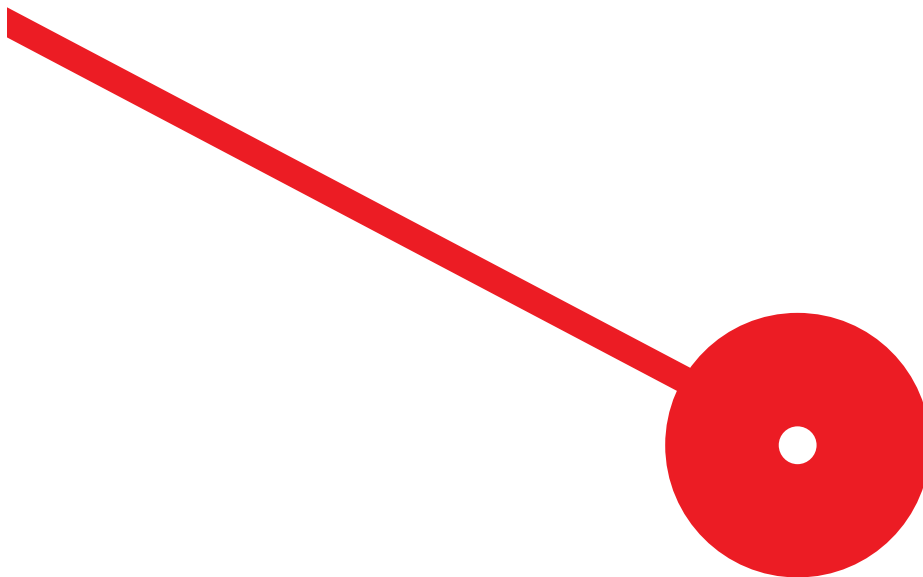




From Theory to Practice: Internship Report at Dispna Pneus SA

Sofia Isabel Inácio Ribeiro

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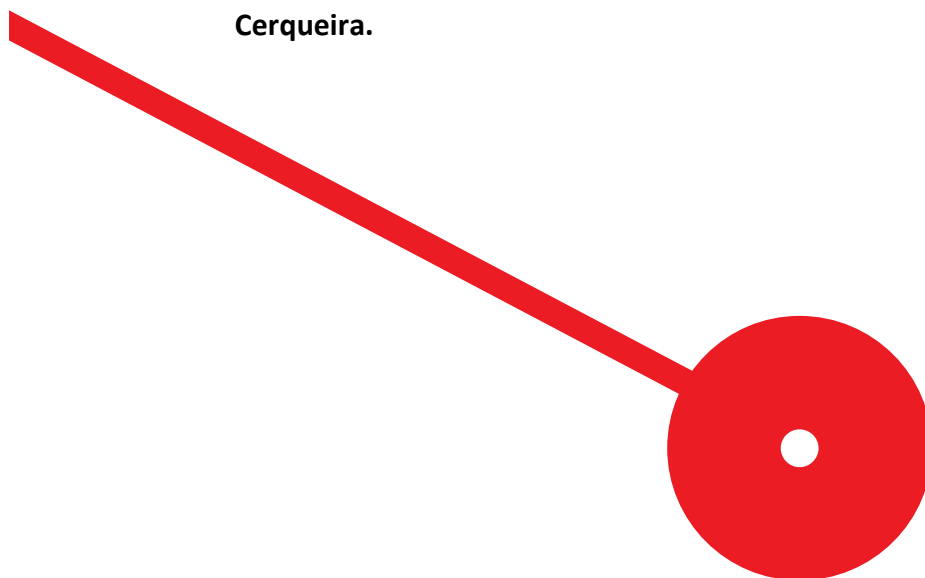


From Theory to Practice: Internship Report at Dispnal Pneus SA

Sofia Isabel Inácio Ribeiro

Relatório de Estágio

**apresentado ao Instituto Superior de Contabilidade e Administração
do Porto para a obtenção do grau de Mestre em Intercultural
Studies for Business, sob orientação de Carina Raquel Oliveira
Cerqueira.**



Dedication

For my grandfather, whose spirit lives on in everything I do.

Acknowledgements

I would like to express my deepest gratitude to the many people who have supported me throughout this journey.

First and foremost, I owe everything to my family, whose unwavering love, patience, and belief in me have been my greatest sources of strength. To my mother Maria, who has been my rock and my constant pillar of support—I cannot begin to put into words the gratitude I feel for your encouragement, sacrifices, and the endless hours you have spent listening to my thoughts and helping me stay grounded through the most challenging moments. You are my inspiration, and this achievement is as much yours as it is mine.

To my boyfriend, thank you for your endless love and patience. Your understanding, encouragement, and emotional support have been invaluable. You have been there through every high and low, and your faith in my abilities has kept me going, even when I doubted myself. I am immensely grateful for your presence in my life.

A special thank you to my teachers at ISCAP, whose guidance, insights, and mentorship have been instrumental in shaping both this report and my academic growth. Your knowledge and feedback have been invaluable in pushing me to think critically and work diligently. I feel truly fortunate to have had the opportunity to learn from such dedicated and inspiring individuals. A special acknowledgement to Prof. Carina Cerqueira, my academic advisor, for her support and counsel during the final stages of my degree.

I would also like to thank my supervisors at Dispnal – Henrique Sousa e André Costa who welcomed me from the beginning, gave me the best orientation and made an effort to help me in everything I needed.

Lastly, to everyone who has believed in me and supported me along the way, I am profoundly grateful. This accomplishment would not have been possible without each and every one of you.

Thank you.

Resumo:

O presente relatório de estágio é realizado como trabalho final do mestrado em Estudos Interculturais para Negócios do Instituto de Contabilidade e Administração do Porto, ISCAP. Este relatório apresenta um resumo da experiência de trabalho no departamento de importação da Dispnal Pneus SA., uma empresa que opera no sector automóvel, especializada na venda e distribuição de pneus, jantes e câmaras de ar. O estágio curricular teve início oficialmente a 24 de janeiro de 2024 e terminou a 24 de abril de 2024, sendo cumpridas um total de 501 horas.

O relatório está dividido em três capítulos. No primeiro capítulo é feito um enquadramento teórico onde se procura explorar o papel do multiculturalismo e do interculturalismo no comércio internacional. Para além disso, é examinado o impacto da globalização nas práticas comerciais e a importância do diálogo intercultural para o êxito das negociações interculturais, com especial atenção para os desafios colocados pelas diferenças culturais e a necessidade de inteligência cultural. Estes conceitos revelam-se cruciais tanto durante o presente mestrado como no estágio. No capítulo número dois, é feita uma apresentação da entidade de acolhimento, a Dispnal Pneus SA. É abordada a história da empresa, a sua localização, a sua cultura organizacional, os seus departamentos e a sua equipa. Também são descritos os principais produtos e serviços que a empresa oferece, bem como os seus principais mercados-alvo. No último capítulo, é descrito em pormenor a experiência de estágio, abrangendo o processo de seleção, o ponto de partida do estágio e as principais tarefas desempenhadas. São ainda destacados os principais desafios encontrados e os resultados obtidos. Este capítulo sublinha também o alinhamento entre a aprendizagem académica e o trabalho prático, enfatizando a forma como os conceitos teóricos do programa de mestrado foram aplicados em cenários do mundo real. O relatório termina com uma reflexão sobre o crescimento profissional e as competências interculturais adquiridas através desta experiência de estágio.

Palavras chave: Multiculturalismo; Globalização; Dialogo Intercultural; Negócios Interculturais; Importação; Estágio

Abstract:

The following internship report is carried out as the final work of the master's degree in Intercultural Studies for Business at the Institute of Accounting and Administration of Porto, ISCAP. This report provides an overview of the experience working in the Import Department of Dispna Pneus SA. This company operates within the automotive industry, specialising in the sale and distribution of tyres, truck wheels and tubes. The curricular internship officially started on January 24th, 2024, and ended on April 24th, 2024, having completed a total of 501 hours.

The report is divided into three chapters. In the first chapter, it is established the theoretical framework, exploring the role of multiculturalism and interculturalism in international trade. It is also examined globalisation's impact on business practices and the importance of intercultural dialogue for successful cross-cultural negotiations, with special attention to the challenges posed by cultural differences and the need for cultural intelligence. These concepts have proved to be crucial both during the present master's degree and in the internship. Chapter number two presents the host entity, Dispna Pneus SA. It is addressed the company's history, location, organisational culture, and its departments and team. It is also described the core products and services the company has to offer as well as its main market targets. During the last chapter, a detail of the internship experience is made, covering the selection process, the internship starting point and the key tasks performed. In this chapter it is also highlighted the main challenges encountered and the outcomes. This chapter also underlines the alignment between academic learning and practical work, emphasizing how theoretical concepts from the master's program were applied in real-world scenarios. The report concludes with a reflection on the professional growth and cross-cultural competencies gained through this enriching internship experience.

Key words: Multiculturalism; Globalization; Intercultural Dialogue; Cross-cultural Negotiations; Import; Internship

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List of abbreviations

CQ- Cultural Quotient/Cultural Intelligence

PCR- Passenger Car Radial

LTR- Light Truck Radial

TBR- Truck Bus Radial

OTR- Off the Road

CI- Commercial Invoice

PL- Packing List

BL- Bill of Landing

INTRODUCTION

A curricular internship is of paramount importance for one's academic career, as it serves as a crucial bridge between academic theory and real-world practice. While classroom learning provides a solid foundation in key concepts, an internship offers the opportunity to apply theoretical knowledge in a practical, business environment. This hands-on experience is essential for developing a deeper understanding of how intercultural dynamics function in global business operations. Additionally, because it offers valuable industry exposure, it enables individuals to gain insights into professional environments and networks, offering personal and career growth opportunities. These are the main reasons why I chose an internship for the final chapter of my master's degree in Intercultural Studies for Business.

This internship report reflects the professional experience and insights gained during my master's program, focusing on the practical application of theoretical knowledge within an international business environment. Between January 24th and April 24th, I had the opportunity to conduct my internship at Dispnal Pneus SA. I assumed the role of an import manager, which provided me the opportunity to delve into the complexities of cross-cultural interactions and international trade, allowing me to effectively employ the skills obtained during my master's degree.

Intercultural studies are increasingly important for businesses to succeed in today's globalised world. Culture plays a pivotal role in shaping the dynamics of cross-cultural negotiations, as it influences communication styles, decision-making processes, and business practices. Understanding cultural differences is essential for building trust, avoiding misunderstandings, and fostering effective collaboration in international business settings. Therefore, developing cultural intelligence and awareness is crucial for navigating these differences, as it enables negotiators to adapt their approach, respect diverse perspectives, and find mutually beneficial solutions. In this context, culture becomes a key factor in the success of cross-cultural negotiations, emphasizing the need for intercultural competence in today's globalized business environment. Since Dispnal works with several international suppliers from a wide range of countries it becomes imperative to be aware of these cultural differences. The practical experience gained in the company, which is described in a dedicated chapter, reflects this.

Thereby, the present report is structured into three main chapters that explore the theoretical underpinnings of multiculturalism and cross-cultural negotiations, the host company, and the professional experience gathered during the internship.

The first chapter lays the theoretical groundwork, beginning with an exploration of multiculturalism and interculturalism, particularly in the realm of international trade. Concepts such as globalization, intercultural dialogue, and the role of cultural intelligence in cross-cultural negotiations are discussed in detail. This framework is essential for understanding the cultural dynamics that influence global business transactions.

The second chapter introduces Dispnal Pneus SA, the company where the internship took place. This chapter provides a comprehensive overview of the company, covering its history, location, organizational culture, and product offerings. A detailed examination of the company's departments, team structure, and market targets offers insights into the company's operational strategies and positioning in the market.

The final chapter presents the internship experience, from the selection process to the execution of tasks and the challenges encountered. It highlights how theoretical concepts from the master's program were integrated into practical work situations, with a focus on cross-cultural dynamics within the company. The chapter concludes by assessing the outcomes of the internship, reflecting on how the experience contributed to both professional growth and academic understanding, bridging the gap between theory and practice.

Through this report, I aim to showcase the critical role of intercultural awareness in international trade and demonstrate how my internship experience at Dispnal Pneus SA has enriched my understanding of global business practices.

CHAPTER I – THEORETICAL FRAMEWORK

Chapter 1 - Theoretical Framework

1.1 Multiculturalism and Interculturalism in International Trade

The transformation of diverse social, political, and intellectual scenarios worldwide, intensified the awareness and relevance of concepts such as multiculturalism and interculturalism. These concepts gained notoriety in the latter half of the 20th century, in Western societies, mostly Europe and North America (Joppke, 2018).

Multiculturalism started to become a permanent concept in the 1950s and 1960s, mostly due to the Civil Rights Movement in the United States. This movement played a crucial role in advocating for equality among different ethnic groups, therefore challenging racial discrimination (Banks, 2013).

Not only the United States but also Canada embraced the concept of multiculturalism, with this last, adopting it as an official policy of the country. Canada recognized all culturally diverse people and sought to promote social cohesion while respecting the rights of the various ethnic groups and cultural communities living within their borders. As a result, the Canadian government influenced various global discussions on cultural diversity and inclusion around the world (Brosseau & Dewing, 2009).

In turn, interculturalism gained popularity in Europe, mostly in response to the increase in cultural diversity resulting from immigration and globalisation. France, Belgium, and the Netherlands are a few countries that experienced issues related to integration and cultural diversity, leading to the advancement of intercultural approaches that emphasize dialogue, interaction, and mutual respect amongst distinct cultural groups. Canada is also at the heart of interculturalism, primarily due to the linguistic confrontation between French and English and the debates on bicultural societies that were taking place throughout the country (Banks, 2013). Among those places, it is important to highlight the province of Quebec, which, due to its distinct and diverse linguistic and cultural identity, helped foster various discussions on the concept of interculturalism as being an alternative to multiculturalism. In this region, interculturalism emphasized interaction and exchange between the different cultural communities while promoting the French and Quebecois cultures as central elements of the province's identity (Brosseau & Dewing, 2009).

Taking this into consideration, it is fair to say that addressing diversity gave rise to normative ideas of multiculturalism and interculturalism, which were mostly inspired by Canadian political theory and by the country's reality. The official constitutional definition of the concept of multiculturalism by the Royal Commission on multiculturalism in the Charter of Rights and Freedoms gave the concept political legitimacy and credibility (Kastoryano, 2018). This act aims to promote the protection of culture and language, to reduce discrimination and to increase cultural awareness and understanding (Brosseau & Dewing, 2009). It highlights the importance of cultural pluralism and the inclusion of all citizens, regardless of their cultural background. This act underscores the belief that multiculturalism contributes to the overall enrichment of the nation by fostering tolerance, and unity among its diverse population.

In turn, Europe embraced interculturalism as the basis of European identity by approving the White Paper on Intercultural Dialogue in 2008 (Kastoryano, 2018). The purpose was to promote a sense of belonging among individuals, groups, and communities as a way to construct a European political identity or rather to recognise Europe as a new political space of action and aspirations (Kastoryano, 2018).

Despite originating in specific historical and geopolitical contexts, multiculturalism and interculturalism became a global phenomenon, influencing policies, academic discourse, and social movements worldwide (Kastoryano, 2018). It is important to highlight that each country has a different way of managing diversity, with each having its approach and consequently its conception of national unity, equality, and solidarity. For instance, Canada has a policy that officially promotes the retention of cultural identities while also encouraging integration into Canadian society, this emphasises the value of diversity as a core component of national identity and unity (Brosseau & Dewing, 2009). Another example is Singapore, the country adopted a pragmatic approach to managing diversity that emphasizes meritocracy and social cohesion. The government has implemented various policies to ensure harmony among its major ethnic groups, for example, there are racial quotas in public housing to prevent ethnic enclaves, and the education system promotes bilingualism, requiring students to learn English along with their mother tongue. This seeks to balance ethnic diversity with national unity and equal opportunity for all (SG101, 2024).

The concept of multiculturalism fosters a debate on how to understand and address the difficulties attached to cultural diversity (Song, 2020). The majority of approaches on

how to manage diversity and inclusion, that apply the concepts of multiculturalism and interculturalism, have been used as an attempt to redefine citizenship and nationhood (Kastoryano, 2018)

Multiculturalism is a theory on culture. Hence, in order to deeply understand the concept, it is important to clarify the meaning of culture. Festenstein (2005) defines the concept of culture as a collection of unique rules, norms, and beliefs that constitute a group of individuals, moreover, the author suggests that people's values and convictions are partly shaped by their own culture.

Thus, the term multiculturalism emphasizes the coexistence of different cultural groups within a society, specifically the existence of differences across populations based on geographic, racial, ethnic, and other cultural markers that differ (Clayton, 2020). Sharing the ideals of other communities and respecting their diversity are hallmarks of multiculturalism. It advocates for recognizing, respecting, and preserving cultural diversity. The focus is on maintaining distinct cultural identities while promoting equality and inclusivity (Song, 2020).

Multiculturalism is the portrayal of a group of individuals that are relatively close yet have distinctively different cultural identities and affiliations because of their race, ethnicity, or nationality (Christopher, 2023). Multiculturalism encompasses more than just the presence of other cultures, it also refers to the attempts made to comprehend, accept, and accommodate individuals from different cultural backgrounds. The concept involves embracing cultural diversity, while eliminating prejudice, discrimination, and stereotypes, and fostering an environment where everyone is treated with respect and has an equal opportunity to achieve their goals in life (Christopher, 2023).

Equality is an essential aspect of multiculturalism, and inclusivity is considered one of its primary goals. Every group's culture is regarded as equal under multiculturalism, meaning that all cultures are comparable and equal regardless of their social or economic background. Multiculturalism aims to eliminate prejudice and pursue equality and inclusion for racial and ethnic communities while promoting intercultural understanding, individuals need to feel that there is mutual respect when engaging with different cultures (Christopher, 2023).

Ali Rattansi (2011) provides a valuable definition of multiculturalism as a way to properly respond to cultural and religious diversity. He shows how this concept is useful or

misused in public policies and political debates. Multiculturalism is simply defined as the acceptance of other's cultural differences, it paves the way towards a world with no racial qualifications, where equity, equality, justice, and dignity are fundamental concepts for a diverse society (Rattansi, 2011). A truly diverse society recognizes and values the cultural differences in its people.

Under the premise that people from diverse cultures may coexist peacefully, multiculturalism defends that cultural diversity should be preserved, respected, and even encouraged. Multiculturalism, as used in political philosophy, describes how societies decide to create and carry out official laws concerning the fair treatment of other cultures (Longley, 2020).

Multiculturalism may occur in two different ways, naturally through immigration or when diverse cultural jurisdictions combine their legislative norms, as is the case of Canada and their French and English communities (Longley, 2020). Currently, in the 21st century, multiculturalism plays a crucial role in managing communities, mainly because, as said before, it allows societies and individuals to be united and respectful of other cultures and their differences (Moawad & El Shoura, 2017). This concept is considered a new paradigm for nations that have become multi-ethnic mainly through immigration, it allows minority groups to retain most of their values, beliefs, languages, behaviours, and everything that makes them culturally different (Longley, 2020).

However, multiculturalism is not only a concept used to refer to a culturally diverse society but also used to refer to a type of policy that tries to protect cultural diversity (Rodrigues, n.d.). Throughout history there have been multiple societies that adopted multiculturalism as a policy, as is the case of Australia, Sweden and Singapore, its supporters believe that individuals should retain at least some features of their traditional cultures, while opponents claim that multiculturalism diminishes the identity and influence of the predominant culture, which could lead to fragmentation or segregation of communities. Most of the time, the concept is criticized for fostering cultural enclaves or for not encouraging a full integration into the broader society (Longley, 2020).

To this day societies remain culturally diverse, most countries have a mixture of individuals from various races, religions, beliefs, values, and languages. Through identifying and educating themselves about these diverse groups, communities can foster mutual respect, trust, and cross-cultural understanding. It is important to highlight that

cultural diversity offers new perspectives, a range of backgrounds, abilities, and experiences that are beneficial to communities and organizations in all contexts (Longley, 2020).

Over the past decade, interculturalism has emerged as a new approach in addressing cultural diversity in liberal democratic societies. This concept is notably well-received by various political elites and is becoming increasingly institutionalized (Joppke, 2018).

Whereas multiculturalism concentrates on a national level challenging the national identity, interculturalism emphasizes the local level mostly due to the physical and geographical closeness of groups and communities, which promotes dialogue and exchanges (Kastoryano, 2018). Interculturalism advocates for active interaction and communication between different cultural groups, fostering mutual understanding and cooperation by encouraging individuals from different backgrounds to engage with one another, with its main focus being to create a sense of belonging between cultures (Kastoryano, 2018).

Interculturalism seeks to overcome the potential drawbacks of multiculturalism by promoting a more dynamic exchange between cultures, this concept advocates for local intervention instead of national intervention and promotes group and interpersonal exchange. It aims for a pluralistic society where different cultural identities are respected, but there's also a focus on creating a common identity based on shared values and interactions (Joppke, 2018).

According to Zapata-Barrero (2017), interculturalism emerged in a post-multicultural era marked by a financial crisis, various identities, and post-race issues where diversity was undermining the idea of a homogeneous majority. Moreover, the author states that interculturalism is a mediator between two opposing forces, on one side duty-focused civic integration policies and, on the other, a gradually discredited multiculturalism. For him, his view of interculturalism embraces the impulse of finding common ground and limiting tolerance, leading to a mutual belonging of nationals and non-nationals and a so-called civic practice and citizenship (Zapata-Barrero, 2017).

Interculturalism promotes intercultural citizenship and is thus viewed as a key factor in the socialization process and creation of culture. In order to foster unity and reframe a shared public culture, diversity is therefore considered both a benefit and a resource (Kastoryano, 2018).

Zapata's view of interculturalism upholds the normative strength of multiculturalism by emphasizing equality, but it goes deeper to involve the inclusion of groups as it is, as he claims, "a collective resource for the benefit of the collectively". With this, the author proposes redefining the common public culture by fostering solidarity, community cohesion, and a common public culture that prioritizes diversity (Zapata-Barrero, 2017). Zapata (2017) argues that this strategy fills a gap that multiculturalism appears to have overlooked, mainly the interpersonal relationship and communication between individuals from different backgrounds (Zapata-Barrero, 2017). This suggests that multiculturalism has led to the division of society into different communities and that interculturalism facilitates mutual belonging as defended in the Intercultural Cities Program of the Council of Europe (Kastoryano, 2018).

Modood (2017) also implies that interculturalism is fundamentally an alternative to multiculturalism, however, he states that dialogue among groups, as other authors on interculturalism claim is a different approach, has always been at the heart of multiculturalism. For Modood the most important aspect of interculturalism is building a relationship of trust, since he considers it vital to conceive communication, dialogue, and solidarity among different ethnic groups (Modood, 2017).

Although both multiculturalism and interculturalism seek to address diversity within societies, they differ in their approaches to fostering integration, interaction, and the creation of a cohesive social fabric. Multiculturalism tends to emphasize the coexistence of separate cultural identities, whereas interculturalism promotes active engagement and dialogue between cultural groups to create a shared sense of belonging (Kastoryano, 2018). These concepts continue to evolve in response to changing demographics, migration patterns and social changes, reflecting the continuous efforts to manage cultural diversity and advance inclusive societies globally.

In contemporary discourse, multiculturalism and interculturalism have been recognized as essential concepts for understanding, navigating, and shaping the complexities of international trade, promoting diversity, understanding and cooperation among countries and cultures (Joppke, 2018). Modern interpretations of these ideas highlight their importance in promoting cooperation, innovation, and sustainable development in the global economy, these concepts are not only fundamental to social cohesion but are also catalysts of economic growth and global prosperity (Christopher, 2023).

Nowadays, businesses are gradually conducting cross-border operations and interactions with a variety of partners and customers from different cultural backgrounds, mostly due to the advancements in technology and transportation. It is of extreme importance for companies to understand how multiculturalism and interculturalism impact international commerce so they can successfully navigate the complexity of global markets and forge long and lasting partnerships with customers from around the world (Christopher, 2023). In the context of international trade, multiculturalism and interculturalism acknowledge and celebrate the numerous amounts of cultures, languages, traditions, and perspectives that characterize the global marketplace. Embracing these concepts in trade enables cross-border interactions, allowing businesses to engage with diverse consumer bases and adapt their products and services to cater to different cultural preferences and norms.

The way a business operates is significantly influenced by its cultural surroundings. This implies that a company should be willing to adapt its operations and activities to suit the social and cultural demands of a particular community or area. A crucial aspect of conducting business on an international scale is understanding the impact diversity has on it. In this scenario, businesses operate with a wide range of languages, customs, beliefs, and values, therefore they need to be cognizant of and respect the cultural differences in order to manage staff, customers, and business partners successfully (Christopher, 2023).

One of the main factors of multiculturalism and interculturalism in international trade is their capacity to foster creativity and innovation. When different cultures interact, they bring forth a rich diversity of ideas, customs, and approaches. This cultural exchange stimulates innovation and creativity, leading to the creation of new goods, technologies, and business strategies that appeal to consumers all over the world. A diverse workforce is a positive aspect of international trade, not only for bringing new ideas and perspectives but also for allowing a better understanding of the needs and wants of different markets worldwide. This enables companies to produce items and services that can be appropriate for all types of consumers (Christopher, 2023).

Moreover, multiculturalism and interculturalism promote equality and inclusivity in business relationships. Businesses need to be aware of cultural differences so they can succeed in the global market (Christopher, 2023). Recognizing the distinctive contributions of every culture encourages fair and equal participation in international

markets, empowering marginalized populations and communities and advancing socio-economic growth across regions.

Jonathan London argues that multiculturalism in international trade is not merely about tolerance or diversity but entails active engagement with cultural differences to drive economic growth and social cohesion. He emphasizes the role of multicultural policies and initiatives in fostering cross-cultural understanding and equitable participation in global markets (London, 2017).

It is also important to highlight that when a business expands its operations to different markets or countries, they are more likely to face new challenges and cultural differences. These differences can influence international trade on various levels, including, effective communication, solid negotiations, successful management, and correct decision-making. Effective cross-cultural communication requires a comprehension of cultural differences in communication styles, nonverbal cues, and language, when a business fails to effectively communicate across cultures it can result in misunderstandings, conflicts, and missed opportunities (Christopher, 2023).

Communication between people is a complex process, in which there are many opportunities for misunderstandings, as well as opportunities for growth and broadened perspectives. People tend to make sense of the world through generalisations, they base those generalisations on previous experiences, beliefs, and cultural norms. When people interact outside of their cultural background, they may have difficulty expressing and understanding what is intended because of the expectations that each person places on each other (Burton, 1997).

