of Lading except in cases which are governed by Clause 5 (2) (b) below.

(b) If it is established that loss or damage occurred during the port-to-port leg the "Error in Navigation and Fire Damages" as per Clause 5 (1) (d) apply.

(c) If it is established that loss or damage occurred during the port-to-port leg, Clause 5 (1) (d) shall apply.

(d) In the event that part of the multimodal transport involves a shipment to or from the USA, US COGSA shall govern and apply from loading the Goods on the Vessel until discharge. US COGSA shall also be applicable during all times before loading and after discharge of the Goods from the Vessel.

(e) With respect to road carriage between countries in Europe liability shall be determined in accordance with the Convention on the Contract for the International Carriage of Goods by Road (CMR), dated May 19, 1956, and during rail carriage between countries in Europe according to the International Agreement on Railway Transports (CIM), dated February 26, 1961 or any amendments to this Convention or Agreement.

(f) Unless notice of loss or damage be given in writing to Carrier or its agent at the port of discharge before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereunder on the contract of Carriage, or, if the loss or damage is not apparent within seven (7) days, such removal shall be *prima facie* evidence of the delivery by Carrier as described in this Bill of Lading. The notice must clearly specify the damage. Notwithstanding the aforesaid, if a Container has been delivered to Merchant, Merchant must prove that the damage to or loss of the Goods did not occur during the period after delivery, when the Container was in the custody of Merchant.

(g) Compensation shall be calculated by reference to the value of the Goods at the time they were delivered to Carrier by Cargo.

(h) IN THE EVENT THAT THE LAW WHICH IS APPLICABLE UNDER CLAUSE 5 (2) (a) IS NOT MANDATORY BUT PROVIDES FOR LIABILITY EXCEEDING 2 SONS PER KIL, THE MANDATORY LIABILITY SHALL BE 2 SONS PER KIL OF THE GROSS WEIGHT OF THE GOODS LOST OR DAMAGED. 2 SONS MEANS SPECIAL DRAWING RIGHTS AS DEFINED BY THE INTERNATIONAL MONETARY FUND. THIS SUB-SECTION (d) DOES NOT APPLY IF THE LOSS OR DAMAGE TO THE GOODS OCCURRED ON A SEA LEG.

(i) IF THE STAGE OF THE CARRIAGE DURING WHICH LOSS OR DAMAGE OCCURRED IS NOT KNOWN, CARRIER'S MAXIMUM LIABILITY SHALL BE 2 SONS PER KIL OF THE GROSS WEIGHT OF THE GOODS LOST OR DAMAGED.

(j) CARRIER SHALL NOT BE ENTITLED TO THE BENEFIT OF THE LIMITATION OF LIABILITY PROVIDED FOR IN CLAUSE 5 (2) (b) AND (i) IF IT IS PROVED THAT THE DAMAGE RESULTED FROM AN ACT OR OMISSION OF CARRIER OR ITS SERVANTS OR AGENTS DONE WITH INTENT TO CAUSE DAMAGE, OR RECKLESSLY AND WITH KNOWLEDGE THAT DAMAGE WOULD PROBABLY RESULT.

(k) Subject to the applicable resolutions in statutory law and international conventions, Carrier shall not be liable for damage caused by error in navigating or handling the Vessel, including errors caused by the arrangement of a group of bays or pushes.

6. Change of Destination by Merchant

In the event that Merchant requests Carrier to deliver the Goods at a port or place other than the port of discharge or the place of delivery originally designated in this Bill of Lading and Carrier in its absolute discretion agrees to such request, such further Carriage will be undertaken on the basis that the Bill of Lading Terms and Conditions are to apply to such Carriage as if the ultimate destination agreed with Merchant had been entered on page 2 of this Bill of Lading as the port of discharge or place of delivery.

6. Time for Suit

In any event, Carrier shall be discharged from all liability in respect of loss of or damage to the Goods, non-delivery, mis-delivery, delay or any other loss or damage connected or related to the Carriage unless suit is brought within one (1) year after delivery of the Goods or the date when the Goods should have been delivered.

7. Strict Liability Provisions

(1) Hague Rules/Visby Rules

Without prejudice to Clause 5 (2) hereof, in the event that suit is brought in a court other than the court as provided for in Clause 25, and Clause 26 is not enforced by Carrier or the court, then (a) if this Bill of Lading has been issued in a country where the Hague-Visby Rules are compulsorily applicable, Carrier's liability shall not exceed 2 SONS PER KIL of the gross weight or 666,67 SDR per package of the Goods lost or damaged, whichever is higher, or (b) if the Bill of Lading has been issued in a country in which the Hague Rules apply, Carrier's liability shall not exceed GDP 100 per package or unit.

(2) US COGSA

Notwithstanding Clause 7 (1), if the Bill of Lading covers a shipment to or from the USA, and suit is brought in a court other than as provided in Clause 25, and Clause 26 is not enforced by Carrier or the court, then US COGSA shall apply. The provisions of US COGSA shall also govern during all times before the Goods are loaded on and after they are discharged from the Vessel. Carrier's maximum liability in respect to the Goods shall not exceed USD 500 per package or, where the Goods are not shipped in packages, USD 600 per customary freight unit unless the nature and value of the Goods has been declared by Merchant and inserted in writing on page 2 of the Bill of Lading and said Merchant shall have paid the applicable *ad valorem* freight rate set forth in Carrier's tariff.