Fiona Adamson emphasizes the importance of dialogue and collaboration between cultures to shape international trade dynamics. She highlights how intercultural competence and communication skills are critical for businesses and policymakers to navigate cultural differences and leverage them as sources of competitive advantage in the global marketplace (Adamson & Tsourapas, 2019).

Promoting dialogue and empathy between cultures, it mitigates misunderstandings and tensions, enabling more efficient negotiations and trade agreements. Intercultural competence becomes a valuable asset for businesses and policymakers, allowing them to navigate the complexities of cross-cultural interactions effectively.

1.2 Concept of Globalisation

Globalisation refers to the process by which countries, economies and cultures become increasingly interconnected and interdependent. Due in large part to the emergence of globalisation, the concepts of interculturalism and multiculturalism have become the subject of extensive research. This phenomenon has opened up a wide array of possibilities for people to connect with other cultures, giving rise to the concepts explored previously in the present study. It is driven by advancements in technology, communication, and transportation, which facilitate the exchange of goods, services, information, and people across national borders.

Before analysing the concept of globalisation, there is a need to clarify its nature and outline its past. The idea of globalisation, as it exists today does not have a single birthplace or moment of origin, but rather has developed over time as a result of numerous historical periods and intellectual contributions.

The roots of globalisation can be traced back to ancient trade routes, as is the case of the Silk Road, which connected the East and West, facilitating the exchange of goods, culture, traditions, and ideas. Likewise, the Age of Exploration in the 15th and 16th centuries signalled by European explorers like Christopher Columbus and Vasco da Gama, expanded global trade networks and cultural exchanges. This era saw significant movement of individuals, goods, and cultural influences, although frequently under coercive and exploitative conditions (Hopkins, 2002). The 1700s and 1800s marked the era of the Industrial Revolution, a period that greatly increased the ability to produce goods and resulted in the rise of global markets. Later on, the aftermath of World War II saw significant efforts to foster a more globally interconnected economic system, organizations like the United Nations, the International Monetary Fund, and the World Bank were formed to encourage collaboration among nations and ensure economic steadiness (Pieterse, 2019). These Institutions play significant roles in shaping global governance and addressing transnational issues like climate change, human rights, and security. However, Stiglitz (2002) critiques the implementation of globalisation policies, particularly by these international financial institutions, mainly because he argues that these policies often exacerbate inequality and economic instability in developing countries.

While the concept of globalisation is often linked to the early 1960s, primarily due to its growing importance in scholarly and public discussions, it wasn't until later that it truly captured the attention of the general public. It emerged as the catchphrase of the 90s as it perfectly described the growing interconnectedness of social interactions worldwide (Steger, 2010).

By the twenty-first century, the world was seen as following the rise of the West. In this period, as a result of the emerging tendencies in globalisation, the international economic centres were moving to the South, to the recently industrialised nations (Pieterse, 2019). This rise unfurls in two main moments, first, in the economic sector, where demand from more industrialized nations drove global economic development and drove up commodity prices, and second, in the financial domains (Pieterse, 2019).

This is a complex and contested concept. Although the precise origin of globalisation is unclear, if its definition is linked with the rise of international interconnectedness, including increasing flows of trade, investment, and communications between countries, then globalisation has been occurring over the past five decades (Michie, 2019). Additionally, advancements in technology have simplified international travel, media access, and financial transactions, leading to significant growth in global traffic.

A clear and precise definition of globalisation is crucial to advance contemporary knowledge and policy. Given that globalisation is a concept used across several fields and since the phenomenon it covers is always evolving, various authors have approached the term in different ways. While some have rejected the term altogether claiming it is too vague to be meaningful, others have used it to refer to cross-border interactions in a very generic sense (Hopkins, 2002).

Overall, globalisation is a multifaceted phenomenon that alters how individuals and nations interact on a worldwide scale. It brings several benefits, including economic growth, cross-cultural exchanges, and technological advancements (Giddens, 2002). This entails the integration of national economies into the global economy through trade, investment, and the movement of capital. A global marketplace results from the interconnectedness of markets and the international operation of businesses. For many economic liberals, globalisation is associated with the wealth-generating effects of free trade and free movement of capital, the liberating effects of new information technology on human communication and exchange (Holton, 2005).

The term globalisation describes the increasing interdependence and global integration resulting from the swift and smooth flow of money, people, images, values, and ideas across national boundaries (Hurrell & Woods, 1995). Recognised for its quantitative significance and multi-dimensional character, globalisation transforms economic, political, social, and cultural relationships across countries, regions, and continents by broadening their scope, intensifying their interactions, and increasing their speed (Hopkins, 2002). This complex phenomenon encompasses the interactive co-evolution of numerous technological, cultural, economic, social, and environmental trends at various spatiotemporal scales (Rennen & Martens, 2003). Thus, globalisation may be described as the strengthening of international social relationships that connect distant locations in such an approach that local events may be influenced by events taking place far away, and vice versa (Pieterse, 2019).

Globalisation is often seen as a process originating from both national and international roots. There is the need to distinguish international relations and globalisation. The former arises from ties between nation-states, while the latter relates to processes that transcend and are not explained or confined by these relations. A prominent argument asserts that globalisation has diminished the importance of territorial boundaries, long considered a fundamental component of national sovereignty and, consequently, of international relations. Conversely, a vigorous counterclaim argues that globalisation is a product of nation-states and can only continue if the nation-state remains strong (Hopkins, 2002).

Globalisation and international trade are deeply intertwined phenomena that have reshaped the global economy, especially in recent decades. The world is now a more accessible place, much due to the growth of international trade, travel and communication, individuals from different cultural backgrounds interact more frequently and intimately than before. This enhanced level of interaction has led to a greater exchange of cultural values, traditions, and practices. For instance, the spread of food cultures, such as the popularity that sushi gained in Western nations, exemplifies how globalisation fosters cultural exchange, cross-cultural understanding, and mutual appreciation.

Globalisation has enhanced human rights, encouraged gender equality, and accelerated economic growth (Potrafke, 2015). It has fundamentally transformed international trade by making it more extensive and interconnected. Advances in transportation and

communication technologies have reduced the cost and time of moving goods and services across borders, facilitating a massive increase in trade volumes.

According to Friedman (2005), globalisation has levelled the playing field, creating a world where individuals and companies can participate in the global economy on relatively equal terms due to advancements in technology and communication. The author described globalisation as a powerful and inevitable force shaping the modern world and highlighted the role of the internet, outsourcing, and supply chaining in driving this transformation. Advances in technology, particularly in information and communication, have been pivotal to globalisation. The internet, mobile phones, and social media platforms enable instant communication and access to information worldwide, shrinking the time and space barriers (Friedman, 2005).

As mentioned before, globalisation is a multifaceted phenomenon that reshapes how countries and individuals interact on a global scale, this involves the global movement of people, including migration, tourism, and international education (Steger, 2010). While it leads to diverse societies and multicultural communities, bringing numerous benefits, such as economic growth, cultural exchange, and technological progress, globalisation also presents significant challenges, including economic inequality, cultural erosion, environmental degradation, and immigration policies. Cultural exchange can lead to greater understanding and appreciation of diversity but can also result in cultural homogenization, where local cultures are overshadowed by dominant ones (Steger, 2010).

Exposure to different cultures helps to break down stereotypes and prejudices. For instance, educational programs and international collaborations further enhance this understanding, student exchange programs allow young people to experience life in a different cultural setting, fostering a sense of global citizenship and empathy towards other cultures. However, the dominance of certain cultures can lead to cultural homogenisation, where local traditions and practices are overshadowed or lost. Furthermore, the rapid spread of information and cultural products can sometimes result in cultural appropriation, where elements of a culture are taken out of context and used disrespectfully or commercially (Holton, 2005).

One particularly important feature when talking about globalisation is inequality. Inequalities among states both shape the process of globalisation and are affected by

it. Serious analysis of this topic has led to the idea that globalisation enhances inequalities, human misery, and injustice (Holton, 2005). It is of extreme importance to understand that globalisation requires an approach that is both multidisciplinary, combining insights from a range of intellectual sources, and multicultural in the sense that human experience from all parts of the world must be drawn upon (Holton, 2005).

Despite this, globalisation also offers ways for positive intercultural relations, since it encourages multiculturalism, interculturalism and the celebration of diversity, as seen in cosmopolitan cities where multiple cultures coexist and interact. It has significantly contributed to the emergence of multicultural societies, as people migrate for economic opportunities, education, and refuge, bringing with them their diverse cultural customs, beliefs, and languages (Pieterse, 2019). With advances in technology and communication, such as social media and digital connectivity, globalisation has enabled people from different cultural backgrounds to interact and share their experiences, promoting intercultural dialogue and understanding, helping to break down cultural barriers and reduce prejudices.

Globalisation, multiculturalism, and interculturalism are interconnected concepts that together shape contemporary society. As globalisation accelerates the movement of people, goods, ideas, and cultures across borders, it plays a vital role in fostering multiculturalism and interculturalism. The synergy between these concepts is evident in their collective impact on modern societies. Globalisation acts as the driving force that brings diverse cultures into contact, creating multicultural environments. In these environments, multiculturalism ensures the recognition and inclusion of diverse cultural identities, while interculturalism fosters the interaction and dialogue necessary for these cultures to coexist harmoniously (Pieterse, 2019). Together, these concepts contribute to the development of global citizens who are culturally aware and prepared to explore the complexities of a diverse world. They encourage societies to move towards a more inclusive and integrated global community, where cultural diversity is not only accepted but celebrated, and where intercultural dialogue leads to greater understanding and cooperation. The dynamic interplay between different cultures in a globalized world requires ongoing dialogue, respect, and cooperation to ensure that the benefits of globalisation are shared equitably, and that cultural diversity is preserved and celebrated (Pieterse, 2019).

1.3 Intercultural Dialogue and its Importance for Cross-Cultural Negotiations

Globalisation brought a unique level of interconnectedness among nations, cultures, economies and individuals. Over the past two decades, globalisation has influenced social, cultural and linguistic diversity in societies around the world (Blommaert & Rampton, 2011), helping bring into the spotlight concepts such as multiculturalism, migration, and interculturality (Damaschin, 2019, p. 39). The movement of people and cultures has emphasised cross-cultural interactions, highlighting the necessity to acknowledge diversity, promote intercultural dialogue and protect human rights for the consolidation of democracy, freedom, respect, equality, peace and social cohesion (Damaschin, 2019, p. 39).

In this context, mutual understanding and effective intercultural dialogue become important assets for intercultural encounters (Lähdesmäki, et al., 2020). Being able to successfully communicate among cultures is paramount. A crucial way to live in societies and to maintain one's culture is to communicate. Without communication, it would be impossible to preserve and share cultural characteristics from one place to another (Evanof, 2001). The topic of intercultural discourse becomes more critical in a globalised society. A particularity of intercultural interaction is the communication competency issue. In order to communicate, people have to understand each other, exchange and interact (Kochoska, 2015).

An individual may be highly competent in communicating with people who share the same culture but not competent when interacting with others who are culturally different (Rudd & Lawson, 2007, p. 154). By embracing intercultural dialogue, individuals, communities, and nations can harness the benefits of globalisation while mitigating its challenges, leading to a more harmonious and interconnected world (Blommaert & Rampton, 2011).

Culture and communication are directly linked. Communication, the ability to share ideas and feelings with others, is the basis of all human contact. It is simply the verbal or non-verbal exchange of ideas and information between individuals (Middlebury Language Schools, 2023). Culture is somewhat learned, acted out, transmitted, and preserved through communication. It is defined as socially transmitted beliefs, values, norms, behaviours, attitudes, customs and languages that are shared by a particular group of

people or a community. It can be understood as someone's way of being. Overall, culture is what shapes people, it shapes their identity and influences their behaviour.

The ability to communicate with people from diverse cultures is referred to as intercultural communication (Middlebury Language Schools, 2023). Intercultural dialogue is the verbal and nonverbal interaction and exchange of views between individuals and groups from different cultural backgrounds. According to the Council of Europe (2008), intercultural dialogue might be broadly understood as

An open and respectful exchange of views between individuals and groups with different ethnic, cultural, religious and linguistic backgrounds and heritage, on the basis of mutual understanding and respect. It requires the freedom and ability to express oneself, as well as the willingness and capacity to listen to the views of others. (Council of Europe, 2008).

Intercultural communication is about much more than just spoken language, mainly due to the fact that a considerable amount of communication is nonverbal. Hence the necessity to not only learn the language but also learn the behavioural norms for good communication (Damaschin, 2019). This dialogue englobes communication that goes beyond mere tolerance, seeking to build genuine understanding and respect among diverse cultures through active engagement and empathetic listening. For efficient communication among cultures, it is required that individuals understand that they need to communicate in someone else's culture, not their own (Kochoska, 2015).

Intercultural communication is no longer seen as a choice but as a must, mostly because its significance extends to several domains, including cross-cultural relations, business, education and community enhancement. Therefore, it must be encouraged and fostered (Kochoska, 2015). For Cantle (2001) cross-cultural dialogue is a fundamental process in applying the goals of interculturalism, such as fostering understanding and empathy with others. It is viewed as a strategy to uphold cultural diversity and to foster social cohesion. Thereby, intercultural dialogue is a necessary instrument in the attempt to resolve intercultural disputes amicably and a prerequisite for fostering a culture of peace (Damaschin, 2019). It is the first step to recognize the advantage of diverse cultural traditions and histories as well as to increase the number of potential solutions for common problems.

Fundamentally, the primal tenet of intercultural communication is to treat all interacting voices and points of view equally rather than favouring any single voice, perspective, or

worldview (Damaschin, 2019). Cross-cultural interactions expose individuals to ideas, beliefs, and behaviours that may be significantly different from those they have grown up to accept as true in their own cultural traditions (Evanof, 2001). This requires people to reconsider their own beliefs and values, to consider different viewpoints, and to incorporate at least some of these new perspectives into their own way of thinking. It assists individuals in overcoming specific cultural mindsets and exploring a wider range of what is possible for humans to achieve (Evanof, 2001). In the case of a multicultural model, dialogue is an antidote to rejection and violence. Its objective is to enable us to live together peacefully and constructively in a multicultural world and to develop a sense of community and belonging (Kochoska, 2015). Intercultural dialogue helps bridge gaps in understanding while also dispelling misconceptions, stereotypes and prejudices. It aims to develop a deeper understanding of diverse perspectives and practices, learning from those that do not see the world with the same perspective; to foster equality, promoting tolerance, empathy and respect for the other, which enables individuals to appreciate the richness of cultural diversity; to increase co-operation and participation; to allow personal growth and transformation; and to enhance creative processes (Council of Europe, 2008).

Overall, intercultural communication promotes political, social, cultural, and economic integration as well as the cohesion of culturally diverse nations, while being aware and trying to prevent racial, religious, linguistic, and cultural divisions. It enhances social cohesion by encouraging inclusive practices and policies, enabling communities to advance together and resolve conflicts and differences in a constructive and democratic way based on shared universal principles (Kochoska, 2015). It is crucial to understand that cross-cultural communication does not occur by itself, this is a crucial step in overcoming the barriers that separate individuals and communities, however, dialogue represents only one element of the equation, individuals need to take into account much more than dialogue itself in order to successfully interact in a multicultural/intercultural world (Damaschin, 2019). Not only understanding communication styles, habits and preferences but also how they could help or hinder when interacting with others from different cultural backgrounds is a valuable personal asset (Middlebury Language Schools, 2023).

Overcoming stereotypes and biases that may exist among diverse cultural groups is one of the major obstacles when promoting and engaging in cross-cultural discourse. In general, biases are the tendency to favour or disfavour a group based on one's personal

preferences, beliefs, or experiences, whereas stereotypes are generalized and frequently inaccurate views about the traits, behaviours, and values of a group of people (Damaschin, 2019). Prejudice, discrimination, and conflict can result from both stereotypes and biases, mainly because they have the power to deter the development of mutual understanding, respect, and trust among culturally different individuals (Lähdesmäki, et al., 2020). Hence, in order to overcome these problems, there are a set of skills and personal competencies that individuals must possess for an effective intercultural dialogue, among which are self-awareness, empathy, respect, adaptability, emotional intelligence and patience (Middlebury Language Schools, 2023). Essentially, developing intercultural communication skills and cultural competence is essential for building connections across cultures and facilitating cooperation and collaboration in the current interconnected and diverse global community.

In the modern globalized economy, business negotiations frequently occur across cultural boundaries. More and more companies expand their reach internationally, making it inevitable to engage with partners, clients, suppliers and employees from diverse cultural backgrounds (Lähdesmäki, et al., 2020). Having the ability to communicate effectively across cultural boundaries is therefore a critical skill for the success of any intercultural or multinational enterprise. In this context, intercultural dialogue is fundamental, serving as a foundation for successful business negotiations (Lähdesmäki, et al., 2020). Businesses recognise that their employees must be proficient in cross-cultural communication if they are to succeed in the current global marketplace. In the past, in order to conduct intercultural negotiations, the majority of multinational managers relied on broad cultural standards and guidelines. Nevertheless, old, superficial generalizations are becoming less accurate, mainly as a result of the rise in international economic transactions, which has led to integrated cultural exchanges, new cultural alliances, and distinctive cultural interactions (Rudd & Lawson, 2007). In general, negotiators are conscious that dialogue is one of the most important tools for successful negotiations, as it is how companies can accomplish goals, settle disagreements, and establish connections (Cardenas, 2024).

These interactions can be complex due to variations in language, customs, values, business etiquette, non-verbal cues, and communication styles. Simply, communication styles refers to the patterns, methods, and techniques individuals use to convey and receive information (Blommaert & Rampton, 2011). These styles diverge significantly

across cultures, organizations, and individuals. For instance, one of the most important communication styles are the high-context and low-context communication.

Edward Hall, in his work “The Silent Language” (1973) discusses how understanding cultural contexts can significantly improve communication. He argues that recognizing the difference between high-context and low-context communication styles can help negotiators avoid misunderstandings and convey their messages more clearly. In low-context cultures, communication is considered straightforward and simple, it values clarity and brevity, expressing thoughts, needs, and expectations explicitly. This type of communicator places less emphasis on the surrounding context and non-verbal cues (Hall, 1973). On the other hand, high-context cultures tend to be more subtle and less explicit in their messages, they rely heavily on implicit messages, non-verbal cues, and the context in which communication occurs (Hall, 1973). For example, the USA and Germany are considered low-context cultures, known for explicitly stating their thoughts and intentions, while Japan and China are related to high-context cultures, they prefer indirect and implicit communication, using subtle hints or nonverbal cues to convey their messages (Hall, 1973). Understanding whether a culture is high-context or low-context helps in adapting communication styles to enhance clarity and reduce misunderstandings during intercultural dialogue and business interactions (Hall, 1973).

Consequently, it is of extreme importance that businesses study and navigate these differences so they can foster effective communication and build successful relationships worldwide (Fisher & Ury, 2011). Assuming that every country has the same way of conveying its messages is extremely naïve and disrespectful, as this can significantly affect the outcome of a business negotiation. Thus, one key aspect of successful cultural negotiations is the ability to listen and learn about the other party as well as to align with their cultural norms or preferences. Effective communication plays a vital role in bridging these cultural gaps (Damaschin, 2019).

By attentively understanding different cultural viewpoints, concerns, and values, negotiators can foster a collaborative environment and establish trust. Trust is a fundamental component of effective negotiation, as highlighted by Roger Fisher and William Ury (2011). They emphasize that trust facilitates open communication and reduces the chances of conflict, leading to more collaborative and constructive negotiation processes. This fosters better interactions and minimizes misunderstandings (Fisher & Ury, 2011).

As global interactions continue to expand, the ability to engage in meaningful intercultural dialogue will remain a critical skill for negotiators aiming to navigate the complexities of cross-cultural environments (Lähdesmäki, et al., 2020). By embracing the principles of intercultural dialogue, businesses can bridge cultural gaps and achieve agreements that are not only effective but also equitable and balanced (Evanof, 2001). In today's interconnected and diverse business world, companies may thrive by prioritizing communication skills. Intercultural dialogue is indispensable for successful cross-cultural negotiations. It builds mutual understanding and trust, enhances communication skills, increases cultural sensitivity, facilitates problem-solving, and promotes ethical negotiation practices (Damaschin, 2019). However, effective communication in global business is a multifaceted topic that requires continuous learning and development.

1.4 Cross-cultural Negotiations

All human interactions are, by definition, intercultural. When two people come together, it is considered an intercultural encounter as they both view, discover, and create reality in different ways. Consequently, all negotiations are also characterized as cross-cultural (Martin, et al., 1998).

Nowadays, cross-cultural negotiations are becoming an ever-more-important aspect of management and marketing processes for almost every company. Trade negotiations are increasingly frequent since sales make up the majority of business transactions. They may be seen as a collaboration between two or more business partners that wish to explore new opportunities by mutually exchanging products, services, and money (De Moor & Weigand, 2004).

Herbig (1997) describes negotiation as “the process by which at least two parties try to reach agreement on matters of mutual interest”. In cross-cultural settings, negotiation may be more precisely described in terms of the unique cultural traits that characterize the individuals negotiating, including the significant differences related to their respective cultural backgrounds. Thus, cross-cultural negotiation englobes people from various cultural backgrounds who come together in order to reach an agreement (Herbig, 1997). Naturally, this straightforward description of cross-cultural interactions conceals many levels of intricacy. There are several ways that cross-cultural negotiations can take place.

They can be as simple as two people negotiating on behalf of their respective cultural groups, or they can be as complex as multiple large negotiating teams whose members have different experiences, agendas and expectations (Kramer, 2010).

Intercultural negotiations are necessary not only because people with different perspectives, emotions, and behaviours must come to a consensus on pragmatic issues like how to produce, consume, organize and distribute, but also because the current world is difficult, contradictory, and unpredictable. In order to succeed, businesses have to negotiate (Martin, et al., 1998). It is important to consider the various verbal and implicit preferences of each party involved in the negotiation since it can significantly influence behaviours and decisions. The actions of an individual are contingent upon the actions of their negotiating partner and must thus be modified accordingly (Schoop, et al., 2010).

According to Moran and Stripp (1991), negotiations are defined by the four Cs: common interest, when individuals in a negotiating process want something that the other party claims or possesses; conflicting interests, which occurs when people cannot agree on issues of mutual interest, including quality, payment, distribution and profits; compromise, this relates to the attempt of finding a solution to areas of dispute; and lastly criteria, which refers to the circumstances surrounding the negotiations (Moran & Stripp, 1991). While all negotiations generally occur within the previous setting, it is important to take into consideration that the political, economic, social, and cultural systems of a nation will influence all negotiations. Hence, international business negotiations are a unique process that requires individuals to alter their perspectives and views which may impact the choice of suitable techniques and strategies for an efficient business interaction (Rogoveanu, 2010).

It is fair to say that conducting negotiations with people from the same country and with similar cultural backgrounds might be easier, as most of the time it allows individuals to make reasonable cultural assumptions that are accurate and help accelerate communication when negotiating. When two cultures are involved, the situation cannot be the same. Assumptions regarding the culture of another person are frequently harmful since they can result in misconceptions and miscommunication. Businesses need to be careful not to allow cultural stereotypes to dictate how they negotiate or interact with other countries/cultures, always keeping in mind that expectations, values, interests, and needs vary greatly (Martin, et al., 1998). A negotiating strategy that works effectively in one culture could be completely unsuitable for another. The bounds of what is acceptable,

suitable, or appropriate in international negotiations are significantly influenced by the cultural norms of the nation where the business is occurring. Thus, while working in or with different cultures, increased sensitivity, greater attention to detail, and sometimes changes in fundamental behavioural patterns are a must (Rogoveanu, 2010).

Culture impacts negotiation in three ways, it shapes one's vision of reality; it filters out information that contradicts or is not acquainted with specific culturally accepted beliefs and ideas; and it projects meaning onto the words and behaviours of other individuals (Rogoveanu, 2010). International negotiations are influenced by the values, beliefs, and background influences of each party, which can lead to innovative and creative solutions as it brings diverse perspectives to the table. Different cultural backgrounds offer unique insights and approaches to problem-solving, they often come in contact with strange and sometimes opposing sets of norms, plans, classifications and behaviours (Rogoveanu, 2010). By leveraging this diversity, negotiators can explore a wider range of options and develop solutions that might not have been considered in a monocultural context. This diversity-driven innovation is precious in addressing complex global challenges that require multifaceted approaches (Kramer, 2010). In this context, trust becomes a cornerstone of successful negotiations. Building trust across cultures requires a deep understanding of cultural norms and values. When negotiators take the time to learn about and respect their counterparts' cultures, they create a foundation for long-lasting and productive relationships (Kramer, 2010).

As the world becomes more interconnected, the ability to navigate intercultural negotiations will remain a critical skill for individuals and organizations striving to thrive in diverse environments. The importance of intercultural negotiations cannot be overstated, as it plays a pivotal role in ensuring successful outcomes in various domains. It helps companies to foster international collaboration, economic development and peaceful coexistence.

1.4.1 Challenges in Cross-cultural Negotiations

In today's interconnected and rapidly evolving world, businesses operating across borders and cultures face multiple challenges. The global business landscape is a dynamic field where opportunities and risks coexist, demanding strategic expertise, adaptability, and a nuanced understanding of diverse factors (Kochoska, 2015).

As humans, individuals grow with a certain mindset and have a specific understanding of the world around them. It's mostly the individual's surroundings and the people they surround themselves with that influence their thoughts and beliefs (Kochoska, 2015). In some ways, people are the product of different micro-cultures, depending on their family, gender, colour, religion, age, education, geographic background, peer groups, occupation, and so on. People frequently bring a certain amount of baggage to cross-cultural encounters based on their personal history, which most of the time, leads to inaccurate presumptions and prejudice (Godin, 2006). What makes it particularly challenging is that cultural differences are reciprocal, meaning that both sides of the negotiation party will feel uncomfortable and awkward when dealing with other cultures that they do not know enough about. Business across cultures can be adversely affected by various cultural challenges. These challenges prevent people from effectively communicating and working with each other (Godin, 2006).

Notwithstanding, it is important to highlight that cultural diversity is not a source of conflict, misunderstandings and discrimination by itself, the way people deal with diverse cultures is the major catalyst for these problems. As Ettliger (2012) argues, difference becomes a problem when we lack knowledge of others. Relating diversity as something negative raises opportunities for stereotypes and prejudice, which can make it challenging to reach an agreement or conclude a business contract with another country. Consequently, the necessity to promote dialogue, tolerance, empathy, respect and mutual understanding becomes a major aspect of international business (Damaschin, 2019, p. 49)

Enterprises will face a range of challenges when negotiating with international suppliers, including unfamiliar governments, laws, and principles (Cardenas, 2024). The most frequent challenges in cross-cultural discussions, according to Hendon, et al., (1996), are:

- Lack of awareness of various ways of thinking.
- Lack of understanding of the host nation's history, culture, government, laws, and perceptions of outsiders.
- Inadequate regard for political or other standards.
- Lack of acknowledgement of the decision-making procedure.
- An inadequate comprehension of the significance of interpersonal relationships and personalities.

One of the primary challenges in cross-cultural negotiations is the communication barriers. Even when a common language is used, idiomatic expressions, jargon, and non-verbal cues can vary significantly across cultures, causing confusion, misinterpretations and miscommunication (Tinsley, et al., 2004). Within the subject of language, there are various ways to misinterpret others, whether it is different communication styles or different non-verbal cues, they all can impact the way an individual is perceived in a cross-cultural context. Regarding communication styles, some countries value direct and explicit communication, while others prefer indirect and implicit messages (Tinsley, et al., 2004).

Although translation can help minimize the outcomes of these differences, it can also sometimes lead to a distortion of the meaning. For example, words that often cannot be translated can lead to difficult communication between parts. While translating a word, its significance might get lost, affecting how information is conveyed and interpreted (Middlebury Language Schools, 2023). Therefore, working knowledge of the language is necessary for intercultural encounters, however, words alone cannot account for how people will interpret non-verbal cues, including body language, gestures, tone of voice, the pace of speech, and facial expressions (Godin, 2006). Varied interpretations of gestures, facial expressions, and body language can affect a negotiation's effectiveness. In Japan, for instance, it's rude to maintain eye contact, whereas in some European countries, it intensifies the certainty of what is being conveyed. Being aware of these differences can prevent misinterpretations and enhance cross-cultural communication during negotiations (Godin, 2006).

Another major challenge is the variation in cultural norms and values, this includes distinct attitudes towards time, power distance, and individualism versus collectivism. Understanding that some countries value building long-term relationships and trust before conducting business, while others focus on immediate results and efficiency, or that some may prioritize punctuality, while others believe it is acceptable and fashionable to be late, is of extreme importance for the outcome of the negotiations (Lewicki, et al., 2019). For instance, Germans typically believe that being late is considered disrespectful, they highly value punctuality and efficiency. While in India being late is considered a sign of importance, furthermore, Indians place more emphasis on building personal relationships before discussing business matters (Gelfand & Brett, 2004). Establishing trust across cultures requires time, effort, and understanding of cultural norms. Cultures vary in their

emphasis on building personal relationships or focusing strictly on business outcomes, thus the need for negotiators to be aware of these differences and invest time in relationship-building when necessary (Lewicki, et al., 2019). The ethical standards and practices of each country are also a challenge to intercultural business. What is considered ethical in one culture may be viewed as inappropriate or offensive in another, which when not properly studied leads to significant problems in maintaining trust and respect during negotiations (Donaldson, 1996). For example, gift-giving can become a major problem in a business negotiation, as it may be seen as a normal part of business culture in some cultures, in others, it might be viewed as inappropriate or even as bribery. This can create significant challenges in maintaining trust and respect during negotiations (Donaldson, 1996).

Differences in the pace of decision-making processes, such as consensus-based or hierarchical approaches are also a challenge and may affect negotiation timelines and outcomes. This means that some cultures emphasize consensus and group decision-making, while others follow a more hierarchical approach where decisions are made by individuals in authority (Hofstede, 2001). Furthermore, the legal and regulatory systems of different nations can also significantly affect cross-cultural negotiations, mostly because, when different, they can affect the terms and conditions of agreements, which may lead to legal pitfalls and lack of compliance among all countries. Differences in contract laws, business practices, and compliance requirements can affect the terms and conditions of agreements, businesses must navigate different legal systems and regulatory environments in order to successfully conduct the negotiation process (Salacuse, 1998).

In order to establish profitable partnerships, expand into new markets, and negotiate advantageous deals, businesses must successfully manage cultural differences (Godin, 2006). To overcome these challenges, negotiators should invest time in understanding the cultural backgrounds of their counterparts, demonstrate cultural sensitivity, and be adaptable in their negotiation approaches (Damaschin, 2019). Building cultural competence through education, experience, and seeking advice from cultural experts can significantly enhance the effectiveness of cross-cultural negotiations. Additionally, in order to improve communication and promote more seamless negotiations, it might also be helpful to use qualified translators or cultural mediators (Damaschin, 2019).

1.4.2 Cultural Intelligence/Awareness

Cultural differences can create a divide between countries that are in negotiation processes. Understanding and appreciating cultural differences is a crucial component of cross-cultural communication and negotiation. Businesses need to constantly search for methods to cross this cultural divide (Cardenas, 2024). The first step in order to do so requires all parties to find something in common, such as shared experiences, interests, or goals. Organizations may negotiate more effectively when they are aware of the values, traditions, and communication styles of other cultures. This recognition and understanding of cultural differences is known as cultural awareness (Cardenas, 2024).

Cultural awareness, sometimes referred to as cultural intelligence (CQ), is increasingly recognized as a crucial skill in today's globalized world. It refers to the capacity to recognize, value, and communicate effectively with individuals from other cultural backgrounds. Van Dyne, et al., (2011) define it as the capacity to perform efficiently in cross-cultural contexts. The concept has become increasingly important, as the world becomes more interconnected, the need for cultural awareness also becomes more pronounced, impacting various sectors including business, education, and international relations (Hofstede, 2001). More and more, companies are recognizing the importance of cultural intelligence and bridging cultures for both corporate and individual success (Van Dyne, et al., 2011).

Cultural intelligence is also about adapting behaviour to be effective in different cultural contexts. This goes beyond mere awareness and entails being able to adjust one's communication styles, negotiation strategies, and management practices to suit different cultural settings. According to Van Dyne, et al., (2011), cultural intelligence comprises four components:

- **Metacognitive CQ:** The ability to acquire and understand cultural knowledge.
- **Cognitive CQ:** Knowledge about diverse cultures, their differences, and similarities.
- **Motivational CQ:** Interest, desire and motivation to adapt to different cultures.
- **Behavioral CQ:** The ability to exhibit appropriate behaviours in cross-cultural interactions.

The importance of cultural intelligence is evident in the business world. Organisations that operate internationally or have a diverse workforce benefit significantly from leaders

and employees who possess high cultural intelligence. Skilled negotiators use their cultural intelligence to discover points of agreement, find original ideas, and forge enduring bonds between cultures (Earley & Ang, 2003). A high CQ enables businesses to establish effective partnerships, prevent misunderstandings, and develop trust. Research has shown that culturally intelligent individuals are better at teamwork, leadership, and conflict resolution in multicultural settings (Ang, et al., 2007). They can effectively manage teams composed of members from various cultural backgrounds, being able to foster an inclusive work environment that respects and values diversity, which can increase employee satisfaction and productivity (Thomas & Inkson, 2009). Additionally, businesses that invest in high CQ are more adept at identifying and leveraging the variety of perspectives and concepts that arise from a multicultural workforce, which leads to more creative and useful solutions (Thomas & Inkson, 2009).

Cross-cultural awareness requires a gradual process of contact and interaction between cultures. Individuals can engage in a variety of activities to increase their cultural intelligence, including the understanding of beliefs, concepts, and values and the familiarization of the external characteristics of the cultures, such as language, clothes, art, and customs (Muntean & Vesa, 2019). Furthermore, in order to be successfully culturally intelligent, individuals can learn about various cultures through reading, travel, and cultural exchange programs; soliciting input from culturally diverse peers; and reflecting on one's own cultural preconceptions and prejudices. Organizations may also help to foster cultural intelligence by offering training and development programs that emphasize cultural awareness and intercultural communication skills (Bennett, 2004). Businesses should encourage critical thinking and self-awareness among their employees, as it can help individuals identify and acknowledge others' cultural identities, origins, and experiences, as well as understand how these can influence their views, interpretations, and judgments of others. Intercultural awareness and exchange can also help to reduce stereotypes and biases and to increase empathy, respect and trust among culturally diverse people (Bennett, 2004). It is important to highlight that for individuals to become conscious of their cultural bias, they must consider what their own culture is like (Kochoska, 2015).

Cultural awareness or cultural intelligence is a vital skill, as globalization continues to bring people from different cultures closer together, the ability to navigate cultural differences will become increasingly important for personal and professional success.

Businesses may thrive in this complex ecosystem if they embrace diversity and embed cultural competency, and comprehensive perspectives into their values (Kochoska, 2015).

CHAPTER II – HOST ENTITY PRESENTATION

Chapter 2 – Host Entity Presentation¹

2.1 Presentation of the Company



Figure 1- Dispnal's Logo.
Source: (Dispnal, 2024)

Dispnal Pneus SA is a company that operates within the automotive industry, specializing in the sale and distribution of tyres, truck wheels and tubes. This company is an anonymous society that serves the national market with a wide range of tyre products. Furthermore, Dispnal has several brands in its portfolio, a large part of which it represents exclusively in Portugal.

With a solid presence in the national market, Dispnal Pneus offers a wide range of tyres for different types of vehicles, including cars, commercial, SUV, agricultural, and industrial. The company works with internationally renowned brands, ensuring high-quality products that meet the specific needs of each client.

In addition to selling tyres, Dispnal Pneus SA offers essential complementary services, such as tyre mounting, alignment, and balancing, contributing significantly to the safety and efficiency of vehicles. The company has a well-established distribution network in Portugal, which allows fast and efficient delivery of its products throughout the national territory.

Innovation is Dispnal's hallmark, which continually invests in modern technologies to improve its customers' experience. Using advanced inventory management systems and intuitive online platforms, the company facilitates the ordering and purchasing process, making it more accessible and convenient. Known for its commitment to quality and customer service, Dispnal is a trusted reference in the sector, offering complete, high-performance solutions for the automotive industry.

¹ All the information used throughout this chapter was provided by Dispnal, both in person and through PowerPoint presentations. You may see their authorization for the use of such information in Annex I.

2.2 Location

Since 2018, Dispnal's head office has been located in Baltar, with a total space of 8000m². In addition to being a logistic centre, this facility also hosts the official office with all the departments responsible for the company's management and performance. Previously, the head office was situated in Valpedre, Penafiel. Although it is no longer the primary office, the Valpedre location, spanning 4.000m², remains a Dispnal property and functions solely as a logistic centre.



Figure 2- Dispnal's Head Office, Baltar.
Source: (Dispnal, 2024)



Figure 3- Dispnal's Logistic Centre in Valpedre.
Source: (Dispnal, 2024)

In Baltar's warehouse, Dispnal stores various tyres from different categories, including PCR, SUV/4X4, LTR, Truck and Motorsport. The Valpedre's logistic centre is dedicated to storing tyres used in agriculture and engineering, such as Forklift, Agricultural, Agro-Forestry, Forestry, Industrial, OTR tyres, and other products including Tubes and Truck Wheels.

As of 2015, in order to expand its market and enhance international performance, Dispnal established a logistics centre in Madrid. This Spanish facility serves as a warehouse and distribution centre, storing Passenger (PCR), SUV/4X4, Van (LTR), and Truck (TBR) tyre categories. The Madrid centre does not have office operations, they work solely as distributors. All administrative tasks, including order placement, sales, and accounting, are managed in the Portuguese head office.



*Figure 4- Dispnal's Logistic Centre in Madrid, Spain.
Source: (Dispnal, 2024)*

Within its head office, Dispnal has a call centre with a team dedicated to managing Spanish orders and sales. This team communicates with customers, including tyre shops and individual clients, ensuring a seamless purchasing experience for Spanish customers. The Madrid centre coordinates closely with the Portuguese headquarters to handle storage and deliveries efficiently. This setup underscores Dispnal's commitment to maintaining robust operational coordination and customer service across its international markets.

2.3 History

The history of Dispnal began, officially, in 1999 with the contribution of a significantly experienced team in the tyre sector. The people in this team were previously working in another company that was also linked with the automotive industry, they were then addressed by a Taiwanese tyre brand named Nankang and by a Malaysian tyre brand named Silverstone, who showed significant interest in having a company in Portugal representing and selling their brand. It was then that the present owner of the company, Mr Rui Chorado and his collaborators decided to open their own company to represent and sell specific tyre brands, boosting foreign brands into the Portuguese market. Thus, in that year Dispnal started activity by distributing exclusively Nankang and Silverstone tyres.

In the following year, the company decided to change facilities, they relocated to Vila Meã to accommodate its expanding operations, securing a storage area of 2.000m². By 2003, due to the business's rapid growth, the company decided to move again into new facilities, this time to Valpedre in Penafiel, increasing their storage capacity to 2.500m², which significantly helped them cope with the increase in demand. This year also marked

a significant milestone for Dispnal, with a substantial increase in the company's portfolio, and over ten new partnerships with various tyre brands, a remarkable achievement for a four-year-old company.

In 2004, the founder of Dispnal, Mr Rui Chorado, acquired 100% of the company's shared capital, gaining exclusive control over its operations. A year later, Dispnal received ISO 9000 certification, recognizing its commitment to quality management.

In the following years, Dispnal continued to face significant growth in sales, which contributed to the decision to expand its storage area to 4.000m². In 2007, the company diversified its product offerings by introducing the Taurus brand from the Michelin Group. By 2008, in order to keep consolidating its position in the tyre market, Dispnal decided to expand its portfolio to include tubes and truck wheels. The introduction of the Michelin brand and the commencement of imports from Mickey Thompson in 2009 marked another significant development for Dispnal. In 2010, the company became the exclusive distributor of Toyo Tyres in Portugal, a crucial partnership that significantly boosted their business.

The company went through a phase of transformation, becoming, in 2011, a public limited liability company, designated as Dispnal Pneus, SA. A year later the company decided to introduce the brand Continental into their portfolio. It was also in 2012 that the company achieved notable success in the motorsport segment in the Portuguese tyre market with the Toyo Tyres PXR888 pattern.

In 2013, Dispnal secured an exclusive distribution deal with the brand Galaxy, part of the Yokohama Group, while also adding new brands into their portfolio, as is the case of the brand LingLong. Dispnal was distinguished as an SME of Excellence in 2014. In the same year, the motorsport segment continued to excel, leading to the purchase of a new truck to support the competition department of the company.

The year 2015 was marked by the establishment of Dispnal Iberia in Spain, a logistic centre intended to help expand the company into foreign markets, alongside the introduction of the Mirage and Trelleborg brands. A renewed visual identity in 2016, including an updated logo and website, reflected Dispnal's ongoing transformation. The following year, the company struck an exclusive distribution deal with Petlas for the Portuguese and Spanish markets.



*Figure 5- Evolution of Dispnal's Logo.
Source: (Dispnal, 2024)*

In 2018, Dispnal acquired a new headquarters and a warehouse in Baltar, Paredes, expanding its storage area to a substantial 12.000m². This expansion enabled them to make an agreement with Continental in 2019 to distribute new agricultural tyres in Portugal. This year also saw the launch of a new website with enhanced resources and active customer campaigns.

Dispnal's influence continued to grow, becoming, in 2020, the representative of Toyo Tyres for passenger, 4X4/SUV, and van segments for all Portuguese and Spanish markets. In 2022, they introduced the Yokohama brand for the distribution of passenger and 4X4/SUV tyres also in the Portuguese and Spanish markets. The following year, Prinx became part of Dispnal's portfolio, in order to exclusively distribute and promote passenger and 4X4/SUV tyres in Iberia.

2.4 Organisational Culture

In such a demanding and competitive market, it is important for companies to understand that efficiency, credibility, and commitment in the production process are fundamental. Dispnal's mission is to establish itself as leader in the tyre sector by offering products of exceptional credibility. The company is committed to significantly contributing to safe, economical, and sustainable mobility, focusing on fostering a positive work environment while upholding their dedication to sustainability and meeting the evolving needs of their customers. Dispnal aims to be management and competency models for other companies within the same field of activity.

Their main objectives are to ensure that all Dispnal products are synonymous with reliability and trustworthiness, setting the industry standard for quality. They desire to develop and provide mobility solutions that enhance safety and economic efficiency for the customers and communities, while integrating sustainable practices into every facet of their business, from product development to daily operations, in order to reduce

environmental impact. Dispnal also aims to keep implementing practices that help create and maintain a supportive and collaborative work environment that promotes employee well-being and professional growth. Lastly, Dispnal is constantly analysing market trends and customer feedback to ensure that its products and services meet both present and future demands. As a market-oriented company, Dispnal prides itself on being in tune with the latest industry trends and customer preferences. Through comprehensive market research and active engagement with their customer base, they ensure that the products and services not only meet but also anticipate and shape future market demands. This strategy allows them to remain competitive and relevant in a rapidly evolving industry.

Regarding Dispnal's values, the company is governed by a set of rules and practices that are directly linked with expressions such as credibility, safety, sustainability, innovation, customer focus and respect/teamwork. They build trust through honesty, integrity, and transparency in all their business dealings, the safety of products and their users is paramount for the company. Dispnal is committed to environmental stewardship, focusing on sustainable practices and the creation of eco-friendly mobility solutions, they embrace innovative technologies and ideas to continuously improve their products and services, staying ahead in the dynamic mobility market. The customers are central to the company's mission and objectives, thus, they listen to their needs and innovate to exceed their expectations consistently, and they also foster a culture of respect and teamwork, ensuring that every employee feels valued and empowered to contribute to their collective success.

Dispnal is dedicated to creating a safer, more economical, and sustainable mobility landscape. Guided by their mission, objectives, and values, they prioritize product credibility, sustainability, and customer satisfaction. By fostering a positive work environment and staying attuned to market needs, they strive to deliver innovative solutions that pave the way for a better, more sustainable future.

2.5 Departments and Team

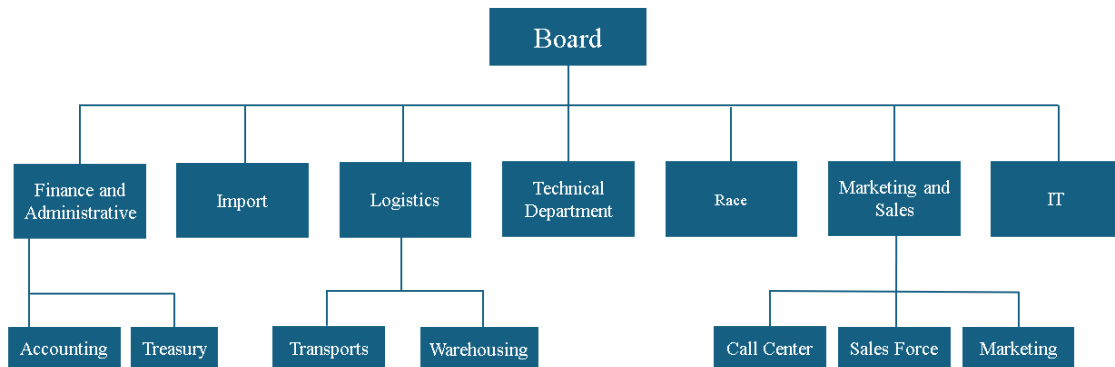


Figure 6- Dispnal's Organizational Chart.
Source: Own Elaboration

Dispnal is driven by a dedicated and talented team with each member playing a crucial role in the collective success of the company. This business is made up of a board of directors and seven departments, each responsible for a specific area within the company, all departments have a manager and a group of employees who help in its development. In simple terms, this company is structured to foster collaboration, innovation and efficiency.

At the helm of Dispnal is Mr Rui Chorado, the owner of the company. Mr Rui brings over more than 25 years of experience, mainly because he started working in the automotive industry way before deciding to open Dispnal. His visionary leadership and strategic thinking have been pivotal in steering the company towards growth and success. Supporting Mr Rui on the board are his son Rui Miguel Chorado and his daughter Rute Chorado. They are responsible for the overall governance of the company. They take major decisions, including setting the overall strategic direction of the company, approving major policies, overseeing all operations and ensuring that Dispnal's strategic objectives are met.

Beneath the board, the company is divided into seven key departments each with its own area of focus, as seen in Figure 6. The finance and administrative department is managed by Rute Chorado, who alongside three more employees, two for the Portuguese company, Dispnal Pneus SA, and one for the Spanish company, Dispnal Iberia, deal with accounting administration and treasury. The accounting team is primarily focused on recording, classifying, and summarizing financial transactions, which involves maintaining accurate

financial records, preparing financial statements, and ensuring compliance with regulatory requirements and accounting standards. They track all income and expenses, monitor budgets, and provide critical insights into the company's financial performance. The treasury team, is responsible for managing the company's liquidity and financial risk, including overseeing cash flows, optimizing the company's capital structure, managing investments, and securing funding. They ensure that the company has enough liquidity to meet its obligations, such as paying bills and salaries, while also investing surplus funds wisely to generate returns.

The import department is managed by Mr Rui Chorado, who oversees all the work and makes all the relevant decisions for the success of this process. The head of imports/exports is André Costa, who has to respond directly to Mr Rui. André is responsible for managing goods and services from international and national suppliers, he negotiates with international and national brands to secure goods at the best quality and price and deals with all the legal and regulatory standards, including preparing and managing required documentation such as invoices, shipping documents, and certificates of origin. He oversees the transportation and delivery of goods, and coordinates with shipping companies, freight forwarders, and customs brokers, as well as with the head of the warehouse in order to book unloading slots. André also monitors and controls costs associated with importing, including shipping, duties, and taxes, to maintain budget efficiency.

Regarding the logistics department, it encompasses two primary functions, transport and warehousing. Transport involves planning and executing the movement of goods, the logistics team ensures a timely and cost-effective delivery so that goods can reach their destination safely and on time, for orders until 50km the delivery is made by Dispnal's own vans, for orders over 50km Dispnal works with specific carriers that reach all national territory within 12 to 24 hours. Warehousing involves the storage, handling, and management of goods within the logistic centre, the logistics team ensures optimal storage conditions, manages inventory levels, and organizes efficient loading and unloading processes. Henrique Sousa is the manager of this department, he is responsible for the day-to-day operations that ensure the efficient flow of goods from suppliers to customers, enabling the company to meet customer demands and maintain a smooth supply chain. Henrique is Mr Rui's right-hand man, he was one of the collaborators who

helped Mr Rui open the company in 1999. Thus, Henrique's tasks go much further than the logistics department, he also deals with recruitment and training, works directly with the sales team that is on the field and contributes to several key decisions to help foster the business. Dispnal has around sixteen people working in the logistics department, ensuring that products are stored securely and transported efficiently. Within these sixteen workers, it is important to highlight Carlos Ferreira, the head of the warehouse, every decision regarding the efficient work of the warehouse, including loading, unloading, storage conditions and availability for transportation, must go through him.

The technical department is managed by Francisco Soares and is dedicated to customer service and satisfaction. Francisco manages and resolves technical complaints, ensuring that issues are addressed promptly and effectively. He provides expert advice and solutions to technical problems, helping customers to maximize the use and performance of their products. He also handles questions from customers regarding product usage and technical specifications, offering comprehensive information to help solve those questions.

Concerning the race department, this one is managed by Pedro Silva. Over the years Dispnal has established itself as a renewed company in the motorsport segment, leading to the necessity of a specific person working solely for this area. Pedro is responsible for selecting the best brands for competitive racing, offering a curated selection of top-tier racing tyres to the customers. He handles the placement of orders both for possible customers and for racing events happening in the near future. Along with the import department, he also manages the required documentation such as invoices, shipping documents, and certificates of origin, as well as the transportation and delivery of the goods to Dispnal. Pedro also goes on racing events, promoting the company and its products.

As for the Marketing and Sales department, the manager is Rui Miguel Chorado, he oversees the work of the call centre and sales force team and works closely with the head of marketing. Therefore, this department integrates three key areas, call centre, sales force, and marketing. The call centre is made up of six employees, where three work for the Portuguese market, and the other three for the Spanish market. This team handles receiving orders and respective sales, always in compliance with the warehouse and the sales team on the field, they also deal with customer requests, and phone calls and provide

product information. They are in close contact with the import department in order to obtain different information, including to know the merchandise arrival date, to get specifics on the tyres and to contact various brand partners, among others. Dispnal's sales force team consists of twelve sales representatives, six in Portugal and six in Spain, who engage directly with customers, both in-person and virtually, they work to build relationships, understand customer needs, and close sales. In the head of marketing is Soraia Rocha, who works closely with Rui Miguel, on developing strategies to boost the company's market presence, foster customer engagement and promote the company's products, this includes advertising, digital marketing, content creation, and market research.

Lastly, João Matos is the head of the IT department. He manages the company's technological infrastructure and ensures the seamless operation of its digital systems, by providing assistance to employees with hardware and software issues, customizing the management software called Primavera in order to facilitate its use for the other departments, managing and preserving the company's IT systems, servers, and networks to ensure they run smoothly and securely and protecting the company from possible cyber threats. Along with Soraia, from marketing, they oversee the development, maintenance and security of Dispnal's official website, ensuring it is user-friendly, up-to-date and appealing.

2.6 Products and Services

Dispnal offers a wide range of products and services aimed at the automotive sector, with a special focus on tyres, truck wheels and tubes. It started as a company focused on selling tyres, however, since 2008 and in order to strengthen its position in the industry, Dispnal has implemented new products into its portfolio, including truck wheels and tubes. These products are for various types of vehicles and from various types of suppliers. They are designed to meet different driving conditions and performance requirements, ensuring safety and durability.

The tyre market is segmented by tyre type, which can include winter, summer and all-season tyres; by application, meaning on-road and off-road tyres; and by vehicle type, such as passenger, van, SUV and truck.

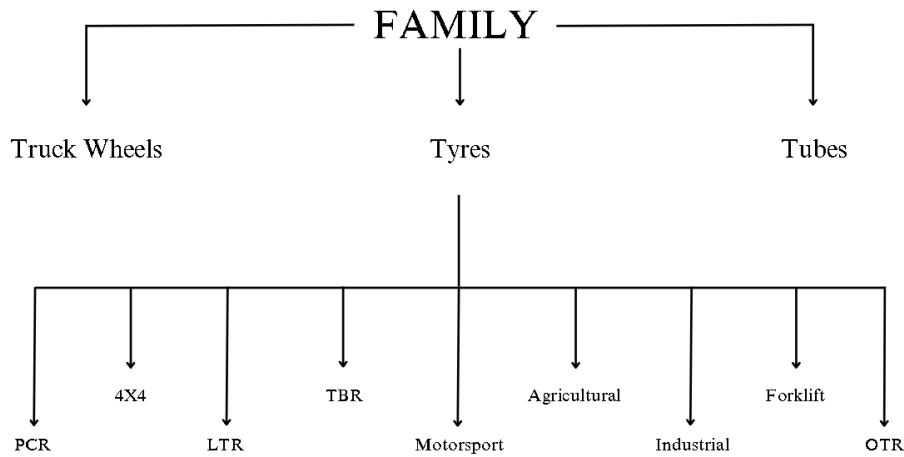


Figure 7- Dispnal's products divided by family and sub-family.
Source: own elaboration

In order to specify their characteristics, each product or family has its own categories or sub-families, as seen in Figure 7. Each sub-family of tyres relates to the type of vehicle they are going to be used on. For instance, the PCR tyres are used on passenger cars, the LTR tyres are for commercial vehicles, such as vans, the TBR refers to tyres for trucks and buses. Motorsport are tyres exclusively used for racing. OTR are all the tyres appropriated for off-the-road surfaces. As for the truck wheels and tubes, they do not have sub-families, although truck wheels can be segmented by the type of material they are made of, which can be of aluminium or steel.