(3) Shipper's declared value

Merchant agrees and acknowledges that Carrier has no knowledge of the value of the Goods and that compensation higher than that provided herein may not be claimed unless the nature and value of such Goods have been declared by Merchant, agreed to by Carrier, and inserted into the Bill of Lading before departure. In addition the applicable *ad valorem* freight rate as set out in Carrier's tariff must be paid. Any partial loss or damage shall be adjusted pro rata on the basis of such declared value. If the declared value is higher than the actual value, Carrier shall in no event be liable to pay compensation higher than that not in excess of the Goods plus Freight and Insurance if paid. Any references, when shown on page 2 of this Bill of Lading, to letters of credit, import licenses, sales contracts, invoices or order number and/or details of any contract to which Carrier is not a party shall not be regarded as a declaration of value.

(4) Unilateral Liability

It is hereby agreed by Merchant that Carrier qualifies as a person entitled to limit liability under any Convention or Act pertaining to limitation of liability on maritime claims, whichever is applicable. Carrier may be the ship-owner, charterer (including a slot- or space charterer), manager or operator of the Vessel, or related to the Vessel in one or more capacities. If any claims are made against the Servants or Agents, they are entitled to avail themselves of the same limitation available to Carrier.

(5) Delay

(a) Unless expressly agreed, Carrier does not undertake that the Goods shall arrive at the port of discharge or place of delivery at any particular time or to meet any particular need or event, and Carrier shall not be liable for any direct, indirect or consequential loss or damage caused by delay.

(b) Carrier shall nevertheless be considered liable for loss or damage resulting from delay, such liability shall not exceed three (3) times the Freight.

(c) Sub-clause (b) shall not apply if the law governing a particular loss or damage resulting from delay provides for a lower limitation amount.

(d) CL 7.5 (a) and (b) shall not apply if the delay was caused by Carrier or its Servants or Agents with the intention to cause damage, or recklessly or with knowledge that such damage would probably result.

(6) Scope of Application and Exclusions

The rights, defenses, immunities, exemptions, limitations and liabilities of whatsoever nature provided for in this Bill of Lading or under statute shall apply in any action against Carrier for loss or damage or delay, however occurring and whether the action be founded in contract or in tort.

(7) Save as otherwise provided herein, Carrier shall in no circumstances whatsoever and however arising be liable for direct or indirect or consequential loss or damage or loss of business or profits, unless it is established that Carrier himself acted with the intent to cause damage, or recklessly and with knowledge that such damage would probably result.

8. Shipper-Packed Containers

If a Container has not been packed by or on behalf of Carrier:

(1) Carrier shall not be liable for loss of or damage to the Goods caused by:

- (a) the manner in which the Container was loaded, stowed, secured, unloaded or discharged;
- (b) the unsuitability or defective condition of the Container or the incorrect setting of any refrigeration controls or ventilation settings thereof, provided that, if the Container has been supplied by or on behalf of Carrier, this unsuitability or defective condition would have been apparent upon inspection by Merchant at or prior to the time when the Container was packed or when it was received by Carrier.

(2) Merchant shall indemnify Carrier against any loss, damage, liability or expense whatsoever and however arising caused by one or more matters referred to in Clause 8 (1).

(3) With regard to temperature- or atmosphere-controlled Goods, Carrier shall be deemed to have fulfilled its obligations under the contract of Carriage and shall have no liability whatsoever if such Goods, when in a space of plus or minus 2.5 degrees Celsius with regard to any temperature indicated on page 2 of this Bill of Lading, the "temperature good order and condition" when used in this Bill of Lading with reference to the Goods which require refrigeration does not mean that the Goods when received were verified by Carrier as being at the temperature indicated on page 2 of this Bill of Lading.

Where a temperature is indicated Carrier undertakes that the Container is equipped to maintain the temperature set by Merchant. Merchant remains responsible for the consequences of any temperature irregularities, including but not limited to the Goods being at a higher temperature upon loading into the Container than that required for the Carriage (port stuffing) prior to receipt or after delivery by Carrier.

(4) Container with Goods packed by Merchant shall be delivered to Carrier with an intact high security seal number and key. Carrier shall not be liable for loss or damage to the Goods, if, by order of the Carrier, the seal is broken or the key is not presented to Carrier for destruction. The Carrier is not to be liable for any loss or damage incurred as a result of such opening, inspection, inspection or re-sealing. Carrier shall be entitled to recover the costs of such opening, inspection, inspection and re-sealing from Merchant.

9. Inspection of Goods

Carrier or any Servant or Agent or any other person authorized by Carrier shall be entitled, but under no obligation, to open any Container or Package and to inspect the Goods, if, by order of the Carrier, the seal is broken or the key is not presented to Carrier for destruction. Carrier will not be liable for any loss or damage incurred as a result of such opening, inspection, inspection or re-sealing. Carrier shall be entitled to recover the costs of such opening, inspection, inspection and re-sealing from Merchant.

10. Carriage Affected by Condition of Goods

If it appears at any time that, due to their condition, the Goods cannot safely or properly be carried further or without incurring additional expense or taking any measures (in relation to the Container or the Goods, Carrier may, without notice to Merchant, take any measures) and/or incur any additional expense to carry or to continue the Carriage thereof, and/or sell or dispose of the Goods, and/or abandon the Carriage and/or store them ashore or afloat, under cover or in the open, at any place, whichever Carrier, in its absolute discretion, considers most appropriate, with the exception that Carrier shall not be deemed to be liable to the Carriage in case of failure to declare any High Value Cargo and seize Carrier's said consent.