Dispnal offers a variety of these products, always aiming at satisfying their consumer's needs and desires. The emphasis is on safety, comfort, innovation and fuel efficiency, as well as durability, enhanced performance and load capacity. Regarding services, Dispnal offers constant customer support and a well-structured delivery system, where goods can be delivered within 12 to 24 hours across national territory. The company's dedication to quality and customer satisfaction is reflected in its comprehensive product portfolio and service excellence, strengthening its reputation as a trusted company in the automotive sector.

2.7 Market Targets

The global tyre market is a dynamic and growing sector, driven by the continuous expansion of the automotive industry, the significant demand for commercial and passenger vehicles, the rise of disposable incomes, the country's advanced automotive infrastructure and the increasing demand for transportation (Mordor Intelligence, 2024). There is a rise in the demand for tyres mainly due to the growing production of automobiles and the increasing export of vehicles, such as tractors, buses, trucks, cars and vans (Imarc, 2024).

Throughout the years, the tyre market has been gradually expanding, facing positive remarks and advancements, however, in 2020, the COVID-19 pandemic had a significant direct short-term impact on the tyre industry, resulting in a decrease in the purchase of tyres. This occurred mainly due to the decline in vehicle production and sales, but also due to the reduction in driving (Mordor Intelligence, 2024). Despite this, this industry has been able to overcome the difficulties faced in this period and it is now experiencing significant shifts driven by technological advancements, sustainability initiatives, and evolving consumer preferences. One main aspect of this market is the increasing demand for high-performance tyres that enhance vehicle efficiency and safety. This includes tyres with low rolling resistance, which improve fuel economy, and advanced tread designs for better grip and handling.

Major players in the market are investing heavily in research and development to introduce innovative products. As is the case of electric vehicles, these require specialized tyres to handle their unique performance characteristics, manufacturers are developing tyres with reduced rolling noise and enhanced durability to cater to the growing EV segment. The increasing demand for electric vehicles presents a significant opportunity for the continuous development of the tyre market.



Figure 8- Automotive Tyre Market – Growth Rate by Region.
Source: (Mordor Intelligence, 2024)

Geographically, the Asia-Pacific region dominates this market, mainly because of its rapid industrialization, urbanization, and the thriving automotive industry in countries like China and India. The reduced costs of logistics, make India and China a significantly more competitive tyre market when compared to its global peers. This enables them to export more out of the country, thus strengthening the growth of the market (Imarc, 2024). In Portugal, the tyre industry represents a significant component of the nation’s manufacturing sector, contributing to both the domestic market and export economy. It provides employment to thousands of individuals, from factory production roles to distribution and sales positions.

One important factor about the global tyre market is the fact that manufacturers are divided into three main categories, premium brands, quality brands and budget brands, each targeting different consumer needs and price points. The premium brands are the top-tier products in the tyre market. Known for their advanced technology, superior performance, and longevity, these tyres are designed to ensure the highest levels of safety, comfort, and fuel efficiency. Even though they are typically more expensive, they offer durability and improved performance, making them ideal for consumers who prioritize quality and reliability. The quality brands offer a balance between performance and cost. Although these tyres incorporate many of the essential features found in premium tyres, including durability, safety, and comfort, they differ in price, and may not include the latest innovations or the same level of performance in extreme conditions. Quality brands appeal to consumers who seek dependable performance and a reasonable price. Budget brands are the most affordable option in the tyre market, mostly targeting cost-conscious consumers. These tyres are designed to meet basic requirements and provide satisfactory

performance. While they may not offer the same level of durability or advanced features as premium and quality brands, they are a practical choice for those who need a cost-effective solution and do not require a high-level performance.

By understanding and studying the market, Dispna has been capable of suiting all its consumer's needs, ensuring that there are suitable options for every type of individual and budget. Dispna offers its clients tyres from all categories, including premium brands like Michelin, Continental, Bridgestone, and Pirelli, quality brands like Toyo Tyres, Nankang and Cooper and budget brands like Linglong, ZC Rubber and Galaxy. Besides this, the company also offers options from all around the world, having suppliers from China, EUA, France, Germany, Italy, Japan, Korea, Taiwan, Thailand and Türkiye.

CHAPTER III – INTERNSHIP AT DISPNAL PNEUS SA

Chapter 3- Internship at Dispnal Pneus SA

3.1 Selection Process

The first decision made during this process was whether to do an internship, a dissertation, or a project. All three options have their merits and would be of major importance for future reference. Making this decision was difficult because many things needed to be considered to make the right decision for myself and my future career.

When I first decided to apply to this master's, I intended to do an internship. My intuition and the desire to get professional experience and develop the skills acquired during the course led me to choose an internship over the other options.

While dissertations or projects contribute to the development of research, critical thinking, and analytical abilities, allowing students to delve into a specific subject, I knew that an internship would offer me a unique opportunity to immerse myself in a real-world work environment, allowing me to apply theoretical concepts to tangible situations. This experience is of major importance in preparing individuals for the challenges of their future careers. It provides exposure to industry practices, professional networks, and the day-to-day workings of a specific area. Furthermore, I was also aware that internships offered a chance to explore different career paths, helping individuals clarify their professional goals and preferences. I recognized that engaging with professionals and mentors during the internship would lead me to get valuable insights, guidance, and potential job opportunities. I knew that the experience gained through an internship often contributed significantly to personal and professional development, enhancing skills such as communication, problem-solving, and adaptability.

Before searching for an internship, we must consider our goals, the skills we want to acquire, and our areas of interest. Clarifying these objectives, will guide our search and help in the process of finding a place that aligns with our aspirations as well as the course's requirements. We need to conduct thorough research on different companies in order to look for organizations that resonate with our preferences and professional interests.

I knew the tourism industry was something that I was comfortable with, mainly because of my bachelor's degree, and since I had already done an internship in that area, I was aware that I enjoyed it as a professional practice. Choosing something regarding this

industry, would be within my comfort zone, but at the same time, I wanted to navigate other fields. Since the beginning, I desired to try an internship in a company or entity that focused a little bit more on the business industry while within the intercultural realm.

From then on, I decided to take into account the possible career paths that the course of Intercultural Studies for Business offered, from all of the options, intercultural management and trade, local and central powers and tourism were the paths I took more interested in, therefore I decided to focus my research for an internship in those three main areas, while still being open-minded and considering different opportunities that could appear because sometimes, unexpected opportunities can lead to valuable learning experiences and unexpected career paths.

Choosing an internship that was logistically feasible and aligned with my preferences regarding work environment and location was also of major importance to me. Because I wanted to do an internship in a place that was within the area I live in, mostly due to potential expenses with commuting, I started to look around my area for possible companies and organizations that would be interested in accepting internships.

I came in contact with the town hall where I live and learned that they accepted academic internships, as long as they complied with all the requirements necessary. I only needed to send them all the information, plans, and protocols and choose a department of my interest and I would have an internship, however, I then started to have some doubts about what I should do. In the town hall, the department that would better fit my personal interests and the course's requirements was the tourism department, but as I said before, I wanted to try a different field, one that focused a little bit more on international/intercultural business. I then decided to keep the town hall as a possible option, but still look for another place that better fit what I intended to do.

After a lot of research and emails sent with no responses, I was starting to feel lost and more and more turned to or accept the internship in the town hall or change from an internship to a dissertation. However, I then came across Dispna Pneus Sa, I realized that they would be a good option because they fitted all the requirements I was searching for, business or trade because they buy and sell products, and the international/intercultural aspect because they have worldwide partnerships and contacts, they were also located relatively close to the area I live in which was also a positive aspect. Besides fitting with my interests, the company also needed to fit the master's conditions. However, because

the cultural aspect was lacking, I would need to focus a lot on that aspect in the internship report.

I then made contact with the organization and went on an interview on November 30, 2023, where I sat with Mr. Rui Chorado, and we were able to introduce ourselves for the first time and discuss my options within the company. He accepted my internship offer and assigned me to the import department, which was the one that better fit all the requirements, both personal and academic. During this interview, we also agreed on my schedule and starting date. It was established that I would be a full-time worker working 40 hours a week, with weekends off. The schedule would be from 9:00 a.m. to 6:30 p.m., with 1h30m for lunch. Mr. Rui then proceeded to introduce me to his son and daughter, and to my internship supervisor, Henrique Sousa, who then briefly showed me the company's facilities and departments.

3.2 The Internship Starting Point

My internship started officially on January 24, 2024, and ended on April 24, 2024, accounting for a total of 501 hours.

The first day is always both exciting and nerve-racking. Exciting because it is a new challenge and chapter of our life that is beginning and nerve-racking because of the anxiety of not knowing if we are going to live up to the expectations. On my first day, I was feeling all of those feelings of stress and anxiety, but the welcoming environment in which I was received helped ease those thoughts. From the moment I was introduced to every employee at Dispna, I was extremely well received and instantly felt more relaxed and enthusiastic, everyone made me feel comfortable to express any doubts or concerns.

I arrived at Dispna at 9 a.m. and was received by my supervisor, Henrique Sousa. We then met with Mr. Rui Chorado, who since the very beginning showed a great level of attentiveness and solidarity towards me, he welcomed me and expressed his desire for me to feel comfortable and to rapidly adapt and learn with everyone in the company.

I had already been shown the facilities upon my interview, however, Henrique decided to give me a more detailed tour of the company, this tour included not only the workspaces but also the communal areas and meeting rooms, giving me a full picture of the environment I would be working in. He showed me the warehouse, the kitchen, the

medical room, the conference room, the two meeting rooms, the call centre, and the main area where the finance, import, marketing and IT departments were located. While doing so, I was also presented to all the employees, who instantly welcomed me with great enthusiasm.

After that, I was led to my desk, where I had all the necessary materials for my work, such as a computer. Henrique gave me my credentials in order for me to be able to log into the computer and a corporate email address so I could communicate with everyone in the company if necessary. I was also granted access to the main programs used in the import process.

Then I officially met with André Costa, the responsible for the import department, the one with whom I would work more directly every day. He had prepared a step-by-step folder of the main tasks I would be performing during my internship, so I could read, to get an insight into the work, and to use it as an aid when necessary. André proceeded to explain the everyday process of the department. Every morning, after checking Dispnal's email, we would meet with Mr. Rui to discuss the most important matters. If he had any urgent business for us to handle that would be our priority, if not we would start working on the documents and other important issues that came by email, which most of the times were commercial invoices, packing lists, proformas, BL, confirmation of orders, availability of unloading slots, concluded complaints and details on the commodities, such as arrival dates, product specificities, or other information that were necessary about the product for a specific client.

On the first day, and for the rest of the week, I watched closely all the work André did, so I could start to do it on my own. He took his time to thoroughly explain all the processes, and why they should be done in that specific way. For every small task, he would patiently explain it to me, always making me comfortable to express any doubts. This allowed us to create a cordial and effective working relationship. Overall, the first day alleviated many of my initial worries and reinforced my positive impressions from the interview. The supportive and friendly atmosphere made it clear that I was in a place where I could learn and grow over the course of my internship.

3.3 The Professional Experience

The majority of the tasks I carried out during this internship were related to the import process. I was able to learn the most significant steps of trading internationally, from purchasing orders, verifying commercial invoices, talking to suppliers, making packing lists, organising and scheduling arrivals, creating new items into the systems and receipt and invoicing the merchandise. Being able to have practical experience in this area allowed me to have a better understanding of it and if, perhaps, that would be an area I would be interested in for a future career.

Despite interning directly in the import department, I was also able to perform some tasks in other departments. Since my first day, my supervisor, Henrique, put a lot of emphasis on explaining to me all the other departments and their main tasks, mainly because he believed that it was important for me to understand in detail the firm's operations. Most of these other tasks would be related to the technical department, the IT department and the finance department. They included confirming complaints and attaching the related invoices, switching the salesperson of specific clients, verifying cheques, changing information of specific products to help the layout of the website and moving stock both in the OnS3 and the Primavera programs.

I also attended some meetings with international and national brand representatives, where they presented the statistics for the second quarter of the year and established prices and agreements with Dispnal's board. Furthermore, I was also present in other meetings between the company's administration and employees, where they debated some main issues, regarding prices, possible new brands to add to their portfolio, visits from current suppliers, and marketing campaigns, among others.

3.3.1 Tasks

Despite being an import department, we were not only responsible for the foreign purchases but also the national ones. Thus, the need to clarify that the whole process for national and international purchases was different. On one hand, the national purchases were simpler, we only needed to create a purchase order, wait for the delivery and then receipt and invoice the purchase of those goods. On the other hand for the international purchases, we had more tasks between ordering and receiving the goods, including signing proformas, verifying commercial invoices, creating packing lists, scheduling unloading slots and organising all the paperwork and expenses.

Following this, I will be describing and explaining in detail each task I performed during my internship at Dispnal.

1) Creating Purchase Orders²

One of the first tasks I came into contact with during my internship was purchase orders. A purchase order is the process of buying/ordering products from the company's suppliers.

The first step in creating a purchase order is to draw up a list of all the products in stock so that the company can decide what they need to purchase. This list is usually divided by brand and by product category. In order to decide what to order, the board of the company take two main aspects into consideration, the first being the agreements made with each brand on the number of goods that should be ordered per quarter, and secondly, they need to consider the delivery time of each supplier. National and international suppliers will have different delivery times. Deliveries from national suppliers, depending on the availability of the goods, may arrive as soon as a few days after the order is placed, normally one to two working days. Whereas, international suppliers, depending on the type of delivery transport, can take from two weeks up to three months. Goods that arrive by lorry, particularly from European countries, can take between one and two weeks, sometimes longer considering the distance from the country and other factors such as transit and possible problems with paperwork, visas and unloading availability. Goods that arrive by ship can take from three months upwards. It is therefore extremely important to take these aspects into account when placing orders, the company needs to organise their purchases accordingly, so they do not buy more than what is needed but also to not let the company run out of stock. Furthermore, when ordering from international suppliers, the company also needs to be aware of the freight rates, so they can place more orders at a time when the freight rates are lower.

Once the administration has decided what to order, the purchase must be inserted into the OnS3, a management programme used by the company, so that all employees can have access to the information on what has been ordered/purchased. To place the orders into the system, they need to be separated by brand, product category, warehouse, and national

² The step by step on how to create a purchase order can be observed in Annex II.

or international purchase, meaning that we need to create different purchase orders for each brand, product category, warehouse and type of purchase. After the order has been placed into the system, we must send it to the supplier. As I mentioned previously, this process is also different for national and international suppliers. For national suppliers, we must place the order directly on the brand's website, using Dispnal's credentials, while for foreign suppliers, we must download the order in an Excel format and send it by email to the respective brand representative.

Suppliers must then check the order and notify the company if there are any errors or if a product cannot be shipped, either because it is out of stock or because it has been discontinued. If this happens, we must change the respective orders in the OnS3 so that there are no errors due to lack of information.

2) Confirming Proformas

After placing the order, we must wait for a response from the supplier with confirmation of the goods acquired. The supplier will send a proforma, which is a document that contains the goods that have been ordered and the respective prices that have been agreed in advance between the company and the brand. Firstly, we verify the prices and the quantities ensuring that everything is correct, and then we sign it and send it back, thus confirming that the supplier can proceed with the manufacturing/shipping process for the goods.

3) Verifying Commercial Invoices

As soon as the suppliers have enough goods to fill one or more containers and officially ship them, they will send all the documents needed to formalize the process, specifically:

- Commercial Invoice

The commercial invoice is a crucial document used in international trade that provides detailed information about the shipment of the goods being imported. It serves as a legal document between the supplier and the company. It includes a detailed description of the items being shipped, including product names and quantities; the total value of the merchandise, calculated as quantity multiplied by the unit price; the currency in which

the transaction is being conducted, in this case, EUR or USD; and details of the shipment, including the containers number and any other relevant shipping instructions.

This document is often required by customs authorities to assess the contents and value of the shipment, calculate duties and taxes and ensure that the goods being shipped comply with local regulations. Overall, the commercial invoice is used by both parties for accounting and financial record-keeping.

- Packing List

The packing list is a document that provides detailed information about the contents of the shipment. It includes a detailed description of the number of units of each product sent in those containers. This document is normally used by freight forwarders, carriers, and warehouse personnel to manage the logistics of the shipment, ensuring proper handling and storage.

- Bill of Landing

The BL is a document that acknowledges the maritime shipment of goods and is one of the most important documents in foreign trade. A copy of the file is sent by email along with the CI and PK, while the original document is sent by post and must then be forwarded to Dispna's forwarding agent in the port of Leixões. The BL must be original for the goods to be received and unloaded, otherwise or without this document, the goods could get stuck at customs.

When these documents arrive, we must first check the CI to make sure that the prices are correct, considering the agreements made with each brand. If there are any errors, we should notify the supplier so that they can correct them. After confirming the prices, we sign the document with our name (in this case the name of the person who checked the document) and the date and then give it to Rute, who is responsible for making the payments. Later, after the payment has been made, Rute must send us proof of payment so that we can send it to the respective supplier and prove that the order has been paid for.

4) Creating Packing Lists

After signing the documents and giving a copy to Rute, in the finance department, we must then make the packing list in the OnS3 program. This is done so that the information about the goods being shipped can be available to all employees, but especially the call centre and sales staff, who need to coordinate orders and requests.

Each packing list is separated by supplier and containers, meaning that if we have a shipment of three containers from the same brand, we have to create three packing lists. In order to create a PL, we have to insert the goods one by one into the system. We use the already submitted purchase orders and only select the quantity of goods that have been sent. For instance, if the purchase order for that product is 40 units, but the packing list sent by the supplier only contains 20, this means that we ordered 40 but only 20 units were sent. We use 20 units on our packing list and leave the remaining amount on the purchase order so that they can be used for future shipments.

Once all the goods have been entered into the system, we must insert the correct prices, considering the agreements previously made with each supplier. The final version of the packing list allows us to have access to the quantity and value of the goods being shipped.

After concluding this process, we have to inform Soraia, in the Marketing department, about the packing lists that have been finalised/entered into the system, so that she can carry out a market study and, along with the board of the company, evaluate the prices of the products for the public. As soon as this study is completed, we can update the estimated arrival dates of the goods. Until this point, the dates were left blank so that customers were not given false information. The date of arrival of the goods is seen on the internet via a tracking website using the container number.

5) Schedule Unloading Slots

When the goods are due to arrive, we are informed by the freight forwarder so that we can coordinate with the respective warehouses regarding unloading availability for the following days.

When the goods arrive by lorry, we are contacted by email about a week beforehand to check availability for the date and time they want to unload the merchandise. At this point, we must verify our agenda and check with the responsible for each warehouse to confirm the availability.

When the goods arrive by ship, the freight forwarder, who is always in contact with the department, informs us how many containers are due to arrive on that week. Therefore, at the beginning of each week, we have to organise the schedule and enter the respective unloadings, keeping in mind not only the availability of the logistic centres and the quantity of goods due to arrive in the following days but also, the availability of the person responsible for transporting the goods from the port of Leixões to the company. The company's agenda is then sent to the forwarder so he can arrange the delivery of the containers.

We should also reckon that containers have a maximum number of days they can be in the port until they need to be unloaded. If they are not unloaded until the deadline, a fee must be paid in order to collect the merchandise.

6) Organizing Arrivals and Separation of Expenses

As I mentioned previously, as soon as the goods are to arrive, we are informed by the forwarding agents so that we can organise the arrivals correctly for the week. Organise the arrivals, means organising all the necessary documents for each shipment process so that when we receive the goods and invoice them, everything is together in the same file, which helps to conclude the process faster and more thoroughly.

In order to organize the paperwork, we have to add to the supplier's documents, which are the commercial invoice, the packing list and the bill of lading, the company's packing list, with all quantities and prices, the separation of expenses, only when more than one container arrives per CI, and the exchange rate.

The separation of expenses ³is done in Excel when more than one container is shipped within the same commercial invoice. The expenses to be divided include the freight forwarder's expenses, such as fees, transport and tax charges, and the supplier's expenses, such as freight. We also need to divide the discounts on purchases that come in the supplier's CI, even though it is not included as an expense it needs to be divided through the number of containers. The expenses sent by the supplier and the forwarder are generally related to the whole merchandise being shipped in that commercial invoice, which sometimes happens to be goods from more than one container. Therefore, the

³ An example of a separation of expenses can be found in Annex III.

expenses are divided through the number of containers, because when upon receipt and invoicing of the purchase, we have to enter each container separately into the system. The invoicing is done according to the packing list and not to the commercial invoice, hence the need to divide the expenses.

As far as the exchange rate is concerned, this is used in the suppliers that use dollars instead of euros. Since the invoicing process in the OnS3 is done in euros, when the commercial invoice is paid, Rute will get from the bank a document with the exchange rate at the time of the transaction so that we can then convert the values and enter them correctly into the system.

7) Invoicing Purchases ⁴

As with the entire import process, the task of invoicing the purchases is also done differently for national and international suppliers. For national suppliers, the process is simpler as there are no additional costs to be added. In order to invoice a purchase, the warehouse has to receive the goods and enter them into the OnS3 program, only from then on, we can officially start the invoicing process. This process is also divided by brand and by product category. For example, let's consider two scenarios, in the first one we received, from the same brand, passenger tyres, truck tyres and agricultural tyres, in this case, we have to make three different invoices, one for PCR, another for TBR and another for agricultural; in the second scenario, we received passenger tyres from two different brands, in this case, even though they are the same product category, they are from different brands, thus the need to create two different invoices.

Therefore, for invoicing national purchases, we should only check the goods received, separate them by brand and product category and check the prices. To check prices, we must compare them with the prices inserted in the OnS3 system. However, there are some exceptions with certain suppliers where prices have to be checked outside the program, usually in Excel documents containing the prices and discounts agreed with the respective brand.

In the case of international suppliers, the invoicing is practically the same, we only need to insert the additional costs of each container or lorry. For deliveries by lorry, the only

⁴ The step by step on how to invoice purchases can be observed in Annexes IV & V.

additional costs are freight and transportation. Whereas for ship arrivals, we have more expenses to include. In addition to freight and transport, we also have fees, taxes and other miscellaneous expenses with and without VAT. We also need to enter into the additional costs of the discounts on purchases, however, this value is entered negatively, as it is a discount to be deducted from the total value of the merchandise.

International purchases, arriving in containers, are invoiced per container and brand. In the case of more containers on the same commercial invoice, we must use the division of expenses and enter the values already correctly divided through the number of containers. In the case of suppliers who use dollars, we must also pay attention to the conversion and enter the exchange value in the program when invoicing the purchases.

Once we have checked that all figures are correct and match the documents, we should send the purchase invoice to the employees responsible for orders and sales. Moreover, we need to print the purchase invoice and attach it to the other documents in the process, including CI, both PI and the BL. At the end of the day, we receive the waybills for all the goods that have come in. We add these waybills to the corresponding purchase invoices so that we can hand over the completed purchasing process to the management and they can be aware of all the goods that have come in.

8) Contact With Suppliers

Communicating with suppliers was also a recurring task in the import department. Most of these contacts were via email, but occasionally some telephone calls could be received to clarify doubts or more urgent matters. I never took a call from any supplier or client, but I did communicate with several by email, especially when André was out of the office for a week and I was responsible for managing the department, and therefore Dispnal's main email, which was used in the import department.

Emails were the main means of communication between the company and suppliers, and because it was Dispnal's main email, we ended up receiving different subjects that were not directly related to our import work, but to other departments, so we had to forward them to the correct department for the subject to be answered correctly. The important emails for our department, on the other hand, were related to documents on the merchandise, new orders, proof of payment and requests for product information.

9) Creating New Items

Another recurring function of my day-to-day work as an intern at Dispnal was to create new items in the OnS3 program. This meant inserting items, in this case, tyres, truck wheels or tubes, that did not already exist into the program. Generally, these items were not already created in the system because they were new items on the market, or they were items that Dispnal had never ordered/received and therefore had not yet created, or they were items that came to replace existing ones, which were practically identical, with a few small differences.

In order to create these new items, it was necessary to have some specific information about the products, so that there would be no errors or lack of information, as this data would go directly to the company's website. In this case, it was necessary to have the product category, the brand, the size and whether it was XL or not, the weight, the EAN code, the price, a link to an image of the product, and other specifics, including which vehicle brand was specific for that tyre or whether it was compatible with electric cars.

In addition to the import processes, I also carried out other tasks in other departments whenever necessary and requested. These included:

- **Verifying Complaints**

I had to verify the complaints and see if the supplier accepted the reason as to why the product was damaged, and then when the technical department concluded the complaint, I was asked to search, in the Primavera program, for the invoices relating to those specific complaints and join the documents.

- **Verifying Cheques**

Every day Dispnal would receive cheques from clients, and then they needed to be verified. During a period when Rute was out of the office, I was asked to verify the cheques and confirm if they were correct in the OnS3 program. To verify the cheques, I needed to check the amount and if they were up to date, taking into account the payment terms for each client, for example, if it was pre-payment, instant payment, up to 30 days or up to 90 days.

- **Changing Product Information**

On my first day in Dispnal, Henrique provided me with an Excel with all the products inserted into the OnS3. He asked me to compare the information on the Excel he provided me with the information on the most recent Excel the suppliers had provided the company. I had to check each brand and each product one by one, to verify if the information was the same and if these products were up to date on the system or not. This would help keep the website updated and the clients informed correctly. This was a task that I did throughout my whole internship every time I had free periods.

- **Switching the Salesperson of Specific Clients**

Each salesperson at Dispnal has a specific region and clients that they have to cover. Every time a salesperson had to change regions, we needed to update it in the system so we could keep track of which salesperson was responsible for that region and those clients. Throughout my internship, I was given a document with all the clients I had to change for another sales representative.