11. Description of the Goods and High Value Cargo

(1) The shipper warrants to Carrier that the particulars relating to the Goods as set out on page 2 have been checked by the shipper on receipt of this Bill of Lading and that such particulars, and any other particulars furnished by or on behalf of the shipper, are adequate and correct. The shipper also warrants that the Goods are lawful Goods and contain no contraband.

(2) Carrier is neither prepared to enter into a contract of Carriage nor to issue a Bill of Lading relating to High Value Cargo without Carrier's prior written consent to perform such a carriage. High Value Cargo shall consist of Goods with an invoice value of USD 200,000.00 or above. Carrier shall be discharged from all liability in respect of loss or damage to such Goods, non-delivery, delay or any other loss or damage connected or related to the Carriage in case of failure to declare any High Value Cargo and seize Carrier's said consent.

12. Merchant's Responsibility

(1) All persons coming within this definition of Merchant shall be jointly and severally liable to Carrier for the fulfillment of all obligations and warranties undertaken by Merchant either in this Bill of Lading or required by law. Merchant shall indemnify Carrier against all claims, losses, damages, expenses, fines, costs and attorneys fees, arising or resulting from any breach of these obligations and warranties.

(2) It is the sole responsibility of the shipper to provide Carrier electronically or by any other means as agreed by the parties with the VGM of each Container prior to the deadline stipulated by Carrier or submission AVSA cutoff time. If VGM is not provided in time by the shipper or its representative, Carrier shall be under no obligation to commence or continue Carriage of that Container.

(3) Carrier may store-weigh or return the Container to the shipper or its representative in its discretion for Merchant's account if VGM is not provided in time.

(4) Any demurrage and storage fees resulting from breach of these obligations shall be for Merchant's account.

(5) Merchant shall also be liable for any resulting expenses, fines, delay, loss or damage.

(6) Merchant shall comply with all regulations or requirements of customs, ports and other authorities, including but not limited to those relating to VGM, and shall bear and pay all duties, taxes, fines, imposts, expenses or losses including Freight for any additional Carriage incurred or suffered by reason of any failure to so comply, or any delay, expense, loss, or damage, or any other loss or damage connected or related to the Carriage in case of failure to declare any High Value Cargo and seize Carrier's said consent.

(7) If Containers supplied by or on behalf of Carrier are unpacked at Merchant's premises, Merchant is responsible for re-securing the Containers with seals of any damaged seals, and for any loss or damage, including but not limited to those relating to VGM, and shall bear and pay all duties, taxes, fines, imposts, expenses or losses including Freight for any additional Carriage incurred or suffered by reason of any failure to so comply, or any delay, expense, loss, or damage, or any other loss or damage connected or related to the Carriage in case of failure to declare any High Value Cargo and seize Carrier's said consent.

(8) If Containers supplied by or on behalf of Carrier are unpacked at Merchant's premises, Merchant is responsible for re-securing the Containers with seals of any damaged seals, and for any loss or damage, including but not limited to those relating to VGM, and shall bear and pay all duties, taxes, fines, imposts, expenses or losses including Freight for any additional Carriage incurred or suffered by reason of any failure to so comply, or any delay, expense, loss, or damage, or any other loss or damage connected or related to the Carriage in case of failure to declare any High Value Cargo and seize Carrier's said consent.

13. ISPS Code

(1) Carrier shall comply with the requirements of the ISPS Code. If Carrier is held liable by any State Authority or any other third party Merchant shall indemnify and hold Carrier harmless from any damages resulting from the violation of the ISPS Code by Merchant.

(2) Merchant undertakes to pay Carrier any costs or expenses whatsoever arising out of or related to security regulations or measures required by the port facility or any relevant authority in accordance with the ISPS Code in relation to Merchant's Goods.

(3) Carrier is entitled to deviate the Vessel to a different port and to unload the Goods there if the authorities in the port of discharge have increased their level of security according to the ISPS Code after the Goods have been loaded.

(4) Merchant undertakes to compensate any costs and expenses suffered by Carrier because of a delay of the vessel resulting from a violation of the ISPS Code by Merchant.

14. Freight

(1) Freight will be deemed fully earned on receipt of the Goods by Carrier and shall be paid and non-refundable in any event.

(2) Freight has been calculated and shall be paid on the basis of particulars furnished by or on behalf of the shipper. If the particulars furnished by or on behalf of the shipper are incorrect, liquidated damages shall be paid to Carrier, in accordance with the applicable tariff.

(3) All Freight shall be paid by Merchant on or before the date of receipt of the Goods at the port of discharge or place of delivery, unless the claim is not in dispute or confirmed by a court decision.

(4) If Merchant fails to pay the Freight when due, it shall be liable for all costs, liquidated damages in accordance with the applicable tariff and in particular interest which accrues until payment.

15. Lien

Carrier shall have a lien on the Goods and any documents relating thereto for all sums payable by Merchant to Carrier under this or any other contract and for general average and any other charges, duties, or expenses due. Carrier may exercise its lien at any time and in any place at its sole discretion, whether the contractual Carriage is completed or not. Carrier's lien shall extend to cover the cost and attorneys fees of recovering any sums due. Carrier shall have the right to sell the Goods at public or private sale at the expense and without notice to Merchant. If the proceeds of this sale fall to cover the whole amount due, Carrier is entitled to recover the deficit from Merchant.

(1) The Goods may be packed by Carrier in Containers and consolidated with other goods in Containers.

(2) Goods, whether or not packed in Containers, may be carried on deck or under deck without notice to Merchant and Carrier shall not be required to note on the Bill of Lading any statement of on-deck Carriage. All Goods whether carried on deck or under deck, shall participate in general average and the carriage of such Goods is subject to all terms and conditions of the Bill of Lading.

16. Methods of Stowage and Discharge

(1) Carrier may at any time and without notice to Merchant:

(a) use any means of Carriage or storage whatsoever, including the utilization of railway, road vehicle or inland river services;

(b) transfer the Goods from one conveyance to another, including but not limited to transshipping or carrying on another Vessel or conveyance or by any other means of transport than that named on page 2;

(c) unpack and remove Goods which have been packed into a Container and forward them to a Container or otherwise;

(d) proceed by any route in its discretion (whether or not the nearest or most direct or customary or of any speed, and) and proceed to or stay at any place or port whatsoever, once or more often and in any order;

(e) load or unload the Goods at any place or port (whether or not such port is named on page 2 as the Port of Loading or Port of Discharge) and store the Goods temporarily at any place or port whatsoever, once or more often and in any order.

(f) comply with any orders or recommendations issued by any government or authority.

(g) carry the Goods to the selected port of discharge or place of delivery, whichever is applicable, by an alternative route to that indicated on page 2 of this Bill of Lading or which is usual for Goods consigned to that port of discharge or place of delivery and shall be entitled to charge such additional Freight or;

(h) suspend the Carriage of the Goods and store them ashore or afloat and endeavor to forward them as soon as reasonably possible and shall be entitled to charge such storage costs and additional Freight or;

(i) abandon the Carriage of the Goods and place them at Merchant's disposal at any place or port which Carrier may deem safe and convenient, whereupon the responsibility of Carrier in respect of such Goods shall cease. Merchant shall pay any additional costs of the Carriage to, and delivery and storage at, such place or port.

17. Dangerous Goods

(1) No Goods which are or may become dangerous, inflammable or dangerous (including radioactive materials), shall be tendered to Carrier for Carriage without his express consent in writing, and without the Container as well as the Goods themselves being distinctly marked on the outside so as to indicate the nature and character of any such Goods and so as to comply with any applicable laws, regulations or requirements. If any such Goods are carried without such marking, or without proper marking, or if in the opinion of Carrier the Goods are or are likely to become a dangerous, inflammable or dangerous nature, they may at any time be destroyed, disposed of, abandoned, or rendered harmless without compensation to Merchant.

(2) Merchant warrants that the Goods are sufficiently packed in compliance with all laws or regulations and requirements with regard to the nature of the Goods, Merchant shall indemnify Carrier against all claims, losses, damages or expenses, costs and fees, including attorneys fees, arising in consequence of the Carriage of such Goods.

(3) Nothing contained in this Clause shall deprive Carrier of any of its rights provided for elsewhere.

20. Notification and Delivery

(1) Carrier shall not be obliged to give any notification of the arrival of the Goods to the Merchant hereunder.

(2) Merchant shall take delivery of the Goods within the time provided for in Carrier's applicable tariff.

(3) If Merchant fails to do so Merchant shall either nominate an alternative receiver or accept a return shipment or otherwise the cargo disposal, which Merchant shall indemnify Carrier for all losses arising out of Merchant's refusal to remedy the situation. Furthermore, Carrier shall be entitled, without notice, to unpack the Goods if packed in Containers and/or to store the Goods ashore, afloat, in the open or under cover, at the sole risk of Merchant. Such storage shall constitute due delivery hereunder, and thereupon the liability of Carrier in respect of the Goods stored as aforesaid shall wholly cease.

(4) Merchant shall be responsible for the costs of such storage, as well as detention and demurrage.

(5) If Merchant fails to take delivery of the Goods within thirty days of delivery becoming due under Clause 20 (2), or if in the opinion of Carrier they are likely to deteriorate, decay, become worthless or incur charges whether for storage or otherwise in excess of their value, Carrier may, without prejudice to any other rights which it may have against Merchant, without notice, sell, destroy or dispose of the Goods and apply any proceeds of such sale in reduction of the same due to Carrier from Merchant.

(6) Without prejudice to an earlier termination by virtue of law or any other clause of this Bill of Lading the responsibility of Carrier shall cease and the Goods shall be considered to be delivered at their own risk and expense in every respect when taken into the custody of customs or other authorities.

(7) Goods will only be delivered in a Container to Merchant if all Bills of Lading with respect to the contents of the Container have been surrendered authorizing delivery to a single Merchant at a single place of delivery. In the event that this requirement is not fulfilled Carrier may unpack the Container and, in respect of Goods for which Bills of Lading have been surrendered, deliver them to Merchant on an LCL basis. Such delivery shall constitute due delivery hereunder, but will only be effected against payment by Merchant of LCL service charges and any charges appropriate to LCL Goods (as paid down in this tariff) together with the actual costs incurred for any additional services rendered.

(8) If this is a FCL multiple Bill of Lading (as evidenced by the qualification of the fully acknowledged on page 2 in the effect that it is "One of ... part Carriage in the Container"), then the Goods delivered under page 2 are said to comprise part of the contents of the Container indicated. If the Carrier is required to deliver the Goods to more than one Merchant and if all or part of the total Goods within the Container consist of bulk Goods, or are or become mixed or unmarked or unidentifiable, the holders of Bills of Lading relating to Goods within the Container shall take delivery thereof (including any damaged portion) and bear any shortage in such proportions as Carrier shall in its absolute discretion determine, and such delivery shall constitute due delivery hereunder.