In addition to the tasks mentioned above, most of which recurred throughout the internship, I also carried out some sporadic tasks whenever asked, such as:

- **Creation of a Table on the Homologation of Tyres**

In simple terms, homologation is the granting of approval by an official authority. In the case of the tyre industry, homologation indicates that a tyre model has been officially designed for a specific vehicle and approved by the car manufacturer for use on that model. I did this table to understand the different symbols used by different manufacturers, to help identify if a certain tyre is brand-specific/homologated.

- **Improving a Dashboard with the Results for 2023**

Dispnal kept a dashboard with results for every year. In there, they keep track of sales, orders, best-selling brands and products, most purchased products, and how much profit they acquired in that year, among other important results. Henrique requested my help to improve some characteristics and the layout of the dashboard for 2023, so he could present it to Mr. Rui.

- **Price Study for a Possible New Carrier**

Dispnal got an offer from a new carrier who claimed they had better prices to offer. I was asked by my supervisor to compare the prices of Dispnal's current carrier with the ones

being offered to help understand if they should change carriers or keep the one that they had been working with for years.

- **Creating Excel with Specific Orders for Goods**

I was invited to create an Excel with a specific order for a client. This customer had specific requests for products, and I had to find what we had available that would best fit his requirements and budget.

- **Attending Meetings**

During my internship, I was always in contact with national and foreign suppliers mostly through email, however, there were a few times when I was invited to attend some important meetings in person. I was able to attend three meetings, two with national suppliers and one with a Portuguese representative of an international brand. The main topics discussed were Dispnal's sales results, the statistics for the second quarter of the year and the establishment of prices and agreements with Dispnal's board.

3.3.2 Challenges

The start of a new phase is always a challenge. I believe that the way we deal with different situations that come our way will influence whether they have a positive or negative ending. Interning in a company presents unique tasks that can be both complex and demanding. Having never worked with anything similar, the import process itself was a challenge.

I believe that the most demanding challenge was familiarising myself with the programmes used in the import process, such as OnS3 and Primavera. Although I quickly learnt the main points of using these programmes, they were complex systems that I had never used before, hence a greater need for help from André and my supervisor. I had to be extremely careful when using these programmes, as they are crucial for successfully completing most of the tasks and consequently the import processes. Any small error could lead to additional costs or problems for the company.

Still within the technologies, using Excel was another challenge, mainly because there was a necessity to use a lot of functions that I had never worked with before. I used Excel in the majority of my tasks, and I quickly learnt that using formulas was the easiest way

to complete my work faster. André showed me the most used functions for our tasks and was always willing to help me get a better hand of the program.

Another smaller challenge that is common when working with foreign suppliers is understanding the intricacies of international trade regulations and compliance. I had to quickly familiarize myself with customs laws, tariffs, and import documentation, which vary widely across different countries and can be intricate and detailed. I also needed to keep in mind that each supplier worked differently, thus the need to always understand their methods of work and comply with them to not create any animosity.

I had to develop strong analytical skills to manage and interpret the logistics of the supply chain. This involved coordinating with suppliers, freight forwarders, and customs brokers to ensure timely and efficient delivery of goods. In this case, effective communication was crucial, as miscommunication could lead to delays, additional costs, or compliance issues. Furthermore, working under tight deadlines and managing multiple shipments simultaneously could be stressful and require exceptional organizational skills, this also allowed me to acquire a certain amount of autonomy over the course of the internship as I become more independent in my tasks.

I believe that I overcame the difficulties that arose along the way, mostly thanks to the Dispnal team who were always willing to teach and help with any of my doubts, but also due to my own effort in learning and studying the process as best as I could. I was able to easily learn the tasks proposed on a day-to-day basis, which helped me complete my internship more quickly and efficiently.

Despite these challenges, the internship in an import department offered valuable insights into global trade operations and developed critical skills in logistics, compliance, and international business relations.

3.4 Outcome of the Internship

I chose an internship with a forward-looking mindset, aiming to build a strong foundation for my future career. My internship in the import department was an invaluable experience, offering both practical insights and professional growth. I had the opportunity to immerse myself in various aspects of international trade, supply chain management,

and logistics, gaining a comprehensive understanding of the complexities involved in the import process.

One of the most significant lessons I learned was the importance of meticulous documentation and compliance with international trade regulations. I became well-versed in preparing and reviewing critical documents such as bills of lading, certificates of origin, and customs declarations. This experience taught me the necessity of attention to detail and the potential consequences of even minor errors in documentation, which can lead to delays, additional costs, or legal complications. Another key takeaway was the understanding of the logistics and coordination required to manage imports efficiently. I gained hands-on experience in tracking shipments, coordinating with freight forwarders, and ensuring timely delivery of goods. This aspect of the internship highlighted the importance of effective communication and collaboration with various stakeholders, including suppliers, customs officials, and transportation companies.

I gained valuable insights into the operational aspects of running the business, while also applying my existing knowledge of interculturality and customer interaction. This experience has deepened my appreciation for the financial aspects of international trade and the role of strategic decision-making in maintaining a company's competitive edge. Additionally, I had the opportunity to observe various business and management strategies in practice, which deepened my understanding of concepts I had previously encountered only in a classroom setting.

Furthermore, the internship provided me with a broader perspective on global markets and the economic factors influencing import activities. I was able to observe how fluctuations in currency exchange rates, geopolitical events, and changes in trade policies impact the import process, and I learned how companies adapt to these challenges.

This internship has not only equipped me with technical skills and knowledge but also enhanced my problem-solving abilities, attention to detail, and understanding of global trade dynamics. I am confident that the experience and lessons learned during this time will be invaluable as I pursue a career in international business and trade.

The assessment of my performance during the internship evaluated by my supervisor Henrique Sousa can be found in Annex VI.

3.5 Relationship between the master's and the internship

My internship in the import department provided an empirical component to the theoretical knowledge I gained through my master's degree in Intercultural Studies for Business. This master's program is structured around two core areas: interculturality and business. Combining these fields opens up a wide range of professional opportunities in diverse sectors such as international relations, international trade, intercultural management, local and central powers, and tourism, among others. This broad scope makes it a versatile program, not limited to a specific area of expertise.

One of the main goals of this course is to equip students with practical intercultural skills, which are crucial for thriving in professional environments with culturally different individuals. One of the key intersections between my academic background and the internship was the emphasis on cross-cultural communication. My studies have equipped me with the skills to navigate cultural differences and understand the subtleties of communication styles across various regions. During the internship, I applied this knowledge while interacting with international suppliers, customs officials, and logistics partners. Understanding cultural nuances helped me manage relationships more effectively, avoid misunderstandings, and facilitate smoother transactions. This experience allowed me to apply and deepen my understanding of the cultural dynamics that influence international trade and business interactions.

The internship also provided a real-world context to explore how cultural factors impact business negotiations and decision-making. Through my master's program, I learned about the role of cultural values, power distance, and negotiation styles in business settings. In the import department, I witnessed these concepts in action as I was in touch with partners from diverse cultural backgrounds. Moreover, this master's in intercultural studies highlighted the significance of global market trends and cultural influences on consumer behaviour. The internship allowed me to see how these factors directly impact the import process. For instance, understanding the cultural preferences of target markets played a crucial role in selecting and sourcing products that would appeal to consumers in different regions.

The internship in the import department not only complemented my master's degree in Intercultural Studies for Business but also enhanced my ability to apply intercultural knowledge in a business context. It reinforced the importance of cultural competence in navigating the complexities of international trade and prepared me to contribute effectively to intercultural relations and trade.

The decision to carry out a curricular internship resulted from the pursuit of a link between theory and practice when it comes to the course of Intercultural Studies for Business. Bearing this in mind, I looked for a company that could offer me an experience of first-hand contact with individuals from different cultural backgrounds.

The opportunity to intern in the import department at Dispnal Pneus SA was a precious experience that enabled me to expand my skills while gaining real-world expertise in the international trade industry. This internship has been a valuable experience that provided practical exposure and reinforced the theoretical knowledge acquired during my master's degree. I was able to not only observe and learn from experienced people within the area but also work directly in the trade process.

This internship not only reinforced key concepts related to multiculturalism, globalization, and cross-cultural negotiations but also allowed me to engage directly with the challenges and opportunities that arise when conducting business across different cultural contexts. Throughout this experience, I gained a deeper understanding of how these theories manifest in practice, especially within the framework of international trade. I was able to deepen my understanding of effective cross-cultural negotiations, recognizing the value of cultural sensitivity and intelligence for successful business negotiations.

This report has highlighted the importance of integrating multiculturalism and interculturalism into international business practices, particularly in the context of globalization. These concepts were pivotal in framing the cultural dynamics I encountered during my internship. As the global marketplace becomes increasingly interconnected, businesses must navigate complex cultural landscapes.

Multiculturalism, as a recognition of diverse cultural identities within a given context, provides the backdrop for effective communication and collaboration across borders. Meanwhile, interculturalism emphasizes the need for proactive engagement and dialogue between cultures, which is critical for successful negotiations and partnerships in global trade.

The concept of globalization was especially relevant throughout my internship. As Dispnal Pneus SA imports from multiple international markets, it constantly faces the challenges of aligning its business strategies with varying cultural norms and expectations. Globalization has made it necessary for companies to adapt swiftly to

different cultural environments, and Dispnal Pneus SA demonstrated its ability to do so by fostering a culturally adaptive organizational culture.

The discussions in Chapter 1 emphasized the critical role of intercultural dialogue and cultural intelligence in overcoming the challenges of cross-cultural negotiations, which are increasingly important in today's global marketplace. My experience highlighted the practical application of intercultural dialogue, where mutual understanding and respect became essential tools for overcoming potential cultural barriers. These dialogues, while often subtle, played a critical role in enabling the company to form strong business relationships and negotiate effectively across different markets.

The second chapter provided an in-depth look at Dispnal Pneus SA, its history, organizational culture, and market strategies. By understanding the company's structure and goals, I was able to connect the theoretical concepts to real-world applications. This connection between theory and practice was central to my professional growth, enabling me to navigate various cultural and business dynamics more effectively. The fact that the company imports products internationally, from countries such as China, Germany, Japan, Taiwan and Thailand, and sells others nationally, creates unique developments and challenges within its management, which has to adapt its behaviour accordingly.

Chapter 3 documented the practical aspects of the internship, from the selection process to the completion of tasks and overcoming challenges. My experience at Dispnal Pneus SA allowed me to apply classroom knowledge to practical situations, particularly in managing cross-cultural interactions and negotiations. One of the most significant aspects of this experience was my involvement in various cross-cultural negotiations with business partners from Europe to Asia. Each negotiation required a tailored approach, as the cultural expectations and business practices varied considerably between regions.

The challenges encountered during the internship provided valuable lessons in cultural adaptability, communication, and negotiation strategies, which are essential in any international business setting. While the challenges were multifaceted, ranging from differences in negotiation styles to language barriers, they underscored the importance of cultural awareness and intercultural dialogue discussed in Chapter 1. These negotiations illustrated that success in international business often depends not only on financial or strategic considerations but also on the ability to effectively manage cultural dynamics.

The outcome of the internship was not only a successful contribution to the company's international operations but also a significant enhancement of my own intercultural and professional skills. I was able to develop a deeper understanding of how theoretical concepts, such as multiculturalism and cultural intelligence, translate into real-world success. The relationship between my master's studies and the internship became clear as I applied the knowledge and skills gained in the classroom to practical situations, which enriched my learning experience and prepared me for future roles in international business.

In conclusion, I believe that the objectives I initially set when I decided to do this internship have been met. I have had a unique experience, which has allowed me to develop practical skills in my field and thus be better prepared for what lies ahead. Indeed, this internship experience has successfully bridged the gap between academic theory and professional practice. It has deepened my understanding of global trade, enhanced my cultural awareness, and equipped me with practical skills that will be indispensable in my future career. I believe it was an ideal culmination of all the knowledge I gained during my master's degree.

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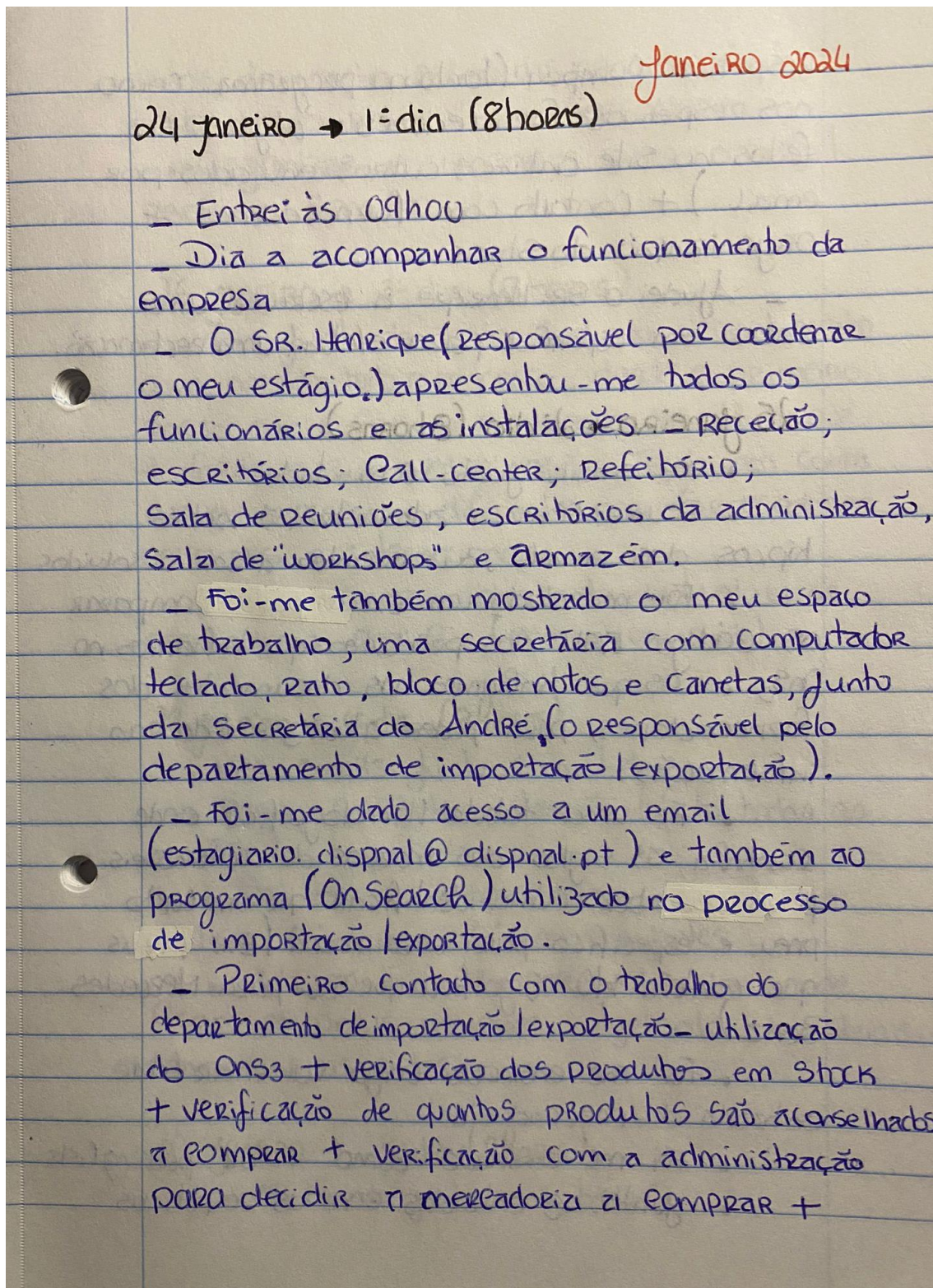
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Appendix I – The Logbook



Respeiva compra (tanto no programa como nos respetivos fornecedores e alguns são feitos no site online; outros enviados por email) + contacto com fornecedores + organização do stock.

- Ajudei o Sr. Henrique a escrever uma carta em Espanhol para efetuar uma reclamação.

25 janeiro → 2: dia (8 horas)

- Ver emails junto com Andre
- Reunir com a administração sobre tópicos dos emails, cu assuntos a ser resolvidos
- Foi-me dado um excel para comparar os códigos EAN dos produtos que tinhamos no On3 e os que tinhamos nos documentos dos fornecedores, para poder atualizar todas as informações.
- Fiz uma tabela homológica onde continha as siglas das marcas de automóveis para perceber como identificar que um certo pneu é específico para uma marca (Ex: pneus que contêm M0 significa que são para Mercedes-Benz).
- Foi-me ensinado como valorizar / dar entrada da meecadozia
- Foi-me ensinado como criar packing lists
- Juntei as entradas com os respetivos

guias de marcha recebidas no armazém
quando da receção da mercadoria.

- Organizar encomendas para o resto |
próxima semana.

26 janeiro → 3: dia (8 horas)

- Dia junto do responsável do departamento
para aprender todo o processo, desde o primeiro
passo que é fazer a encomenda ao último que
é fazer a sua valorização. Tendo em conta
que o processo é diferente para fornecedores
nacionais e internacionais.

- Primeira vez a dar entrada / valorizar
mercadoria sozinha (com supervisão).

29 janeiro → 4: dia (8 horas)

- Ver emails junto com André
- Reunir com administração (feito todas as
manhãs)
- Sr. Henrique disponibilizou tempo para
explicar sobre preus, câmaras e jantes
- Ida ao armazém de Valpedre, onde
ficam os preus maiores, agrícolas, industriais...
as câmaras e as jantes.

30 janeiro → 5: dia (8 horas)

- Ver emails junto com André

- Reunir com administração
- Acompanhar o funcionamento da empresa
- Foram-me disponibilizados documentos com informações sobre a empresa para poder usar no relatório.
- Dar entrada / valorização de mercadoria com supervisão.

31 janeiro → 6 - dia (8 horas)

- ver emails junto com André
- Reunir com administração
- primeira vez a mexer no programa OnS₃ no meu computador da empresa.
- fiz packing list para a marca Galaxy
- fiz ^{insere} encomenda / compra no programa
- Criei artigos novos - pneus de competição
- juntei entradas com as guias recebidas no armazém.
- Ajudei na escrita de emails para fornecedores.
- Aprendi a ler que tipo de produto é tendo em conta o número / código de artigo utilizado no OnS₃.

FEVEREIRO 2024

01 FEVEREIRO → 7: dia (8 horas)

- VER emails junto com André
- Reunir Com administração
- Fiz packing list para a marca pettas (sozinha André verificou apenas no final)
- Fiz compra Continental no programa
- Atualizei características de artigos, bem como as especificações de artigos de 2021 com DOT 2021 (para que essa informação pudesse estar no site da Dispra)
- Atualizei o ecrã de alguns artigos
- Ajudei na escrita de emails para fornecedores

02 fevereiro → 8: dia (8 horas)

- Ver emails junto com André
- Reunir Com administração
- passei a manhã com Sr. Henrique (supervisor) a mudar os comerciais de clientes; ajudei na melhoria de um dashboard para apresentar à administração com os números de 2023.
- Criei novos artigos
- fiz packing list para a marca Toyo
- fiz encomenda/compra no programa (3.)

05 fevereiro → 9: dia (8 horas)

- ver emails junto com André
- Reunir com administração
- Agendar chegada de encomendas
- verificar mudanças em encomendas (Ex: pneus descontinuados e portanto não serão entregues; mercadoria sem stock - demora mais do que o restante da encomenda).
- Dei entrada / valorização de mercadorias (o processo também é diferente para compras externas ou nacionais).
- Fiz encomenda / compra mercadoria (2)
- Criar assinatura para o email
- primeiro contacto com o novo site da empresa
- Mudei os comerciais de certos clientes no programa Primavera (usado pela contabilidade) - Sem supervisor.

06 fevereiro → 10: dia (8 horas)

- ver emails junto com André
- Reunir com administração
- verificar preços Commercial Invoice e fazer os respectivos packing lists (4)
- Mudei comerciais de certos clientes
- Dei entrada / valorização de mercadoria (3)
- juntei guias com entradas
- Agendar descargas para a semana (o despachante que contêineres chegaram ao porto livres e agendamos com os respectivos armazéns os locais disponíveis.)

07 fevereiro → 11: dia (8 horas)

- Ver emails junto com André
- Reunião com administração
- Verificar todos os documentos recebidos
(- Commercial invoice e preços)
- Fiz packing list para a marca Prinx
- Dei entrada / Valoração mercadoria (6)
- preenchi excel com despesas de contentores
(todas as entradas externas com mais do 1 contentor, devemos dividir as despesas do despachante pela quantidade de contentores. Excel próprio.)
- Fiz encomenda / compra mercadoria no programa ChS₃
- Criei novos artigos - pneus competição

08 fevereiro → 12: dia (8 horas)

- Ver emails junto com André
- Reunião com administração
- Mudei Comerciais de certos clientes
- Criei novos artigos - pneus competição
- Dei entrada / Valoração de mercadoria (4)
- Fiz encomenda / compra mercadoria e o respectivo packing list para a marca Hoosier
- Ajudei a fazer um estudo de preço para uma possível nova transportadora (comparar preço da transportadora atual + os preços a serem propostos)
- Juntei guias com entradas

09 fevereiro → 13: dia (8 horas)

- ver emails junto com Andre
- Reunir com administração
- Dei entrada Valoração de mercadoria (5)
- Mudei Comerciais de certos clientes
- Ajuda na criação de um excel com um pedido específico de mercadoria
- Fiz encomenda / Compra mercadoria no programa On3.

12: fevereiro → 14: dia (8 horas)

- ver emails junto com Andre
- Reunir com administração
- criei novos artigos
- Escrevi um email de reclamação
- Dei entrada Valoração de mercadoria (5)
- Fiz packing list da marca pettas
- Fiz movimento de stock (entrada de 1 pneu em substituição por saída de outro)
- Analizei características de alguns artigos no programa On3 + atualização dos respectivos P.N.P.
- Atualizar previsão chegada contentores no On3
- Juntei guias com entradas

14 fevereiro → 15: dia (8 horas)

- Ver emails junto com André
- Reunir com administração
- Fiz packing lists marca toyo + verifiquei preços e quantidades do commercial invoice
- Organizei as despesas de transporte de 5 + 7 contentores para quando da entrada as despesas estarem divididas igualmente
- Dei entrada valorização de mercadoria (15)
- Juntei as entradas com as guias de remessa.

15 fevereiro → 16: dia (8 horas)

- O André (responsável pelo departamento) não esteve no trabalho, passei o dia junto do Sr. Henrique, mas ainda fiquei responsável por orientar o trabalho no departamento importação
- Gerei pdfs no site primavera de todas as FAE e GRE de certas marcas nacionais, tanto para a Dispnal SA, como para a Dispnal Ibéria. (na Ibéria os documentos são ALB e FAC)
- Dei entrada valorização de mercadoria (11)
- Criei novos arghos de mercadoria pedida que ainda não estava inserida no CNS.
- Fiz ^{inseri} a respectiva compra (no programa) para o armazém poder rececionar e eu poder dar entrada.
- Tirei umas listagens de diferentes marcas para a administração poder decidir o que encomendar.

- juntei as guias de remessa com as entradas

16 fevereiro → 17: dia (8 horas)

- ver emails junto com Andre
- Reunir com administração
- Insezi a compra / encomenda de mercadoria (3)
- Dei entrada / valorização de mercadoria (7)
- juntei as guias de remessa com as entradas

19 fevereiro → 18: dia (8 horas)

- Ver emails junto com Andre
- Reunir com administração
- Fiz packing list para a marca Nankang ^{ETOP} +
verifiquei as quantidades e preços do Commercial invoice
- Digitalizei documentos / comprovativos de pagamento de faturas para enviar aos fornecedores
- Dei entrada / valorização de mercadoria
- Insezi compra de mercadoria no CHS.
- juntei as guias com as entradas.

20 fevereiro → 19: dia (8 horas)

- ver emails junto com Andre
- Reunir com administração
- Foi me dado um excel com todas as informações de cada artigo no programa primavera e tive de verificar se a informação estava correta,

Segundo documentos dos fornecedores, e atualizar no OnS3 tudo o que fosse necessário (Excel ficou comigo para ir fazendo esta tarefa durante o período de estágio, quando tivesse disponibilidade)

- Insezi compras de mercadoria no programa
- fiz packing list da marca Galaxy
- Dei entrada / valorização de mercadoria
- Assisti a reunião com 1 fornecedor nacional.

Dia 21 fevereiro → 20: dia (8 horas)

- Ver emails junto com André
- Reunião com administração
- fiz packing lists + verifiquei preços e quantidades do commercial invoice (6)
- Dei entrada / valorização mercadoria (3)
- Insezi compra no programa
- Atualizei informações de artigos no

OnS3.

22 fevereiro → 21: dia (3 horas)

- Ver emails junto com André
- Reunião com administração
- Insezi compras mercadoria no programa (3)
- Alterar preços de entradas específicas.

23 fevereiro → 22: dia (8 horas)

- ver emails junto com André
 - Reunir com administração
 - Inserir compras de mercadoria no programa (3)
- + fiz compra da marca diretamente no site.
- Dei entrada / autorização de mercadoria (5)
 - juntei guias com entradas
 - Atualizei informações / características de artigos no OnS3.

26 fevereiro → 23: dia (8 horas)

- ver emails junto com André
- Reunir com administração
- Dei entrada / autorização de mercadoria (
- Inserir compra de mercadoria no programa (cameras, processo diferente e preciso inserir 2X)
- Atualizei informações / características dos artigos no OnS3.
- Organizar chegadas de contentores para a semana (juntar processos / faturas + Ordem de compra + despesas + Câmbio (quando em \$) + divisão despesas (quando + 1 contentor))
- juntei guias com entradas
- tome providenciado um ficheiro com todos os fornecedores da empresa + email + código no OnS3. E ainda um documento a informar quais marcas tem preços atualizados no programa ou se é necessário verificar no excel do fornecedor. (Este último importante para dar entradas).

27 fevereiro → 24: dia (8 horas)

- ver emails junto com André
- Reunir com administração
- Verifiquei preços das faturas recebidas de diferentes fornecedores (3)
- fiz packing lists (3)
- Dei entrada/valorização mercadoria (2)
- Criei novos artigos
- Organizei as despesas do despachante + transporte no Excel para dividir corretamente pelos contêineres.
- juntei guias com entradas.

28 fevereiro → 25: dia (8 horas)

- ver emails junto com André
- Reunir com administração
- Dei entrada/valorização de mercadoria (7)
- Organizei datas chegada mercadoria
- Atualizei características de artigos
- juntei guias com entradas

29 fevereiro → 26: dia (8 horas)

- André entrou de férias, tive a oportunidade de ficar responsável pelo Departamento durante a sua ausência (até dia 13 Março)
- Foi-me dado acesso ao emails
- verifiquei emails recebidos e reuni com a administração.