22. General Average & Salvage

General average shall be adjusted in any currency at any place selected by Carrier and according to the York/Antwerp Rules 1994. Any claims and/or disputes relating to general average shall exclusively be subject to the laws and jurisdictions set out in Clause 25. The BIMCO New Jason Clause is hereby expressly incorporated and obtainable from Carrier or its agents upon request.

(1) Both the York/Antwerp Rules 1994 and the New Jason Clause are hereby incorporated and obtainable from Carrier or its agents upon request.

(2) The BIMCO But- to-Blame Collision Clause is hereby incorporated into this Bill of Lading and obtainable from Carrier or its agents upon request.

24. Validity and Carrier's Data Protection Policy


(1) In the event that anything herein contained is inconsistent with any applicable international convention or national law which cannot be departed from by private contract, the provisions having the effect of such law shall prevail and shall not be null and void. Unless otherwise specifically agreed in writing between Merchant and Carrier, the Terms and Conditions of this Bill of Lading supersede any prior agreements between Merchant and Carrier.

(2) Carrier's Data Protection Policy may be viewed at www.llog.com.

25. Law and Jurisdiction

Except as otherwise provided specifically herein any claim, dispute, suit or proceeding arising under this Bill of Lading and any contract between Carrier and the booking party shall be governed by German law and shall be determined exclusively in the Hamburg courts. Carrier shall have the option to file a suit at Merchant's place of business.

90147345 L.V. 06/16 Printed 06/22

	Doc. Type	CERTIFICATE OF ANALYSIS	Code	IF08 1300 12i
	Name		Ref.	
	Process	QUALITY CONTROL LABORATORY CIVR – PLANT 8		
Creation and Revision	Juan Masoller		Version	1
Approval	Juan Masoller		Date	08/02/2023

Consignee: DANDY COMPANY LTD INDUSTRIAL AREA STREET NO. 2 GATE NO.160 P.O BOX 2239, DOHA, QATAR

Exporter: Cooperativa Nacional de Productores de Leche (Conaprole) Magallanes 1871, Montevideo, Uruguay on behalf of Synapse Trading Fze Po Box 45595, Ajman Free Zone United Arab Emirates

Product: FULL CREAM MILK POWDER

Quantity: 50.000 NET KG – 53.200 GROSS KG

Batch: V04707535, V04707537

Production date: 31/10/2022, 01/11/2022

Expiry date: 30/04/2024, 01/05/2024

Destiny: HAMAD PORT, QATAR

Physico-Chemical	Fat	Protein	Moisture	Acidity	Scorched Particles	Insolubility Index	Ashes	Lactose
Units	%	%	%	mL NaOH 0.1 N/ 10 g NFS		mL	%	%
Average	27.3	25.5	3.0	15.7	A	0.4	5.69	37.6
Standard. Deviation	0.2	0.1	0.1	0.4	-	0.2	0.1	0.2
Max.Value	27.5	25.7	3.2	16.5	-	0.6	5.76	38.0
Min.Value	26.8	25.3	2.9	14.8	-	0.2	5.62	37.3
Samples (n)	12	12	12	12	12	6	12	12

Bacteriological	Coliforms 30°C	Total Plate count	Moulds and Yeasts	Staphy. aureus	Salmonella	Enterobacteria
	/g	cfu/g	cfu/g	/g	/250 g	cfu/g
Percentile 95	Ausencia	970	10	Ausencia	Ausencia	<10
Percentile 50	Ausencia	300	<10	Ausencia	Ausencia	<10
Max.Value	Ausencia	1100	10	Ausencia	Ausencia	<10
Min.Value	Ausencia	<100	<10	Ausencia	Ausencia	<10
Samples (n)	10	10	10	10	2	10

Ing. Alim. Juan Masoller
Calidad CIVR-Conaprole



Cooperativa Nacional de Productores de Leche
Montevideo – Uruguay

Montevideo, 31.01.2023

Ref: Shipment of 50 MT - FULL CREAM MILK POWDER.

Exporter: Cooperativa Nacional de Productores de Leche (Conaprole) Magallanes 1871, Montevideo, Uruguay on behalf of Synapse Trading Fze Po Box 45595, Ajman Free Zone United Arab Emirates

Means of Transport : Maritime Vessel "ONE AMAZON".

Consignee : DANDY COMPANY LTD INDUSTRIAL AREA STREET NO. 2 GATE NO.160 P.O BOX 2239, DOHA, QATAR.

Quantities : 2.000 Bags - 50.000 Kgs. Net / 53.200 Kgs Gross.

Producer: Cooperativa Nacional de Productores de Leche (CONAPROLE) Ruta 45 km. 82, Villa Rodriguez, San José, Uruguay. Cód. UY-116.

Destination: HAMAD PORT, QATAR.

CERTIFICATE OF NON-GMO

WE CERTIFY THAT THE FULL CREAM MILK POWDER IS NOT MADE FROM GENETICALLY MODIFIED ORGANISMS.

Cooperativa Nacional de Productores de Leche
(CONAPROLE)

ORIGINAL



**Cooperativa Nacional de Productores de Leche
Montevideo – Uruguay**

Montevideo, 31.01.2023

Ref: Shipment of 50 MT - FULL CREAM MILK POWDER.