- Verifiquei os documentos recebidos, imprimi os necessários e reencaminhei para o despachante
- Dei entrada /valorização mercadoria (6)
- Verifiquei preços e quantidades de Commercial invoices + packing lists dos mesmos
- Juntei guias com entradas
- Criei novos artigos + inseri a compra dos mesmos no programa
- Respondi emails

Março 2024

01 março → 27-dia (8 horas)

- Verifiquei os emails
- Reuni com administração
- Verifiquei preços de Commercial invoices recebidos
- Dei entrada /valorização de mercadoria (4)
- Enviei emails para fornecedores
- Juntei guias com entradas
- Organizei chegadas para semana

04 Março → 28-dia (8 horas)

- Verifiquei emails
- Reuni com administração
- Verifiquei documentos recebidos
- Respondi a emails
- Tirei listagem compras para a administração

- Inserir compra de mercadoria no programa (4)
- Deixar entrada / valorização de mercadoria (6)
- Juntei guias com entradas

05 Março → 29 - dia (8 horas)

- Verifiquei os emails
- Reuni com administração
- Respondi a emails e verifiquei documentos recebidos

- Deixar entrada / valorização de mercadoria (5)
- Fiz encomenda mercadoria externa, por email para o fornecedor
- Juntei guias com entradas

06 março → 30 - dia (8 horas)

- Verifiquei emails
- Reuni com administração
- Imprimir e verifiquei documentos recebidos
- Verifiquei faturas + packing lists
- Deixar entrada / valorização mercadoria (6)
- Inserir compra no programa + Site
- Respondi a emails + enviei pagamentos de faturas para os fornecedores
- Juntei guias com entradas

07 Março → 31-dia (8 horas)

- Verifiquei os emails recebidos
- Reuni com administração
- Verifiquei e imprimi documentos recebidos
- Dei entrada / valorização de mercadoria (7)
- Verifiquei preços de Commercial Invoice + respectivos packing lists
- Juntei guias com entradas.

08 Março → 32-dia (8 horas)

- Verifiquei os emails
- Reuni com administração
- Verifiquei e imprimi documentos recebidos
- Respondi a emails
- Dei entrada / valorização de mercadoria (9)
- Atualizei informações de artigos no Onsz.
- Juntei guias com entradas.

11 Março → 33-dia (8 horas)

- Verifiquei emails recebidos
- Reuni com administração
- Verifiquei e imprimi documentos recebidos
- Tirei listagem de mercadoria para a administração fazer encomenda
- Inseri e comparei encomendas no Onsz + Site
- Dei entrada / valorização de mercadoria (8)
- Juntei guias com entradas

- Criei novos artigos
- Enviei emails para fornecedores

12 Março → 34 - dia (8 horas)

- Verifiquei emails recebidos
- Reuni com administração
- Verifiquei e imprimi documentos recebidos
- Enviei comprovativos de pagamento de faturas aos fornecedores
- Dei entrada / valorização de mercadoria (4)
- Juntei guias com entradas
- Fiz / inseri encomenda no programa no site
- Organizei despesas + 1 Contentor da mesma marca a chegar no dia seguinte

13 Março → 35 - dia (8 horas)

- André voltou ao escritório, informei-o de tudo o que fiz durante a sua ausência
- Ver emails junto com André
- Reuni com administração
- Dei entrada / valorização de mercadoria (12)
- Inseri Compra no programa
- Juntei guias com entradas

14 Março → 36 - dia (8 horas)

- Ver emails junto com André
- Reuni com administração

- verifiquei preços de comercial invoices recebidos

- fiz packing lists (9) + verifiquei preços
- Dei entrada / valorização de mercaderia (2)
- Inseei compra de mercaderia no Onsz (3)
- juntei guias com entradas

15 Março → 37: dia (8 horas)

- ver emails junto com Andree
- Reunir com administração
- Assisti a duas reuniões com fornecedor nacional e 1 representante nacional de marca internacional
- Inseei compra mercaderia no Onsz (3)
- Dei entrada / valorização de mercaderia (6)
- Criei novos artigos no programa
- juntei guias com entradas

18 Março → 38: dia (8 horas)

- ver emails junto com Andree
- Reunir com administração
- Dei entrada / valorização de mercaderia (4)
- fiz packing lists (13) + verifiquei preços
- Criei novos artigos no programa
- juntei guias com entradas

19 Março → 39 - dia (8 horas)

- ver emails junto com André
- Reunir com administração
- Dei entrada / valorização de mercadoria (4)
- fiz packing lists + verifiquei preços e quantidades
- Fiz a divisão das despesas (2)
- juntei guias com entradas

20 Março → 40 - dia (8 horas)

- ver emails junto com André
- Reunir com administração
- Alterei características de artigos no OnS3
- fiz packing list (5) + verifiquei preços e quantidades
- Dei entrada / valorização de mercadoria (11)
- CRIEI novos artigos
- juntei guias com entradas

21 Março → 41 - dia (8 horas)

- ver emails junto com André
- Reunir com administração
- verificar e imprimir documentos recebidos
- Dei entrada / valorização de mercadoria (9)
- fiz packing lists + verificar preços e quantidades

- Inserir compra de mercadoria no programa
- Juntei guias com entradas

22 Março → 42 = dia (8 horas)

- Ver emails junto com André
- Reunir com administração
- Dei entrada / valorização de mercadoria (8)
- Juntei guias com entradas

25 Março → 43 = dia (8 horas) + 0,50h

- Ver emails junto com André
- Reunir com administração
- Dei entrada de mercadoria
- Passei a maior parte do dia junto do Sr. Henrique a ajudar na reescrita de respostas a uma entrevista para um jornal / revista
- Juntei guias com entradas

26 Março → 44 = dia (8 horas)

- Ver emails junto com André
- Reunir com administração
- Inserir compras no programa (8)
- Dei entrada / valorização de mercadoria (4)
- Juntei guias com entradas
- Atualizei características de artigos no On5.

27 Março → 45: dia (8 horas)

- ver emails junto com Andreé
- Reunir com administração
- Verifiquei preços e quantidades de Commercial invoices recebidos
- Dei entrada / valorização de mercaderia (3)
- Atualizei artigos no programa
- Criei novos artigos
- Validei cheques recebidos, verifiquei datas e quantidade €
- Juntei guias com entradas

28 Março → 46: dia (8 horas)

- ver emails junto com Andreé
- Reunir com administração
- Criei novos artigos
- validei cheques recebidos, verifiquei preços e datas
- Juntei guias com entradas

01 Abril → 47: dia (8 horas)

- Ver emails junto com Andreé
- Reunir com administração
- Verifiquei preços e quantidades de Commercial invoices recebidos + packing lists
- Dei entrada de mercaderia (3.)

- A pedido do Sr. Henrique, imprimi 6 faturas referentes a processos de reclamações específicos e juntei
- juntei guias com entradas

02 Abril → 48: dia (8 horas)

- ver emails junto com Andre
- Reunir com administração
- Verifiquei preços e quantidades de documentos recebidos + fiz respectivo packing lists
- Dei entrada mercadoria (6)
- juntei guias com entradas

03 Abril → 49: dia (8 horas)

- ver emails junto com Andre
- Reunir com administração
- Inserir pedido/compra no programa (3)
- Dei entrada de mercadoria (7)
- juntei guias com entradas

04 Abril → 50: dia (8 horas)

- ver emails junto com Andre
- Reunir com administração
- Verifiquei preços e quantidades de documentos recebidos + fiz respectivos packing lists
- Inserir compra de mercadoria no

projeção

- Dei entrada / valorização de mercadoria (10)
- Juntei guias de remessa com entradas

05 Abril → 51: dia (8 horas)

- Ver emails junto com Andee
- Reunião com administração
- Verifiquei preços e quantidades de documentos recebidos + fiz respectivos packing lists
- Dei entrada / valorização de mercadoria (11)
- Insezi compra de mercadoria no Onsz
- Juntei guias com entradas

08 Abril → 52: dia (8 horas)

- Ver emails junto com Andee
- Reunião com administração
- Verifiquei preços e quantidades de documentos recebidos + fiz os respectivos packing lists (6)
- Dei entrada / valorização de mercadoria (7)
- Juntei guias com entradas
- Insezi reclamações concluídas num excel próprio de registro sobre as decisões finais de cada reclamação.

09 Abril → 53 : dia (8 horas)

- Ver emails junto com André
- Reunir com administração
- Criei novos artigos no Onsz
- Anulei medidas no Onsz
- Dei entrada /valorização de mercadoria (4)
- Juntei guias com entradas.

10 Abril → 54 : dia (8 horas)

- Ver emails junto com André
- Reunir com administração
- Dei entrada /valorização de mercadoria (7)
- Inserir compra de mercadoria no programa (4)
- Criei novos artigos no programa
- Juntei guias com entradas

11 Abril → 55 : dia (8 horas)

- Ver emails junto com André
- Reunir com administração
- Atualizar componentes de artigos, juntar /adicione a cada medida de jante, o pneu que poderia ser utilizado nessa mesma jante.
- Juntei guias com entradas.

12 Abril → 56 : dia (8 horas)

- ver emails junto com Andee
- Reunir com administração
- verifiquei preços e quantidades de documentos recebidos + fiz respectivos packing list (2)
- Dei entrada / valorização de mercadoria (3)
- Insezi Compra de mercadoria no programa
- Imprimi (do programa de contabilidade) faturas referentes a processos de reclamações
- Atualizei componentes de artigos, juntei a cada preu a junte que poderia ser utilizada nesse mesmo preu.

15 Abril → 57 dia (8 horas)

- ver emails junto com Andee
- Reunir com administração
- Criei novos artigos no OMS3
- Insezi Compra de mercadoria no programa
- Fiz packing lists + verifiquei respectivos documentos relacionados
- Dei entrada / valorização de mercadoria (4)
- juntei guias com entradas

16 Abril → 58 : dia (8 horas)

- ver emails junto com Andee
- Reunir com administração
- Atualizei características de artigos

- Dei entrada / valorização de mercadoria (5)
- Imprimi e juntei faturas do primavera à Respeitivo Reclamação
- Insezi os processos de reclamação concluidos no excel.

17 Abril → 59: dia (8 horas)

- Verz emails junto com Andee
- Reuniz Com administração
- Analizei os código - postal dos clientes no primavera
- Dei entrada / valorização de mercadoria (3)
- Insezi compra de mercadoria no ons3 (3)
- Juntei guias com entradas

18 Abril → 60: dia (8 horas)

- Verz emails junto com Andee
- Reuniz Com administração
- Insezi compra de mercadoria no ons3
- Dei entrada / valorização de mercadoria
- Verifiquei preços e quantidades de documentos recebidos + fiz Respeitivos packing lists (6)
- Juntei guias com entradas
- Ida ao armazem

19 Abril → 61: dia (8 horas)

- Ver emails junto com André
- Reunir com administração
- Confirmei preços de programas recebidas
- Criei novos artigos no programa
- Dei entrada / valorização de mercaderia (7)
- Inseri compra de mercaderia no ONS3 (3)
- Imprimi e juntei faturas do primavera com os respectivos processos de reclamações
- Ida ao armazem para ver mercaderia a descarregar.

22 Abril → 62: dia (8 horas)

- Ver emails junto com André
- Reunir com administração
- Criei novos artigos no ONS3
- Inseri compra de mercaderia no programa (2)
- Fiz packing lists + verifiquei respectivos preços e quantidades das faturas (2)
- Dei entrada / valorização de mercaderia

23 Abril → 63: dia (8 horas)

- Ver emails junto com André
- Reunir com administração
- Inseri compra de mercaderia no programa (4)
- Verifiquei preços e quantidades de documentos recebidos + fiz os respectivos packing lists (4)

- Deixei entrada / valorização de mercaderia (6)
- Imprimi e juntei faturas do primavera com o respectivo processo de reclamação

24 Abril → 64: dia (8 horas)

último dia

- ver emails junto com André
- Reunir com administração
- verificar preços e quantidades de documentos recebidos + fiz os respectivos packing lists (9)
- Criar novos artigos no CNS
- Deixei entrada / valorização de mercaderia (3)
- juntei guias com entradas

Annex I – Statement of authorisation

Statement of authorisation

All information presented in Chapter II of the present report was provided by Dispnal during my internship. The information was shared through in-person discussions and provided PowerPoint presentations. Dispnal has expressly agreed to the use of this information for the purpose of this internship report.

Company signature:



DISPNAL PNEUS, S.A.
Zona Industrial de Saldes/Paredes
Rua F, Lote 53
4585-013 Rasteira - Paredes

Sofia Isabel Inácio Ribeiro nº2222194

Master's in Intercultural Studies for Business

Annex II – Step by step of creating purchasing orders in the Ons3

Análise Raturas Stock

Atualizar | Imprimir | Exportar | Fechar

Artigos Compra | Calcular Rotatividade Média | 6 | Vendas dos últimos meses

Atq. Prod. Interna | Incluir qtd. como componente | Incluir Vendas Mês Atual

Desselecionar | Seleç. c/Sugestão | Filtros Avanc. | Seleç. Filtros | Limpar Filtros | Clear MRP

Artigos a imprimir:

- Apenas artigos selecionados
- Apenas artigos selecionados
- Apenas os artigos filtrados
- Apenas os artigos com sugestão de compra

| Cód. Artigo | Artigo | Fornecedor | Ref. Forn. | Período Rot. | Rot. Média Período | Stk Atual | Qtd. Compras | Pré-Compr | Cmprs. Trânsito | Sugest. Compra | Estado | Período Prev. Stk | Qtd. Enc. Pend. |
|---------------|--------------------------------------|--------------------------------|------------|-----------------|--------------------|-----------|--------------|-----------|-----------------|----------------|-----------|-------------------|-----------------|
| 110000 | NANKANG | | | Trimestral (90) | | 0 | 0 | 0 | 0 | 0 | OK | 0 | 0 |
| 110100 | PNEUS TURISMO | | | Trimestral (90) | | 0 | 0 | 0 | 0 | 0 | OK | 0 | 0 |
| 1101001213072 | 135/80R12 685 TL A51 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC383 | Trimestral (90) | | 8 | 8 | 0 | 0 | 0 | OK | 1 | 0 |
| 1101001215078 | 155/80R12 777 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8410 | Trimestral (90) | | 35 | 11 | 24 | 0 | 0 | OK | 1 | 0 |
| 1101001313072 | 135/80R13 707 TL EC02+ PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC483 | Trimestral (90) | | 20 | 7 | 0 | 0 | 0 | OK | 1 | 0 |
| 1101001314055 | 145/80R13 755 TL *RX615 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8659 | Trimestral (90) | | 0 | 0 | 24 | 0 | 0 | OK | 0 | 0 |
| 1101001315071 | 155/80R13 797 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC709 | Trimestral (90) | | 7 | 1 | 12 | 0 | 12 | 4 | Rutura Prevista | 0.43 |
| 1101001316078 | 165/80R13 837 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8412 | Trimestral (90) | | 6 | 1 | 10 | 0 | 0 | Excedente | 1.83 | 0 |
| 1101001415078 | 155/80R14 811 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8408 | Trimestral (90) | | 4 | 0 | 2 | 0 | 0 | 2 | Rutura Prevista | 0.05 |
| 11010014170NA | 175/80R14 88H TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC708 | Trimestral (90) | | 22 | 0 | 50 | 0 | 50 | 0 | Excedente | 2.05 |
| 1101001418078 | 185/80R14 911 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8405 | Trimestral (90) | | 18 | 3 | 10 | 0 | 0 | 5 | Rutura Prevista | 0.72 |
| 1101001513078 | 135R15 737 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8414 | Trimestral (90) | | 79 | 30 | 40 | 0 | 0 | 9 | Rutura Prevista | 0.89 |
| 1101001514078 | 145R15 777 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8413 | Trimestral (90) | | 12 | 4 | 8 | 0 | 0 | 0 | OK | 1 |
| 1101001516070 | 165/80R15 877 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC711 | Trimestral (90) | | 16 | 0 | 20 | 0 | 0 | 0 | Excedente | 1.25 |
| 11010012140N1 | 145/70R12 697 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC602 | Trimestral (90) | | 12 | 0 | 30 | 0 | 30 | 0 | Excedente | 2.42 |
| 1101001216078 | 165/70R12 777 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8406 | Trimestral (90) | | 0 | 1 | 5 | 0 | 5 | 0 | OK | 0 |
| 11010213150N1 | 155/70R13 797 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC712 | Trimestral (90) | | 22 | 6 | 20 | 0 | 0 | 0 | Excedente | 1.18 |
| 11010213160N1 | 165/70R13 XL 837 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC713 | Trimestral (90) | | 180 | 0 | 320 | 0 | 100 | 0 | Excedente | 1.69 |
| 11010213169N1 | 165/70R13 797 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC995 | Trimestral (90) | | 156 | 7 | 200 | 0 | 0 | 0 | Excedente | 1.33 |
| 11010213176N1 | 175/70R13 827 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC917 | Trimestral (90) | | 32 | 0 | 80 | 0 | 40 | 0 | Excedente | 2.44 |
| 11010213180N1 | 185/70R13 86H TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC774 | Trimestral (90) | | 9 | 0 | 10 | 0 | 0 | 0 | Excedente | 1.11 |
| 11010214160N1 | 165/70R14 XL 857 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC642 | Trimestral (90) | | 84 | 0 | 174 | 0 | 24 | 0 | Excedente | 1.95 |
| 11010214172N1 | 175/70R14 XL 88H TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J6202 | Trimestral (90) | | 86 | 82 | 46 | 0 | 46 | 0 | Excedente | 1.43 |

Compras Pendentes | Encomendas Pendentes | Vendas | Coment. Artigo

Tp.Doc. | N°Doc. | Linha | Fornecedor | Qtd. Ped. | Qtd. Recoc. | Unid. | Data Comp. | Data Prev. Recoc. | Data Real Recoc.

Análise Raturas Stock

Atualizar | Imprimir | Exportar | Fechar

Artigos Compra | Calcular Rotatividade Média | 6 | Vendas dos últimos meses

Atq. Prod. Interna | Incluir qtd. como componente | Incluir Vendas Mês Atual

Desselecionar | Seleç. c/Sugestão | Filtros Avanc. | Seleç. Filtros | Limpar Filtros | Clear MRP

Artigos a imprimir:

- Apenas artigos selecionados
- Apenas artigos selecionados
- Apenas os artigos filtrados
- Apenas os artigos com sugestão de compra

| Cód. Artigo | Artigo | Fornecedor | Ref. Forn. | Período Rot. | Rot. Média Período | Stk Atual | Qtd. Compras | Pré-Compr | Cmprs. Trânsito | Sugest. Compra | Estado | Período Prev. Stk | Qtd. Enc. Pend. |
|---------------|--------------------------------------|--------------------------------|------------|-----------------|--------------------|-----------|--------------|-----------|-----------------|----------------|--------|-------------------|-----------------|
| 110000 | NANKANG | | | Trimestral (90) | | 0 | 0 | 0 | 0 | 0 | OK | 0 | 0 |
| 110100 | PNEUS TURISMO | | | Trimestral (90) | | 0 | 0 | 0 | 0 | 0 | OK | 0 | 0 |
| 1101001213072 | 135/80R12 685 TL A51 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC383 | Trimestral (90) | | 8 | 8 | 0 | 0 | 0 | OK | 1 | 0 |
| 1101001215078 | 155/80R12 777 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8410 | Trimestral (90) | | 35 | 11 | 24 | 0 | 0 | OK | 1 | 0 |
| 1101001313072 | 135/80R13 707 TL EC02+ PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC483 | Trimestral (90) | | 20 | 7 | 0 | 0 | 0 | OK | 1 | 0 |
| 1101001314055 | 145/80R13 755 TL *RX615 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8659 | Trimestral (90) | | 0 | 0 | 24 | 0 | 0 | OK | 0 | 0 |
| 1101001315071 | 155/80R13 797 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC709 | Trimestral (90) | | 7 | 1 | 12 | 0 | 12 | 4 | Rutura Prevista | 0.43 |
| 1101001316078 | 165/80R13 837 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8412 | Trimestral (90) | | 6 | 1 | 10 | 0 | 0 | 0 | Excedente | 1.83 |
| 1101001415078 | 155/80R14 811 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8408 | Trimestral (90) | | 4 | 0 | 2 | 0 | 0 | 2 | Rutura Prevista | 0.05 |
| 11010014170NA | 175/80R14 88H TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC708 | Trimestral (90) | | 22 | 0 | 50 | 0 | 50 | 0 | Excedente | 2.05 |
| 1101001418078 | 185/80R14 911 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8405 | Trimestral (90) | | 18 | 3 | 10 | 0 | 0 | 5 | Rutura Prevista | 0.72 |
| 1101001513078 | 135R15 737 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8414 | Trimestral (90) | | 79 | 30 | 40 | 0 | 0 | 9 | Rutura Prevista | 0.89 |
| 1101001514078 | 145R15 777 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8413 | Trimestral (90) | | 12 | 4 | 8 | 0 | 0 | 0 | OK | 1 |
| 1101001516070 | 165/80R15 877 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC711 | Trimestral (90) | | 16 | 0 | 20 | 0 | 0 | 0 | Excedente | 1.25 |
| 11010012140N1 | 145/70R12 697 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC602 | Trimestral (90) | | 12 | 0 | 30 | 0 | 30 | 0 | Excedente | 2.42 |
| 1101001216078 | 165/70R12 777 TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J8406 | Trimestral (90) | | 0 | 1 | 5 | 0 | 5 | 0 | OK | 0 |
| 11010213150N1 | 155/70R13 797 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC712 | Trimestral (90) | | 22 | 6 | 20 | 0 | 0 | 0 | Excedente | 1.18 |
| 11010213160N1 | 165/70R13 XL 837 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC713 | Trimestral (90) | | 180 | 0 | 320 | 0 | 100 | 0 | Excedente | 1.69 |
| 11010213169N1 | 165/70R13 797 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC995 | Trimestral (90) | | 156 | 7 | 200 | 0 | 0 | 0 | Excedente | 1.33 |
| 11010213176N1 | 175/70R13 827 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC917 | Trimestral (90) | | 32 | 0 | 80 | 0 | 40 | 0 | Excedente | 2.44 |
| 11010213180N1 | 185/70R13 86H TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC774 | Trimestral (90) | | 9 | 0 | 10 | 0 | 0 | 0 | Excedente | 1.11 |
| 11010214160N1 | 165/70R14 XL 857 TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC642 | Trimestral (90) | | 84 | 0 | 174 | 0 | 24 | 0 | Excedente | 1.95 |
| 11010214172N1 | 175/70R14 XL 88H TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | J6202 | Trimestral (90) | | 86 | 82 | 46 | 0 | 46 | 0 | Excedente | 1.43 |

Compras Pendentes | Encomendas Pendentes | Vendas | Coment. Artigo

Tp.Doc. | N°Doc. | Linha | Fornecedor | Qtd. Ped. | Qtd. Recoc. | Unid. | Data Comp. | Data Prev. Recoc. | Data Real Recoc.

Pre-visualização Relatório

Relatório Principal

Imprimir Relatório

DISPNA

Análise Rutura Stock

NANKANG (Pneus)

| Artigo | Ref. Forn. | Descrição | Média | Stock | A chegar | | | Pendentes | Total Vend. | Sugerida | Comprar |
|---------------|------------|--------------------------------------|-------|-------|----------|--------|--------|-----------|-------------|----------|---------|
| | | | | | 05-jul | 23-jul | 26-jul | | | | |
| 110000 | | NANKANG | 0 | 0 | | | | 0 | 0 | 0 | 0 |
| 110100 | | PNEUS TURISMO | 0 | 0 | | | | 0 | 0 | 0 | 0 |
| 11010012130T2 | JC383 | 135/80R12 68S TL AS1 PNEU NANKANG | 8 | 8 | | | | 0 | 0 | 17 | 0 |
| 11010012150T8 | JB410 | 155/80R12 77T TL CX668 PNEU NANKANG | 35 | 11 | | | | 0 | 24 | 71 | 0 |
| 11010013130T2 | JC483 | 135/80R13 70T TL ECCO2+ PNEU NANKANG | 20 | 7 | | | | 0 | 0 | 41 | 13 |
| 11010013140S5 | JB659 | 145/80R13 75S TL *RX615 PNEU NANKANG | 0 | 0 | | | | 0 | 24 | 1 | 0 |
| 11010013150T1 | JC709 | 155/80R13 79T TL NA1 PNEU NANKANG | 7 | 1 | 12 | | | 12 | 0 | 14 | 4 |
| 11010013160T8 | JB412 | 165/80R13 83T TL CX668 PNEU NANKANG | 6 | 1 | | | | 0 | 10 | 13 | 0 |
| 11010014150T8 | JB408 | 155/80R14 81T TL CX668 PNEU NANKANG | 4 | 0 | | | | 0 | 2 | 8 | 2 |
| 11010014170NA | JC708 | 175/80R14 88H TL NA1 PNEU NANKANG | 22 | 0 | | | | 50 | 0 | 44 | 0 |
| 11010014180T8 | JB405 | 185/80R14 91T TL CX668 PNEU NANKANG | 18 | 3 | | | | 0 | 10 | 37 | 5 |
| 11010015130T8 | JB414 | 135R15 73T TL CX668 PNEU NANKANG | 79 | 30 | | | | 0 | 40 | 158 | 9 |
| 11010015140T8 | JB413 | 145R15 77T TL CX668 PNEU NANKANG | 12 | 4 | | | | 0 | 8 | 24 | 0 |
| 11010015160T0 | JC711 | 165/80R15 87T TL NA1 PNEU NANKANG | 16 | 0 | | | | 0 | 20 | 32 | 0 |
| 11010212140N1 | JC602 | 145/70R12 69T TL NA1 PNEU NANKANG | 12 | 0 | 30 | | | 30 | 0 | 24 | 0 |
| 11010212160T8 | JB406 | 165/70R12 77T TL CX668 PNEU NANKANG | 0 | 1 | | | | 5 | 0 | 0 | 0 |
| 11010213150N1 | JC712 | 155/70R13 75T TL NA1 PNEU NANKANG | 22 | 6 | | | | 0 | 20 | 44 | 0 |
| 11010213160N1 | JC713 | 165/70R13 XL 83T TL NA1 PNEU NANKANG | 180 | 0 | | | | 100 | 220 | 362 | 0 |
| 11010213169N1 | JC995 | 165/70R13 79T TL NA1 PNEU NANKANG | 156 | 7 | | | | 0 | 200 | 314 | 0 |
| 11010213176N1 | JC917 | 175/70R13 82T TL NA1 PNEU NANKANG | 32 | 0 | | | | 40 | 40 | 64 | 0 |
| 11010213180N1 | JC774 | 185/70R13 86H TL NA1 PNEU NANKANG | 9 | 0 | | | | 0 | 10 | 19 | 0 |
| 11010214160N1 | JC642 | 165/70R14 XL 85T TL NA1 PNEU NANKANG | 84 | 0 | | | | 24 | 150 | 169 | 0 |

28062021 1 / 16

No. da página atual: 1 No. Total de Páginas: 16 Fator de Zoom: 100%

OnS3.pro

Dispna Pneus

Hugo Freitas v1.1.10

Análise Ruturas Stock

Atualizar Imprimir Exportar Fechar

Alguns Compras Calcular Rotatividade Média 6/2 Vendas dos últimos meses

Art. Prod. Interno Incluir qtd. como componente Incluir Vendas Mês Atual

Seleção: c/Sugestão Filtros Avanc. Seleção: Filtros Limpar Filtros

Desselecionar Seleção: Filtros Limpar Filtros

Forneecedores

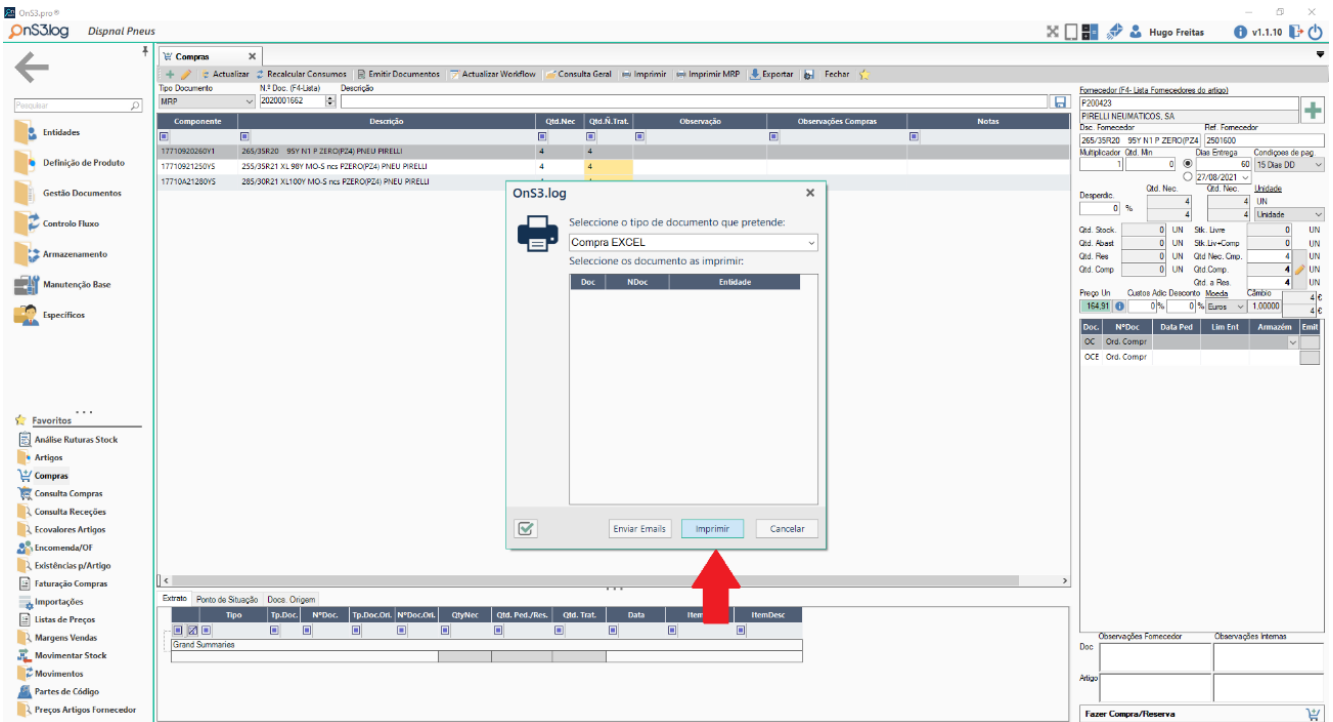
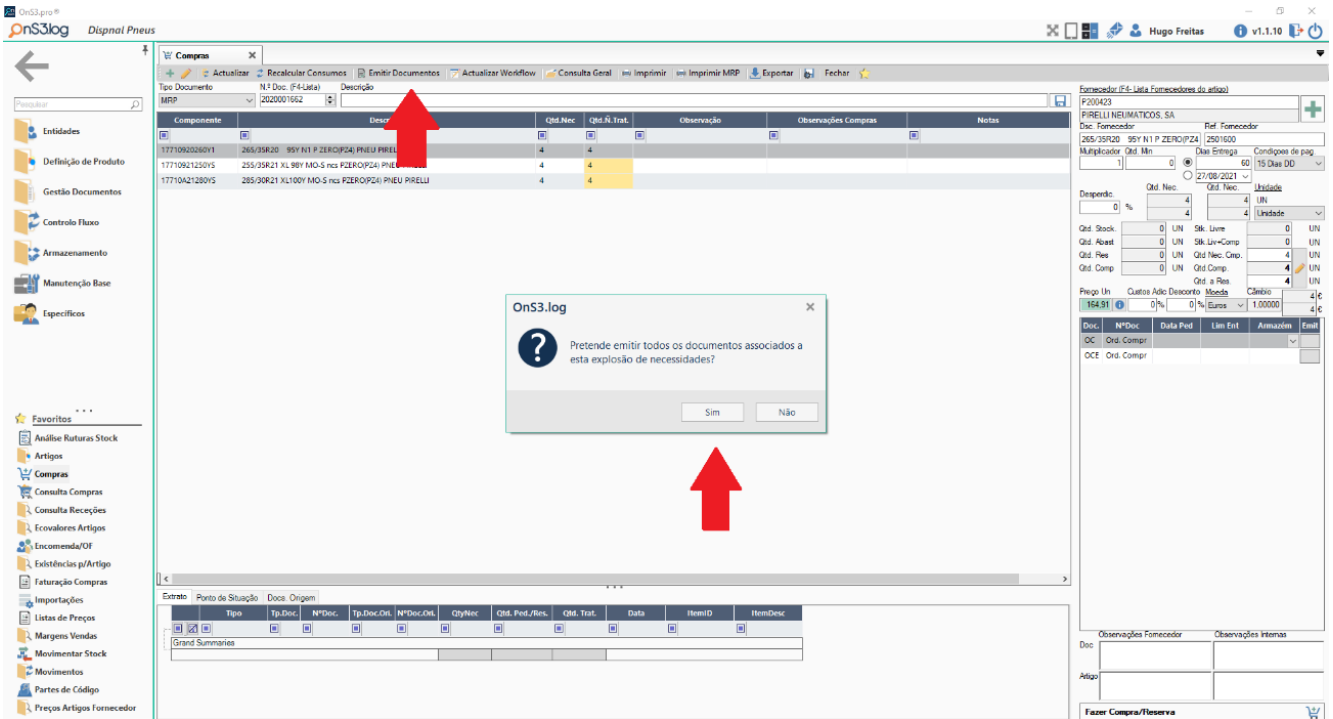
| Cód. Artigo | Artigo | Fornecedor | Ref. Forn. | Período Rot. | Rot. Média Período | Stk Atual | Qtd. Compras | Pré-Compr | Compras. Trânsito | Sugest. Compra | Estado | Período Prev. Stk | Qtd. Enc. Pend. |
|---------------|--------------------------------------|--------------------------------|------------|-----------------|--------------------|-----------|--------------|-----------|-------------------|----------------|-----------------|-------------------|-----------------|
| 110000 | NANKANG | | | Trimestral (90) | 0 | 0 | 0 | 0 | 0 | 0 | OK | 0 | 0 |
| 110100 | PNEUS TURISMO | | | Trimestral (90) | 0 | 0 | 0 | 0 | 0 | 0 | OK | 0 | 0 |
| 11010012130T2 | 135/80R12 68S TL AS1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC383 | Trimestral (90) | 8 | 8 | 0 | 0 | 0 | 0 | OK | 1 | 0 |
| 11010012150T8 | 155/80R12 77T TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JB410 | Trimestral (90) | 35 | 11 | 24 | 0 | 0 | 0 | OK | 1 | 0 |
| 11010013130T2 | 135/80R13 70T TL ECCO2+ PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC483 | Trimestral (90) | 20 | 7 | 0 | 0 | 0 | 0 | OK | 0 | 0 |
| 11010013140S5 | 145/80R13 75S TL *RX615 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JB659 | Trimestral (90) | 0 | 0 | 24 | 0 | 0 | 0 | OK | 0 | 0 |
| 11010013150T1 | 155/80R13 79T TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC709 | Trimestral (90) | 7 | 1 | 12 | 0 | 12 | 4 | Rutura Prevista | 0,43 | 10 |
| 11010013160T8 | 165/80R13 83T TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JB412 | Trimestral (90) | 6 | 1 | 10 | 0 | 0 | 0 | Excedente | 1,83 | 0 |
| 11010014150T8 | 155/80R14 81T TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JB408 | Trimestral (90) | 4 | 0 | 2 | 0 | 0 | 2 | Rutura Prevista | 0,05 | 0 |
| 11010014170NA | 175/80R14 88H TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC708 | Trimestral (90) | 22 | 0 | 50 | 0 | 50 | 0 | Excedente | 2,05 | 5 |
| 11010014180T8 | 185/80R14 91T TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JB405 | Trimestral (90) | 18 | 3 | 10 | 0 | 0 | 5 | Rutura Prevista | 0,72 | 0 |
| 11010015130T8 | 135R15 73T TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JB414 | Trimestral (90) | 79 | 30 | 40 | 0 | 0 | 9 | Rutura Prevista | 0,89 | 0 |
| 11010015140T8 | 145R15 77T TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JB413 | Trimestral (90) | 12 | 4 | 8 | 0 | 0 | 0 | OK | 1 | 0 |
| 11010015160T0 | 165/80R15 87T TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC711 | Trimestral (90) | 16 | 0 | 20 | 0 | 0 | 0 | Excedente | 1,25 | 0 |
| 11010212140N1 | 145/70R12 69T TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC602 | Trimestral (90) | 12 | 0 | 30 | 0 | 30 | 0 | Excedente | 2,42 | 1 |
| 11010212160T8 | 165/70R12 77T TL CX668 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JB406 | Trimestral (90) | 0 | 1 | 5 | 0 | 5 | 0 | OK | 0 | 0 |
| 11010213150N1 | 155/70R13 75T TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC712 | Trimestral (90) | 22 | 6 | 20 | 0 | 0 | 0 | Excedente | 1,18 | 0 |
| 11010213160N1 | 165/70R13 XL 83T TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC713 | Trimestral (90) | 180 | 0 | 320 | 0 | 100 | 0 | Excedente | 1,69 | 15 |
| 11010213169N1 | 165/70R13 79T TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC995 | Trimestral (90) | 156 | 7 | 200 | 0 | 0 | 0 | Excedente | 1,33 | 0 |
| 11010213176N1 | 175/70R13 82T TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC917 | Trimestral (90) | 32 | 0 | 80 | 0 | 40 | 0 | Excedente | 2,44 | 2 |
| 11010213180N1 | 185/70R13 86H TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC774 | Trimestral (90) | 9 | 0 | 10 | 0 | 0 | 0 | Excedente | 1,11 | 0 |
| 11010214160N1 | 165/70R14 XL 85T TL NA1 PNEU NANKANG | NANKANG RUBBER TIRE CORPORATIO | JC642 | Trimestral (90) | 84 | 0 | 174 | 0 | 24 | 0 | Excedente | 1,95 | 10 |

Compras Pendentes Vendas Compt. Artigo

| Tip. Doc. | Nº Doc. | Linha | Fornecedor | Qtd. Ped. | Qtd. Recv. | Unid. | Data Comp. | Data Prev. Recv. | Data Real Recv. |
|-----------|---------|-------|------------|-----------|------------|-------|------------|------------------|-----------------|
|-----------|---------|-------|------------|-----------|------------|-------|------------|------------------|-----------------|

Favoritos

- Análise Ruturas Stock
- Artigos
- Compras
- Consulta Compras
- Consulta Receções
- Escaladores Artigos
- Encomenda/OF
- Existências p/Artigo
- Faturação Compras
- Importações
- Listas de Preços
- Margens Vendas
- Movimentar Stock
- Movimentos
- Partes de Código
- Preços Artigos Fornecedor



Microsoft Excel - PETLAS PCR 04-06-2021 - Excel

| Id | Produto/Fam. | Anjo | Qtde Compra |
|----|--------------|--|-------------|
| 3 | 20140 | 155/80R13 79T ELEG.PT311 PNEU PETLAS | 200 |
| 4 | 20390 | 155/70R13 75T ELEG.PT311 PNEU PETLAS | 200 |
| 5 | 21500 | 185/65R14 86T SNOW W601 PNEU PETLAS | 8 |
| 6 | 21640 | 185/65R15 88H SNOW W651 PNEU PETLAS | 12 |
| 7 | 21641 | 185/65R15 XL 92H SNOW W651 PNEU PETLAS | 12 |
| 8 | 21751 | 195/65R15 XL 95H SNOW W651 PNEU PETLAS | 20 |
| 9 | 22080 | 205/65R16 95H SNOW W651 PNEU PETLAS | 8 |
| 10 | 22100 | 215/65R16 98H IMPE.PT515 PNEU PETLAS | 500 |
| 11 | 22490 | 185/60R14 82H SNOW W651 PNEU PETLAS | 12 |
| 12 | 22740 | 185/60R15 84H SNOW W651 PNEU PETLAS | 8 |
| 13 | 23310 | 215/60R16 95H SNOW W651 PNEU PETLAS | 16 |
| 14 | 23350 | 225/60R16 98H SNOW W651 PNEU PETLAS | 8 |
| 15 | 23890 | 195/55R16 87H SNOW W651 PNEU PETLAS | 8 |
| 16 | 23881 | 195/55R16 87H P.G. PT525 PNEU PETLAS | 500 |
| 17 | 24011 | 205/55R16 91H SNOW W651 PNEU PETLAS | 40 |
| 18 | 24113 | 215/55R16 XL 97T GLAC.W661 PNEU PETLAS | 8 |
| 19 | 24361 | 225/55R17 XL101V SNOW W651 PNEU PETLAS | 18 |
| 20 | 24410 | 235/55R17 XL103V SNOW W651 PNEU PETLAS | 10 |
| 21 | 35518 | 225/55R18 XL102H SNOW W671 PNEU PETLAS | 10 |
| 22 | 25291 | 225/50R16 XL 96V SNOW W651 PNEU PETLAS | 8 |
| 23 | 25601 | 225/50R17 XL 98V SNOW W651 PNEU PETLAS | 8 |
| 24 | 26450 | 225/45R17 XL 94V SNOW W651 PNEU PETLAS | 20 |
| 25 | 28090 | 225/40R18 92V SNOW W651 PNEU PETLAS | 12 |
| 26 | 33228 | 235/70R16 106T SNOW W671 PNEU PETLAS | 12 |
| 27 | 33237 | 245/70R16 111T SNOW W671 PNEU PETLAS | 8 |
| 28 | 33808 | 215/65R17 99H SNOW W671 PNEU PETLAS | 4 |
| 29 | 33818 | 225/65R17 106H SNOW W671 PNEU PETLAS | 4 |
| 30 | 33828 | 235/65R17 XL108V SNOW W671 PNEU PETLAS | 4 |
| 31 | 34530 | 235/60R18 107V EXPLERO PT431 PNEU PETLAS | 80 |
| 32 | 40892 | 205/75R16C 113R SNOW PT935 PNEU PETLAS | 8 |
| 33 | 41812 | 215/65R15C 104T SNOW PT935 PNEU PETLAS | 10 |
| 34 | 41632 | 195/65R16C 104T SNOW PT935 PNEU PETLAS | 8 |
| 35 | | TOTAL | 1784 |

Microsoft Excel - PETLAS PCR 04-06-2021 - Excel

Mensagem (HTML)

De: **petlas** (petlas@dispnal.pt)

Para: **Özgür Murat Büyüklü**

Cc: **Can Yalçın**

Assunto: **PETLAS PCR 04-06-2021.xlsx**

Anexo: **PETLAS PCR 04-06-2021.xlsx** (16 KB)

Dear Özgür,

Please find attached new order for Petlas.

Thank you,

Melhores cumprimentos/Best regards/Mejores saludos/Beste grüße

Hugo Freitas Ribeiro
 Import/Export Manager

Dispnal Pneus, SA
dispnal@dispnal.pt
 Telf: +351 255 617 480 | Fax: +351 255 617 489

DISPNAL
 PNEUS

Imprima este e-mail somente se for necessário. Preça o Ambiente.
 Please consider your environmental responsibility before printing this e-mail.

Annex III – Separation of expenses

| TOTAL FATURA S/ DESPESAS | | CÂMBIO [\$/€] | |
|--------------------------|--|---------------|---------|
| R\$ 1.628,62 | | 51,0807 | 0,9267€ |
| CONTENITOR 1 | | CONTENITOR 1 | |
| R\$ 793,32 | | R\$ 793,32 | |
| 19,84% | | 19,84% | |
| CONTENITOR 2 | | CONTENITOR 2 | |
| R\$ 254,80 | | R\$ 254,80 | |
| 19,84% | | 19,84% | |

Annex IV – Step by step of invoicing national purchases

The screenshot shows the 'Faturação Compras' interface. The main window displays a purchase order for 'BRIDGESTONE EUROPE NV/SA' with document number 'P200352'. A modal window titled 'fmrListReceptions' is open, showing a table of receipts. Red arrows point to the 'Selecionar' button in the modal window and the 'Selecionar' button in the main window's bottom toolbar.

| Nº Doc | Nº Compra | Ref Fornecedor | Artigo | Descrição |
|-----------|------------|----------------|---------------|--------------------------------------|
| 202006582 | 2020001326 | 13465 | 1671311720185 | 205/75R17.5 124M D P52 PNEU BRIDGES. |

The screenshot shows the 'Faturação Compras' interface. The main window displays a purchase order for 'BRIDGESTONE EUROPE NV/SA' with document number 'P200352'. A context menu is open over the 'Grand Sum' row, showing options like 'Copiar', 'Limpar Filtros', 'Ordenar Ascendente', 'Ordenar Descendente', and 'Exportar Excel'. The bottom summary table shows a total value of 810,55.

| Artigo | Descrição | ProvedorRef | Qtd Da Fat | Preç Unit | Preç Tot | Val Desc | Total Bruto | Total Liquido | Adicionais | Preç Unit Mov | Total Final Linha | IVA | Total EUR |
|---------------|--------------------------------------|-------------|------------|-----------|----------|----------|-------------|---------------|------------|---------------|-------------------|-------|-----------|
| 1671311720185 | 205/75R17.5 124M D P52 PNEU BRIDGES. | 13465 | 5,00 | €162,1100 | €810,55 | 0,00 | 810,55 | 810,55 | 0,00 | 162,11000 | 996,98 | 23,00 | 996,98 |
| Grand Sum | | | | | | | | | | | | | 810,55 |

OnS3 pro® Dispnal Pneus

Preços Artigos Fornecedor | Faturação Compras | Consulta Receções

Atualizar | Imprimir | Exportar | Fechar

Artigo

Preços Artigos Fornecedor

| Família | Cód. Fom. | Fornecedor | Marca | Artigo | ProviderRef | Descrição | Preço |
|---------|-----------|-------------------------------------|---------------|----------------|---|--------------------------------------|----------|
| Pneus | | | ANTEO by Pire | 179000 | Anular | | 0,00 € |
| Pneus | | | ANTEO by Pire | 179130 | Cortar | | 0,00 € |
| Pneus | P205070 | PROMETON TYRE GROUPE ESPAÑA | ANTEO by Pire | 179130 | Copiar | ITEO | 195,70 € |
| Pneus | P205070 | PROMETON TYRE GROUPE ESPAÑA | ANTEO by Pire | 179130 | Color | ITEO | 195,70 € |
| Pneus | P205070 | PROMETON TYRE GROUPE ESPAÑA | ANTEO by Pire | 179130 | Eliminar | ITEO | 181,15 € |
| Pneus | P205070 | PROMETON TYRE GROUPE ESPAÑA | ANTEO by Pire | 179130 | Seleccionar tudo | ITEO | 181,15 € |
| Pneus | P205070 | PROMETON TYRE GROUPE ESPAÑA | ANTEO by Pire | 179130 | Sentido da leitura da direita para a esquerda | ANTEO | 195,00 € |
| Pneus | P205070 | PROMETON TYRE GROUPE ESPAÑA | ANTEO by Pire | 179130 | Mostrar caracteres de controlo Unicode | ITEO | 195,00 € |
| Pneus | P205070 | PROMETON TYRE GROUPE ESPAÑA | ANTEO by Pire | 179132 | Inserir carácter de controlo Unicode | ITEO | 181,15 € |
| Pneus | P205070 | PROMETON TYRE GROUPE ESPAÑA | ANTEO by Pire | 179132 | Abrir IME | ITEO | 178,24 € |
| Pneus | P205070 | PROMETON TYRE GROUPE ESPAÑA | ANTEO by Pire | 179133 | Nova conversão | ANTEO | 176,30 € |
| Pneus | P205070 | PROMETON TYRE GROUPE ESPAÑA | ANTEO by Pire | 179135 | | ITEO | 186,00 € |
| Pneus | P205070 | PROMETON TYRE GROUPE ESPAÑA | ANTEO by Pire | 17913522301K1 | 3937000 | 385,55R225 160K A.PtoT II PNEU ANTEO | 186,00 € |
| Pneus | | AVON | | 131000 | | AVON | 0,00 € |
| Pneus | | AVON | | 1311C | | PNEUS COMPETICAO | 0,00 € |
| Pneus | | AVON | | 1311CO | | PNEUS COMPETICAO ROAD | 0,00 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C115155297 | 5641M | 155R15 A29 5641M PNEU AVON | 143,06 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C210165297 | 14677M | 165/70R10 A29 14677M PNEU AVON | 109,07 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C213175297 | 9612M | 175/70R13 A30 9612M PNEU AVON | 128,13 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C21317530 | 9342M | 175/70R13 A30 9342M PNEU AVON | 128,13 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C21318529 | 9668M | 185/70R13 A29 9668M PNEU AVON | 133,05 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C21318531 | 9341M | 185/70R13 A31 9341M PNEU AVON | 133,05 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C21418529 | 9603M | 185/70R14 A29 9603M PNEU AVON | 146,97 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C21418529 | 15532M | 185/70R14 A29 15532M PNEU AVON | 146,97 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C21517529 | 14833M | 175/70R15 A29 14833M PNEU AVON | 146,10 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C21517530 | 14833M | 175/70R15 A30 14833M PNEU AVON | 146,10 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C215185296 | 14836M | 185/70R15 A29 14836M PNEU AVON | 156,03 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C215185307 | 14837M | 185/70R15 A30 14837M PNEU AVON | 156,03 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C21520529A | 15500M | 205/70R15 A29 15500M PNEU AVON | 192,05 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C21520529 | 11017M | 205/70R15 A29 11017M PNEU AVON | 192,05 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C215215299 | 15499M | 215/70R15 A29 15499M PNEU AVON | 200,09 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C21521529 | 10959M | 215/70R15 A29 10959M PNEU AVON | 200,09 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C31522029 | 15501M | 225/65R15 A29 15501M PNEU AVON | 210,09 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C31522529 | 10961M | 225/65R15 A29 10961M PNEU AVON | 210,09 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C41318530 | 3413M | 185/60R13 A30 3413M PNEU AVON | 86,74 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C41320530 | 4222M | 205/60R13 A30 4222M PNEU AVON | 100,08 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C41418530 | 3414M | 185/60R14 A30 3414M PNEU AVON | 91,23 € |
| Pneus | P205044 | COOPER TIRE & RUBBER COEUR - RACING | AVON | 1311C41521527 | 15507M | 215/60R15 A29 15507M PNEU AVON | 196,04 € |

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Preços Artigos Fornecedor | Faturação Compras | Consulta Receções

Atualizar | Imprimir | Exportar | Fechar

Artigo

Preços Artigos Fornecedor

| Família | Cód. Fom. | Fornecedor | Marca | Artigo | ProviderRef | Descrição | Preço |
|---------|-----------|--------------------------|-------------|---------------|-------------|--------------------------------------|----------|
| Pneus | P200352 | BRIDGESTONE EUROPE NV/SA | BRIDGESTONE | 16713117201R5 | 13465 | 205/75R17.5 124M D R52 PNEU BRIDGES. | 168,67 € |

OnS3 pro® Dispnal Pneus

Faturação Compras X

FT Compras Nº 0 Fomec (F4-Lista) P200302 BRIDGESTONE EUROPE NV/SA

Doc. Fornecedor Tipo Pagamento Moeda Cambio Desc. Comercial Desc. Financeiro Data Fatura Data Vencimento

60 Dias Euro 1 0 0 06/07/2021 06/07/2021

| Artigo | Descricao | ProvedorRef | Qtd.Da Fat | Preç.Unit | Preç.Tot | Val.Desc | Total Bruto | Total Liquidado | Adicionais | Preç.Unit.Moy | Total Final Linha | IVA | Total EUR |
|-----------------|--------------------------------------|-------------|------------|-----------|----------|----------|-------------|-----------------|------------|---------------|-------------------|-------|-----------|
| 167311220195 | 205/75R17.5 124M D R52 PNEU BRIDGES. | 13405 | 5,00 | 104,00 | 680,55 | 0,00 | 810,55 | 810,55 | 0,00 | 162,11000 | 996,98 | 23,00 | 996,98 |
| Grand Summaries | | | | | | | | | | | | | |
| | | | | | | | 810,55 | 810,55 | | | 996,98 | | 996,98 |

Custos Adicionais Anexos

| Doc | NºDoc | Cod.Fom. | Fornecedor | Doc.Fornecedor | Artigo | Tipo Distrib. | Valor | Disc.Linha | Disc.Comercial | Disc.Financeiro | Moeda | Cambio | Tipo Pagamento | Dt.Doc | Dt.Venc | IVA | Total Liquidado | Total Desconto | Total Final | | |
|-----------------|-------|----------|------------|----------------|--------|---------------|-------|------------|----------------|-----------------|-------|--------|----------------|--------|---------|-----|-----------------|----------------|----------------|---------------|--------|
| Grand Summaries | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | Total Merc. | IVA Merc | Cst.Adicionais | IVA Cst.Adic. | Final |
| | | | | | | | | | | | | | | | | | 810,55 | 0,00 | 0,00 | 0,00 | 810,55 |

OnS3 pro® Dispnal Pneus

Faturação Compras X

FT Compras Ex 2021000193 Fomec (F4-Lista) P209019 PETLAS LASTIK SAN. VE TIC. A.S.