Exporter: Cooperativa Nacional de Productores de Leche (Conaprole) Magallanes 1871, Montevideo, Uruguay on behalf of Synapse Trading Fze Po Box 45595, Ajman Free Zone United Arab Emirates

Means of Transport : Maritime Vessel "ONE AMAZON".

Consignee : DANDY COMPANY LTD INDUSTRIAL AREA STREET NO. 2 GATE NO.160 P.O BOX 2239, DOHA, QATAR.

Quantities : 2.000 Bags - 50.000 Kgs. Net / 53.200 Kgs Gross.

Producer: Cooperativa Nacional de Productores de Leche (CONAPROLE) Ruta 45 km. 82, Villa Rodriguez, San José, Uruguay. Cód. UY-116.

Destination: HAMAD PORT, QATAR.

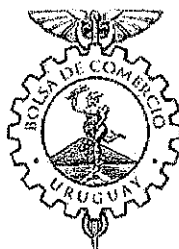
RADIATION CERTIFICATE

Containers	Production date	Expiry date	Net Weight Kgs	Gross Weight Kgs	Bags	Batch nº
TEMU7749423	01/11/2022	01/05/2024	25.000	26.600	1.000	V04707537
UETU5276544	31/10/2022	30/04/2024	23.500	25.004	940	V04707535
	01/05/2022	01/05/2024	1.500	1.596	60	V04707537
TOTAL			50.000	53.200	2.000	

WE CERTIFY THAT THE PRODUCT IS FREE FROM RADIATION AND IT'S FIT FOR HUMAN CONSUMPTION AND EXPORTATION.

Cooperativa Nacional de Productores de Leche
(CONAPROLE)

ORIGINAL



Nº 503159

**CAMARA NACIONAL DE COMERCIO
Y SERVICIOS DEL URUGUAY**
Montevideo

CERTIFICADO DE ORIGEN
CERTIFICATE OF ORIGIN

LA CAMARA NACIONAL DE COMERCIO Y SERVICIOS DEL URUGUAY EN BASE A FIDEDIGNOS DOCUMENTOS
The NATIONAL CHAMBER OF COMMERCE AND SERVICES OF URUGUAY according to reliable documents

PRESENTADOS, CERTIFICA POR EL PRESENTE QUE LAS MERCADERIAS MAS ABAJO ESPECIFICADAS, EMBARCADAS POR
presented, certifies herewith that merchandise specified hereunder shipped by

COOPERATIVA NACIONAL DE PRODUCTORES DE LECHE (CONAPROLE)
ON BEHALF OF SYNAPSE TRADING FZE (*)

DE MONTEVIDEO, EL DIA 31/01/2023
from Montevideo, dated

EN EL VAPOR ONE AMAZON
vessel

CON DESTINO A HAMAD, QATAR

destination (country) DANDY COMPANY LTD.
INDUSTRIAL AREA, STREET NO #2, GATE #160,

CONSIGNADAS A P.O BOX: 2229, DOHA - QATAR
consigned to

DE ORIGEN URUGUAYO
of Uruguayan origin

SON PRODUCTOS
are goods

** ELABORADOS EN URUGUAY
Made in Uruguay

MARCAS Y NUMEROS MARKS AND NUMBERS	CANTIDAD Y CLASE DE LOS BULTOS QUANTITIES	ESPECIFICACION DE LA MERCADERIA MERCHANDISE SPECIFICATION	PESOS EN KILOS / WEIGHT IN KILOS	
			BRUTO /GROSS	NETO / NETT
CONAPROLE	36 PLATAFORMAS /PALLETS 2.000 BOLSAS/BAGS	FULL CREAM MILK POWDER (*) PO BOX 45595, AJMAN FREE ZONE UNITED ARAB EMIRATES ORIGINAL Firmado digitalmente por MARIA JOSÉ BARAC MOREIRA Fecha: 2023.02.08 '13:00:00 -03'00	53.200,000	50.000,000

MONTEVIDEO, 8 de Febrero

DE 2023

Este certificado no tiene validez sin la firma y el sello fechador
de la Cámara Nacional de Comercio y Servicios del Uruguay.
This certificate is only valid with the signature and date-stamp of the
National Chamber of Commerce and Services of Uruguay



REPÚBLICA ORIENTAL DEL URUGUAY
CERTIFICADO SANITARIO / HEALTH CERTIFICATE
PARA PRODUCTOS ELABORADOS EN BASE A LECHE TRATADA TÉRMICAMENTE CON DESTINO AL CONSUMO HUMANO
FOR PRODUCTS MADE FROM HEAT TREATED MILK FOR HUMAN CONSUMPTION

PARTE I: INFORMACIÓN COMERCIAL / PART I: BUSINESS INFORMATION

A) Descripción de la carga / Charge Description

1. Nombre y dirección del exportador / Name and address of exporter: COOPERATIVA NACIONAL DE PRODUCTORES DE LECHE CONAPROLE, MAGALLANES 01871 MONTEVIDEO URUGUAY	3. Certificado N° / Certificate No. 161405
	4. Autoridad competente / Competent Authority: Ministerio de Ganadería, Agricultura y Pesca / Ministry of Livestock, Agriculture and Fisheries.
2. Nombre y dirección del destinatario / Name and address of consignee: DANDY COMPANY LTD, INDUSTRIAL AREA STREET NO. 2 GATE NO.160 P.O BOX 2239, DOHA, QATAR.	5. Departamento Responsable por la Certificación / Department in charge of the certification: División de Sanidad Animal- Departamento de Control Sanitario de Lácteos/ Animal Health Division - Dairy Products Health Control Department.
6. País de origen (Código ISO) / Country of origin (ISO Code): República Oriental del Uruguay (UY)	7. País de destino (Código ISO) / Country of destination (ISO Code): QATAR (QA)
8. Lugar de la carga / Place of loading: Montevideo, Uruguay	9. Lugar de destino / Place of destination: HAMAD PORT, QATAR.
10. Transporte/Transport: Buque/Vessel:(X) Avión/Plane:() ONE AMAZON	11. Cantidad de contenedores (en cifras y letras) / Number of containers (in figures and words): 2 (Dos/Two)

B) Identificación de la mercadería / Identification of the merchandise

12. Especie/ Species: Bovina/ bovine	13. Tipo de envases y embalajes / type of packaging and packaging: Bolsas/Bags	14. Cantidad de unidades / Number of units: 2.000,00
15. Descripción del producto / Product Description: Leche Entera en Polvo / Full Cream Milk Powder		16. Marca o contramarca / Brand or against brand: CONAPROLE
17. Modo de conservación térmica / Thermal conservation mode: Temperatura Ambiente/ Room Temperature		18. Temperatura de conservación y transporte / Temperature storage and transport: 10-25°C
Peso neto / Net Weight: 50.000,00 Kg	Lote o fecha de producción/ Batch or production date: V04707535, V04707537	Fecha de caducidad / Expiry date: 30/04/2024, 01/05/2024
Establecimiento de producción / Establishment of production: CONAPROLE N° 8 VILLA RODRIGUEZ. Ruta 45 km. 82, Villa Rodriguez, San José , Uruguay UY - 116		Depósito / Warehouse: CONAPROLE N° 8 VILLA RODRIGUEZ. Ruta 45 km. 82, Villa Rodriguez, San José , Uruguay UY - 116

PARTE II: INFORMACIÓN SANITARIA / PART II: HEALTH INFORMATION

El Veterinario Oficial que firma abajo, certifica que los productos descritos anteriormente en este certificado cumplen con todas las condiciones sanitarias siguientes / The undersigned Official Veterinarian certifies that the products described above in this certificate meet all the following health conditions:


1. Los productos proceden de rebaños que no fueron objeto de restricciones por causa de la Fiebre Aftosa en el momento de la recolección de la leche / The products come from herds that have not been subjected to any restrictions due to the Foot and Mouth Disease at the time of collection of the milk.
2. El país es libre de Fiebre del Valle del Rift, Peste Bovina y clasificado como de riesgo insignificante para Encefalopatía Espongiforme Bovina / The country is free from Rinderpest, Rift Valley Fever and classified as insignificant risk for Spongiform Bovine Encephalopathy.
3. La leche utilizada proviene de rodeos bajo programas permanentes de control de Brucelosis y Tuberculosis / The milk used comes from herds under permanent control programs Brucellosis and Tuberculosis.
4. La leche con la que se elaboró el producto proviene de animales que no han sido alimentados con concentrados proteicos provenientes de rumiantes / The milk used for the manufacture of the product comes from animals that have not been fed with proteid concentrates coming from ruminants.
5. Los establecimientos de origen de los animales productores de leche no se han presentado en los últimos 60 días, enfermedades de declaración obligatoria transmisibles por la leche/ On the manufacturer location of the animals that the milk comes from have not been presented in the last sixty days any disease of obligatory declaration transmissible by the milk.
6. La materia prima láctea con la que se elaboró el producto es originaria de la República Oriental del Uruguay o fue importada legalmente/ The dairy raw material wherewith the product has been manufactured comes from the Republic of Uruguay or was legally imported.
7. La leche con la que se elaboró el producto fue sometida al tratamiento térmico(*) / The raw milk that the product was made was subjected to the following heat treatments (*):
 - (X) Un tratamiento térmico HTST (al menos 72° C durante 15 segundos) de la leche con un pH inferior a 7,0/ A HTST (at least 72° C for 15 seconds) treatment of milk with a pH below 7,0.
 - Ø/ Or,
 - () Un tratamiento UHT a 132° C durante al menos 1 segundo/ An ultra-high temperature (UHT) treatment at 132° C for at least one second.
8. El producto es apto para el consumo humano / The product is fit for human consumption.

PARTE III: FIRMA / PART III: SIGNATURE

1. Cargo oficial del agente certificados / Official title certificates agent:
VETERINARIO OFICIAL / VETERINARY OFFICER

2. Lugar y fecha (dd/mm/aa) / Place and date (dd/mm/yy):
Montevideo, 31/01/2023

3. Nombre, sello y firma del veterinario oficial / Name, stamp and signature of the official veterinarian


Dra. Estela Charle
Inspector Veterinario Oficial
M.G.A.P. - D.S.A. - D.C.S.L

4. Sello oficial / Official Stamp:



Nota: Todos los campos deben ser completados en letra imprenta y en ambos idiomas.

Note: All fields must be completed in block letters and in both languages.

(*) Indicar el tratamiento correcto con X/ Indicate the correct treatment with X

PURCHASE ORDER

Dandy Company Ltd

Street No:02, Gate No:160 Industrial Area
City : Doha Country: Qatar
Tel : 44422980 Fax:

Email:
PO Box: 2239



PURCHASE ORDER DETAILS

PO No. DCLFDP00039-1022 **PO Date** 31/10/2022
PO Amend No. **Amend Date**
PO Status OPEN **PO Type** GENERAL
Project Code **Offer No**
Project Name

TERMS & CONDITIONS

Pay Term CAD
Pay Mode CHECK
Currency USD
Invoice To Dandy Company Ltd
Import YES
INCO Terms CFR
Mode of Transport SEA
Partial Shipment YES
Transshipment NO
Remarks PM-180RM/2022

SUPPLIER DETAILS

Supplier Name SYNAPSE TRADING - F.Z.E
Supplier code VD003838 **Contact Address**
Contact Person MR. NAUMAN NASIR OFFICE NO. 919-920, C1 TOWER,
AJMAN FREE ZONE, AJMAN,
Tel No. +97167473868
Fax +97167431878 **UNITED ARAB EMIRATES**
Mobile +971501188308
Email nauman@synapsetrd.com

ITEM DETAILS

S.No	Po Line	Item Code and Description	Sh.No	Need Date	UOM	Quantity	Unit Rate	Value
1	1	RMMIPO0005-FULL CREAM MILK POWDER - CANAPROLE	1	02/01/2023	MT	200.0000	3,975.0000	795,000.00

GRAND TOTAL 795,000.00

Amount in Words : Seven Hundred Ninety-Five Thousand Dollar Only

Delivery Address : FACTORY RAW MATERIAL WAREHOUSE
STREET NO 02
INDUSTRIAL AREA

For Dandy Company Ltd

(Authorized Signatory)

Document Level Note : Dandy Shipping Requisites:

Below is the list of shipping requisites which are to be followed without compromise. Review the requirements and get back to us and please note that all the below points to be addressed before loading / dispatching the goods.
With purchase we always reject the sales conditions and we do so in this case and for future business as well.

Label and shelf-life requirement:

1. Date of manufacture and expiry should be printed / stenciled on each Drum.
2. Shelf life of the product should be 12 months.
3. Product should not be older than one month at the time of shipment.
4. All the ingredients and production and expiry dates should be printed on label and pasted on the bag in English and in Arabic which should be approved by us. Other than this no other stickers are allowed.

List of shipping documents required:

1. Commercial invoice mentioning product H.S. Code (Attested by local chamber of commerce)
2. Packing list showing number of bags, packages, net & gross weight etc.
3. Bill of Lading – Mentioning number of free detention days.
4. Certificate of Analysis as per industry/product standards with product production, and expiry date.
5. Certificate of origin issued from the country of export mentioning invoice number, production and expiry dates, quantity, weight, etc. (Attested by local chamber of commerce)
6. Health certificate issued by government authorized body mentioning invoice number, production, and expiry dates, quantity, weight etc. (Attested by local chamber of commerce)

Points to addressed while document preparation and shipment execution:

1. Gross weight and net weight on all shipping documents should match.
2. Date on certificate of Origin should be later than the Invoice date.
3. HS code should be mentioned on the invoice (only first 6 digits).
4. If cargo and documents are from different countries Qatar customs have imposed new rule. – The 'PRODUCER / MANUFACTURER' should authorize 'TRADER / SELLER' to invoice 'GOODS' on their behalf. [Example – (Seller company name), (Country) is authorized to sell and invoice (item description) on behalf of (Producer company name) , (Country) produced in country – (e.g. Belarus) "... THIS IS TO BE MENTIONED ON THE INVOICE and THIS INVOICE IS TO BE CHAMBER ATTESTED
5. Shipment consigned to Dandy Company Ltd, P.O. Box 2239, Doha Qatar mentioning 14 days detention free for clearance at destination (14 days free storage should be mentioned on Bill of Lading).
6. Clean, odorless, food grade, without damage container/s to be booked for shipment. In case of container damage, the cost will be claimed from the supplier.
7. Import of raw material / food items in LCL container (Less than container load) is not allowed in Qatar. Only FCL container (Full container load) is allowed.
8. Our containers should be booked on vessel with least transit time.
9. Draft documents (Invoice, packing list and Bill of Lading) should be sent to us in email for checking and approval before or upon vessel sailing (+/- 3 days). To be strictly followed.
10. Proceed for chamber attestation from local chamber of commerce once draft documents (Invoice, packing list and Bill of Lading) are approved by us.
11. Certificate of origin issued from the country of export mentioning invoice number, production and expiry dates, quantity, weight, etc., and this document should be verified by seller under their responsibility.
12. Health certificate issued by government authorized body mentioning invoice number, production, and expiry dates, quantity, weight etc. and this document should be verified by seller under their responsibility.
13. Final set of scan copy of shipping documents (chamber attested) should be sent in email (Please scan front and back side of documents to have view of attestation before sending the documents to the bank / Dandy address).
14. Scanned shipping documents (Invoice, packing list, BL, COO, COA, HC, etc.) should be sent prior to vessel departure to process CAD payment.
15. Most importantly – documents should be in our bank minimum one week in advance to vessel arrival at destination (courier tracking details of original documents to be shared over email as soon as documents are dispatched from origin).
16. Our Bank has standard lead time after document receipt to advise us for original documents collection, considering this the original documents should be reached our bank prior to shipment ETA to avoid delay in documents for clearing shipments.
17. If any penalties incur due to late receipt or non-receipt of shipping documents, it will be claimed from the supplier.
18. If any demurrages incur due to late receipt or non-receipt of shipping documents, it will be claimed from the supplier.
19. If chamber attestation is missing on the document the extra or penalty charges incurred will be claimed from the supplier.
20. If any difficulties faced at any step of the shipment, it should be communicated to us in advance and proceed only after our confirmation.