Doc. Fornecedor Tipo Pagamento Cambio Desc. Comercial Desc. Financeiro Data Fatura Data Vencimento

P1120211984 60 Dias 1 0 0 06/07/2021 06/07/2021

| Artigo | Descricao | ProvedorRef | Qtd.Da Fat | Preç.Unit | Preç.Tot | Val.Desc | Total Bruto | Total Liquidado | Adicionais | Preç.Unit.Moy | Total Final Linha | IVA | Total EUR | | | | | | | | |
|-----------------|--|-------------|------------|-----------|----------|----------|-------------|-----------------|------------|---------------|-------------------|----------|-----------|--|--|--|-------------|----------|----------------|---------------|-----------|
| 11810415190V5 | 195/60R15 88V IMPEPT515 PNEU PETLAS | 22793 | 70,00 | 24,4000 | 1708,00 | 0,00 | 1708,00 | 1702,44 | 71,64 | 25,46340 | 1795,12 | 0,00% | 1710,50E | | | | | | | | |
| 11810314150T1 | 155/65R14 75T ELEGPT311 PNEU PETLAS | 21250 | 15,00 | 118,8600 | 1782,90 | 0,00 | 282,90 | 234,75 | 11,85 | 19,64974 | 395,19 | 0,00% | 282,90E | | | | | | | | |
| 11810315180H5 | 185/65R15 XL 92H IMPEPT515 PNEU PETLAS | 21598 | 100,00 | 23,9300 | 2393,00 | 0,00 | 2393,00 | 2493,20 | 100,20 | 24,93204 | 2496,95 | 0,00% | 2393,00E | | | | | | | | |
| 1181221521925 | 215/70R15C 109R TL PT925 PNEU PETLAS | 41480 | 12,00 | 66,5900 | 799,08 | 0,00 | 559,08 | 582,49 | 23,41 | 48,54050 | 583,37 | 0,00% | 559,08E | | | | | | | | |
| 1181221522825 | 225/70R15C 116R TL PT825 PNEU PETLAS | 41493 | 16,00 | 64,8500 | 1037,60 | 0,00 | 717,60 | 747,65 | 30,05 | 46,72804 | 748,77 | 0,00% | 717,60E | | | | | | | | |
| 1181221521835 | 215/65R15C 104T TL PT835 PNEU PETLAS | 41795 | 40,00 | 63,6500 | 2546,00 | 0,00 | 1546,00 | 1610,74 | 64,74 | 40,26842 | 1613,16 | 0,00% | 1546,00E | | | | | | | | |
| 11812316220P5 | 225/65R16C 112R TL PT825 PNEU PETLAS | 42051 | 80,00 | 64,0800 | 5126,40 | 0,00 | 3526,40 | 3674,06 | 147,66 | 45,92580 | 3679,58 | 0,00% | 3526,40E | | | | | | | | |
| 1181241619835 | 195/60R16C 99T TL PT835 PNEU PETLAS | 42625 | 100,00 | 63,6200 | 6362,00 | 0,00 | 3562,00 | 3711,15 | 149,15 | 37,11155 | 3716,73 | 0,00% | 3562,00E | | | | | | | | |
| 11810615190V1 | 195/60R15 82V V.SPP7741 PNEU PETLAS | 35720 | 10,00 | 109,8800 | 1098,80 | 0,00 | 1096,88 | 44,08 | 27,42212 | 1098,53 | 0,00% | 1052,80E | | | | | | | | | |
| 11810919250Rf | 255/35R19 RPT92W V.SPP7741 PNEU PETLAS | 42 | 52 | 135,99 | 5,47 | 67,99269 | 136,19 | 0,00% | | 130,52E | | | | | | | | | | | |
| 11810313160T1 | 165/65R13 77T ELEGPT311 PNEU PETLAS | 21598 | 84 | 227,80 | 9,16 | 18,98294 | 228,14 | 0,00% | | 218,64E | | | | | | | | | | | |
| 1181201418825 | 185R14C 102R TL PT825 PNEU PETLAS | 42010 | 66 | 1128,41 | 45,35 | 34,19430 | 1130,11 | 0,00% | | 1083,06E | | | | | | | | | | | |
| 11812016750D30 | 750-16 14PR PD30 PNEU PETLAS | 21598 | 28 | 448,21 | 17,93 | 74,36895 | 446,88 | 0,00% | | 428,28E | | | | | | | | | | | |
| 1181211617025 | 175/75R16C 101R TL PT825 PNEU PETLAS | 41800 | 80 | 1827,97 | 73,47 | 36,59935 | 1830,71 | 0,00% | | 1754,50E | | | | | | | | | | | |
| 1181211619825 | 195/75R16C 107R TL PT825 PNEU PETLAS | 41800 | 39 | 384,55 | 15,46 | 42,72725 | 385,12 | 0,00% | | 369,09E | | | | | | | | | | | |
| 1181211620825 | 205/75R16C 113R TL PT825 PNEU PETLAS | 41800 | 80 | 457,17 | 18,37 | 45,71742 | 457,66 | 0,00% | | 438,00E | | | | | | | | | | | |
| 1181221519825 | 195/70R15C 104R TL PT825 PNEU PETLAS | 42625 | 80 | 1049,58 | 42,18 | 34,98612 | 1051,16 | 0,00% | | 1007,40E | | | | | | | | | | | |
| 1181221521825 | 215/70R15C 109S TL PT825 PNEU PETLAS | 42625 | 80 | 2676,78 | 107,58 | 44,61304 | 2680,00 | 0,00% | | 2569,20E | | | | | | | | | | | |
| 11812316198F5 | 195/65R16C 104T FPOWER PT835 PNEU PETLAS | 41825 | 15,00 | 636,3400 | 6545,10 | 0,00 | 545,10 | 567,95 | 22,83 | 37,86170 | 568,78 | 0,00% | 545,10E | | | | | | | | |
| 1181231620825 | 205/65R16C 107T TL PT825 PNEU PETLAS | 41891 | 40,00 | 63,1600 | 1566,40 | 0,00 | 1566,40 | 1631,99 | 65,59 | 40,79978 | 1634,44 | 0,00% | 1566,40E | | | | | | | | |
| 11812316210P6 | 215/65R16C 109R TL PT925 PNEU PETLAS | 42010 | 2,00 | 648,7700 | 697,54 | 0,00 | 97,54 | 101,62 | 4,08 | 50,81219 | 101,78 | 0,00% | 97,54E | | | | | | | | |
| 11810416160T1 | 185/60R14 75T ELEGPT311 PNEU PETLAS | 22380 | 8,00 | 220,4300 | 183,44 | 0,00 | 163,44 | 170,26 | 6,84 | 21,29441 | 170,54 | 0,00% | 163,44E | | | | | | | | |
| 11810314177T5 | 175/65R14 86T IMPEPT515 PNEU PETLAS | 21391 | 24,00 | 620,5500 | 6483,20 | 0,00 | 493,20 | 513,85 | 20,65 | 21,41051 | 514,62 | 0,00% | 493,20E | | | | | | | | |
| Grand Summaries | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | Total Merc. | IVA Merc | Cst.Adicionais | IVA Cst.Adic. | Final |
| | | | | | | | | | | | | | | | | | 31 207,55 | 0,00 | 1 306,78 | 48,84 | 32 563,17 |

Custos Adicionais Anexos

| Doc | NºDoc | Cod.Fom. | Fornecedor | Doc.Fornecedor | Artigo | Tipo Distrib. | Valor | Disc.Linha | Disc.Comercial | Disc.Financeiro | Moeda | Cambio | Tipo Pagamento | Dt.Doc | Dt.Venc | IVA | Total Liquidado | Total Desconto | Total Final | |
|-----------------|------------|----------|---------------------------------|-------------------|--------------------------------|---------------|--------|------------|----------------|-----------------|-------|--------|----------------|------------|------------|------|-----------------|----------------|-------------|---------|
| SRV | 2021000860 | P20002 | EMILIO DE ALMEIDA | 1210539 | DESPESAS DIVERSAS C/VA | Prop. Prec. | 7,72 | % 0 | % 0 | % 0 | Euros | 1,00 | P Pagamento | 06/07/2021 | 06/07/2021 | % 23 | 7,72 | 0,00 | 9,50 | |
| SRV | 2021000859 | P20002 | EMILIO DE ALMEIDA | 1210539 | DESPESAS DIVERSAS S/VA | Prop. Prec. | 250,53 | % 0 | % 0 | % 0 | Euros | 1,00 | P Pagamento | 06/07/2021 | 06/07/2021 | % 0 | 250,53 | 0,00 | 250,53 | |
| SRV | 2021000858 | P209019 | PETLAS LASTIK SAN. VE TIC. A.S. | PA120211427 | DESPESAS FRETE FORNECEDOR S/VA | Prop. Prec. | 843,89 | % 0 | % 0 | % 0 | Euros | 1,00 | 60 Dias | 06/07/2021 | 06/07/2021 | % 0 | 843,89 | 0,00 | 843,89 | |
| SRV | 2021000861 | P20002 | EMILIO DE ALMEIDA | 1210539 | HONORÁRIOS C/VA | Prop. Prec. | 52,74 | % 0 | % 0 | % 0 | Euros | 1,00 | P Pagamento | 06/07/2021 | 06/07/2021 | % 23 | 52,74 | 0,00 | 64,87 | |
| SRV | 2021000862 | P200291 | TRANSPORTES PROGRESSO DE EIRL | AVELINOP120211984 | TRANSPORTE INTERNO C/VA | Prop. Prec. | 151,90 | % 0 | % 0 | % 0 | Euros | 1,00 | 30 Dias | 06/07/2021 | 06/07/2021 | % 23 | 151,90 | 0,00 | 186,84 | |
| Grand Summaries | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | 1306,28 | | | 1306,78 |

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Faturação Compras X

FT Compras Ex 2021000193 Fomec (F4-Lata) F2000719 PETLAS LASTIK SAN. VE TIC. A.S

Doc. Fornecedor: FT20211984 Tipo Pagamento: 50 Dias Moeda: Euro Cambio: 0 Desc. Comercial: 0 Desc. Financeiro: 0 Data Fatura: 06-07-2021 Data Vencimento: 06-07-2021

Artigo Descrição

| | | |
|---------------|------------------------|----------|
| 1181041519005 | 195/60R15 88V IMPEP | 1710,00€ |
| 1181031415011 | 155/60R14 75T ELEGP | 282,90€ |
| 11810315180H5 | 185/60R15 XL92H IMPEP | 239,00€ |
| 11812115219B5 | 215/70R15C 109R TL PTF | 539,00€ |
| 11812115220B5 | 225/70R15C 116R TL PTF | 717,00€ |
| 11812115218B5 | 215/65R15C 104T TL PTF | 154,00€ |
| 11812316220P5 | 225/65R16C 113R TL PTF | 352,40€ |
| 11812416198B5 | 195/60R16C 89T TL PTF | 354,00€ |
| 11810615190V1 | 195/50R15 82V VSPPT | 1052,00€ |
| 11810919250P8 | 255/35R19 RFT32W V.SP | 110,50€ |
| 11810315160T1 | 165/65R13 77T ELEGP | 218,60€ |
| 11812014188B5 | 188R14C 102R TL PTF | 1083,00€ |
| 11812016792D0 | 750-16 149R PO30 | 428,20€ |
| 11812116170B5 | 175/75R16C 101R TL PTF | 1754,50€ |
| 11812116198B5 | 195/75R16C 101R TL PTF | 369,00€ |
| 11812116206B5 | 205/75R16C 113R TL PTF | 438,00€ |
| 11812115198B5 | 195/70R15C 104R TL PTF | 1007,40€ |
| 11812115218B5 | 215/70R15C 109S TL PTF | 2569,20€ |
| 11812316198B5 | 195/65R16C 104T PFOAR | 545,10€ |
| 11812316208B5 | 205/65R16C 107T TL PTF | 1566,40€ |
| 11812316210F0 | 215/65R16C 109R TL PTF | 97,54€ |
| 11810414160T1 | 165/60R14 75T ELEGP | 163,44€ |
| 11810314171T5 | 175/65R14 80T IMPEP | 493,20€ |

Compras Adicionais

| Doc | NºDoc | Cod.Fomec | Fomec |
|-----|------------|-----------|--------------------|
| SRV | 2021000860 | P000002 | EMILIO DE ALMEIDA |
| SRV | 2021000859 | P000002 | EMILIO DE ALMEIDA |
| SRV | 2021000858 | P000019 | PETLAS LASTIK SAN. |
| SRV | 2021000861 | P000002 | EMILIO DE ALMEIDA |
| SRV | 2021000862 | P000291 | TRANSPORTES PRO |

Grand Summaries

| Doc | IVA | Total Liquido | Total Descontos | Total Final |
|--------------------------|------|---------------|-----------------|----------------|
| SRV | 9,23 | 772 | 0,00 | 9,50 |
| SRV | % 0 | 250,53 | 0,00 | 250,53 |
| SRV | % 0 | 843,89 | 0,00 | 843,89 |
| SRV | 9,23 | 527,4 | 0,00 | 64,87 |
| SRV | 9,23 | 151,90 | 0,00 | 186,84 |
| Total Adic. Final | | | | 1306,62 |

31.207,50 | 0,00 | 1.306,78 | 48,84 | 32.563,17

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Faturação Compras X

FT Compras Ex 2021000193 Fomec (F4-Lata) F2000719 PETLAS LASTIK SAN. VE TIC. A.S

Doc. Fornecedor: FT20211984 Tipo Pagamento: 50 Dias Moeda: Euro Cambio: 0 Desc. Comercial: 0 Desc. Financeiro: 0 Data Fatura: 06-07-2021 Data Vencimento: 06-07-2021

Artigo Descrição

| Artigo | Descrição | Previdido/Ped | Qtd/Unid. Ped | Preço/Unid. | Preço Tot. | Vol. Desc. | Total Base | Total Liquido | Adic. IVA (%) | Preço Final | Total Final | IVA | Total EUR |
|---------------|------------------------|---------------|---------------|-------------|------------|------------|------------|---------------|---------------|-------------|-------------|-------|-----------|
| 1181041519005 | 195/60R15 88V IMPEP | 2076 | 2076 | 824,9000 | 1710,00 | 0,00 | 1710,00 | 1710,00 | 17,10 | 2000,00 | 1710,00 | 17,10 | 1727,10 |
| 1181031415011 | 155/60R14 75T ELEGP | 2122 | 2122 | 133,8000 | 282,90 | 0,00 | 282,90 | 282,90 | 2,83 | 300,00 | 282,90 | 2,83 | 285,73 |
| 11810315180H5 | 185/60R15 XL92H IMPEP | 2159 | 2159 | 109,8000 | 239,00 | 0,00 | 239,00 | 239,00 | 2,39 | 250,00 | 239,00 | 2,39 | 241,39 |
| 11812115219B5 | 215/70R15C 109R TL PTF | 4160 | 4160 | 129,3000 | 539,00 | 0,00 | 539,00 | 539,00 | 5,39 | 550,00 | 539,00 | 5,39 | 544,39 |
| 11812115220B5 | 225/70R15C 116R TL PTF | 4160 | 4160 | 172,3500 | 717,00 | 0,00 | 717,00 | 717,00 | 7,17 | 730,00 | 717,00 | 7,17 | 724,17 |
| 11812115218B5 | 215/65R15C 104T TL PTF | 4170 | 4170 | 36,9000 | 154,00 | 0,00 | 154,00 | 154,00 | 1,54 | 155,00 | 154,00 | 1,54 | 155,54 |
| 11812316220P5 | 225/65R16C 113R TL PTF | 4185 | 4185 | 83,5000 | 352,40 | 0,00 | 352,40 | 352,40 | 3,52 | 355,00 | 352,40 | 3,52 | 355,92 |
| 11812416198B5 | 195/60R16C 89T TL PTF | 4185 | 4185 | 84,6000 | 354,00 | 0,00 | 354,00 | 354,00 | 3,54 | 357,00 | 354,00 | 3,54 | 357,54 |
| 11810615190V1 | 195/50R15 82V VSPPT | 4185 | 4185 | 251,6000 | 1052,00 | 0,00 | 1052,00 | 1052,00 | 10,52 | 1062,00 | 1052,00 | 10,52 | 1062,52 |
| 11810919250P8 | 255/35R19 RFT32W V.SP | 4185 | 4185 | 26,4000 | 110,50 | 0,00 | 110,50 | 110,50 | 1,10 | 111,50 | 110,50 | 1,10 | 111,60 |
| 11810315160T1 | 165/65R13 77T ELEGP | 4185 | 4185 | 52,2000 | 218,60 | 0,00 | 218,60 | 218,60 | 2,19 | 220,00 | 218,60 | 2,19 | 220,79 |
| 11812014188B5 | 188R14C 102R TL PTF | 4185 | 4185 | 258,9000 | 1083,00 | 0,00 | 1083,00 | 1083,00 | 10,83 | 1093,00 | 1083,00 | 10,83 | 1093,83 |
| 11812016792D0 | 750-16 149R PO30 | 4185 | 4185 | 102,2000 | 428,20 | 0,00 | 428,20 | 428,20 | 4,28 | 432,00 | 428,20 | 4,28 | 432,48 |
| 11812116170B5 | 175/75R16C 101R TL PTF | 4185 | 4185 | 419,2000 | 1754,50 | 0,00 | 1754,50 | 1754,50 | 17,55 | 1772,00 | 1754,50 | 17,55 | 1771,50 |
| 11812116198B5 | 195/75R16C 101R TL PTF | 4185 | 4185 | 88,1000 | 369,00 | 0,00 | 369,00 | 369,00 | 3,69 | 372,00 | 369,00 | 3,69 | 372,69 |
| 11812116206B5 | 205/75R16C 113R TL PTF | 4185 | 4185 | 104,6000 | 438,00 | 0,00 | 438,00 | 438,00 | 4,38 | 442,00 | 438,00 | 4,38 | 442,38 |
| 11812115198B5 | 195/70R15C 104R TL PTF | 4185 | 4185 | 240,6000 | 1007,40 | 0,00 | 1007,40 | 1007,40 | 10,07 | 1017,00 | 1007,40 | 10,07 | 1017,40 |
| 11812115218B5 | 215/70R15C 109S TL PTF | 4185 | 4185 | 614,0000 | 2569,20 | 0,00 | 2569,20 | 2569,20 | 25,69 | 2594,00 | 2569,20 | 25,69 | 2619,89 |
| 11812316198B5 | 195/65R16C 104T PFOAR | 4185 | 4185 | 130,3000 | 545,10 | 0,00 | 545,10 | 545,10 | 5,45 | 550,00 | 545,10 | 5,45 | 550,55 |
| 11812316208B5 | 205/65R16C 107T TL PTF | 4185 | 4185 | 374,4000 | 1566,40 | 0,00 | 1566,40 | 1566,40 | 15,66 | 1582,00 | 1566,40 | 15,66 | 1582,06 |
| 11812316210F0 | 215/65R16C 109R TL PTF | 4185 | 4185 | 23,3000 | 97,54 | 0,00 | 97,54 | 97,54 | 0,98 | 98,00 | 97,54 | 0,98 | 98,52 |
| 11810414160T1 | 165/60R14 75T ELEGP | 4185 | 4185 | 39,0000 | 163,44 | 0,00 | 163,44 | 163,44 | 1,63 | 165,00 | 163,44 | 1,63 | 165,07 |
| 11810314171T5 | 175/65R14 80T IMPEP | 4185 | 4185 | 117,6000 | 493,20 | 0,00 | 493,20 | 493,20 | 4,93 | 500,00 | 493,20 | 4,93 | 498,13 |

Grand Summaries

| Doc | IVA | Total Liquido | Total Descontos | Total Final |
|--------------------------|------|---------------|-----------------|----------------|
| SRV | 9,23 | 772 | 0,00 | 9,50 |
| SRV | % 0 | 250,53 | 0,00 | 250,53 |
| SRV | % 0 | 843,89 | 0,00 | 843,89 |
| SRV | 9,23 | 527,4 | 0,00 | 64,87 |
| SRV | 9,23 | 151,90 | 0,00 | 186,84 |
| Total Adic. Final | | | | 1306,62 |

31.207,50 | 0,00 | 1.306,78 | 48,84 | 32.563,17

Annex V – Step by step of invoicing foreign purchases

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Consultas Receções X

Atualizar Finalizar Imprimir Exportar Fechar

De: 06/06/2021 Até: 06/07/2021

| Tip. Doc. | Nº Doc. | Data | Cód. Forn. | Utilizador Recoz. | Fornecedor | Artigo | Ref. Forn. | Descrição | Qtd. Recoz. | Doc. Compra | Nº Compra | Estado | Obs. Compras | |
|-----------|------------|------------|------------|-------------------|------------|--------------------------------|---------------|-------------|---|-------------|-----------|------------|--------------|--------------------------|
| RCE | 2020011955 | 06/07/2021 | 1409 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181241619835 | 42625 | 195/60R16C 99T TL P7825 PNEU PETLAS | 100 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011954 | 06/07/2021 | 1407 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181231622095 | 42051 | 225/65R16C 112R TL P7825 PNEU PETLAS | 80 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011953 | 06/07/2021 | 1407 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181231622095 | 42050 | 215/65R16C 108R TL P7825 PNEU PETLAS | 2 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011952 | 06/07/2021 | 1407 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181231622025 | 41891 | 205/65R16C 107T TL P7825 PNEU PETLAS | 40 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011951 | 06/07/2021 | 1406 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181231619895 | 41825 | 195/65R16C 104T P7825 PNEU PETLA | 15 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011950 | 06/07/2021 | 1406 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181231621835 | 41795 | 215/65R16C 104T TL P7825 PNEU PETLAS | 40 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011949 | 06/07/2021 | 1406 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181231622825 | 41493 | 225/70R15C 116R TL P7825 PNEU PETLAS | 16 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011948 | 06/07/2021 | 1406 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181221621925 | 41480 | 215/70R15C 109R TL P7825 PNEU PETLAS | 12 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011947 | 06/07/2021 | 1405 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181221621825 | 41471 | 215/70R15C 109S TL P7825 PNEU PETLAS | 60 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011946 | 06/07/2021 | 1405 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181221519825 | 41391 | 195/70R15C 104R TL P7825 PNEU PETLAS | 30 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011945 | 06/07/2021 | 1405 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181221622025 | 40874 | 205/75R16C 113R TL P7825 PNEU PETLAS | 9 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011944 | 06/07/2021 | 1405 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181211619825 | 40831 | 195/75R16C 107R TL P7825 PNEU PETLAS | 9 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011943 | 06/07/2021 | 1404 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181211617025 | 40751 | 175/75R16C 101R TL P7825 PNEU PETLAS | 50 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011942 | 06/07/2021 | 1404 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181201675030 | 2656 | 730-16 149R P030 PNEU PETLAS | 6 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011941 | 06/07/2021 | 1404 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181201518825 | 40501 | 188R15C 103R TL P7825 PNEU PETLAS | 6 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011940 | 06/07/2021 | 1404 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181201419825 | 40400 | 195R14C 106R TL P7825 PNEU PETLAS* | 30 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011939 | 06/07/2021 | 1403 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181201418825 | 40361 | 188R14C 102R TL P7825 PNEU PETLAS | 33 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011938 | 06/07/2021 | 1403 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181031316071 | 21140 | 165/65R13 77T ELEG.P7311 PNEU PETLAS | 12 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011937 | 06/07/2021 | 1403 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 118109192509F | 29051 | 235/55R19 R792W V.S.P7741 PNEU PETLAS | 2 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011936 | 06/07/2021 | 1403 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 11810615190V1 | 24937 | 195/50R15 82V V.S.P7741 PNEU PETLAS | 40 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011935 | 06/07/2021 | 1402 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 118105172209F | 24335 | 225/55R179F 97W V.S.P7741 PNEU PETLAS | 12 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011934 | 06/07/2021 | 1402 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 11810416210V1 | 23290 | 215/60R16 XL 99V V.S.P7741 PNEU PETLAS | 12 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011933 | 06/07/2021 | 1402 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 118104162209G | 23241 | 205/60R16 92W P.G. P7825 PNEU PETLAS | 80 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011932 | 06/07/2021 | 1401 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 118103151809G | 21611 | 115/65R15 88W P.G. P7825 PNEU PETLAS | 12 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011931 | 06/07/2021 | 1401 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181031471715 | 21381 | 175/65R14 86T IMPE.P7515 PNEU PETLAS | 24 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011930 | 06/07/2021 | 1400 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181041416071 | 22380 | 165/60R14 75T ELEG.P7311 PNEU PETLAS | 8 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011929 | 06/07/2021 | 1400 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 11810315180H5 | 21598 | 185/65R15 XL 82H IMPE.P7515 PNEU PETLAS | 60 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011928 | 06/07/2021 | 1400 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 11810315180H5 | 21598 | 185/65R15 XL 82H IMPE.P7515 PNEU PETLAS | 40 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011927 | 06/07/2021 | 1400 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 1181031415071 | 21250 | 155/65R14 75T ELEG.P7311 PNEU PETLAS | 15 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011926 | 06/07/2021 | 1359 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 11810415190V5 | 22793 | 195/60R15 88V IMPE.P7515 PNEU PETLAS | 40 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011925 | 06/07/2021 | 1359 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 11810415190V5 | 22793 | 195/60R15 88V IMPE.P7515 PNEU PETLAS | 29 | PKE | 2020000694 | CONFERIDO | |
| RCE | 2020011924 | 06/07/2021 | 1359 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 11810415190V5 | 22793 | 195/60R15 88V IMPE.P7515 PNEU PETLAS | 1 | PKE | 2020000694 | CONFERIDO | |
| RC | 2020008582 | 06/07/2021 | 1358 | P200352 | Diogo | BRIDGESTONE EUROPE NV/SA | 167131120185 | 13465 | 205/75R17.5 124M D R52 PNEU BRIDGES. | 5 | OC | 2020001328 | CONFERIDO | ENC. PREÇOS JUNHO (+25%) |
| RC | 2020008581 | 06/07/2021 | 1128 | P200297 | Diogo | CONTINENTAL PNEUS PORTUGAL SA | 1581041516165 | 03110690005 | 165/60R15 XL 81H CEC S DS PNEU CONTL. | 12 | OC | 2020001308 | CONFERIDO | CAMPANHA DOY JUNHO |
| RC | 2020008580 | 06/07/2021 | 1128 | P200297 | Diogo | CONTINENTAL PNEUS PORTUGAL SA | 15810417221H5 | 03115090005 | 225/60R17 99H TL CEC DS PNEU CONTL. | 16 | OC | 2020001308 | CONFERIDO | CAMPANHA DOY JUNHO |
| RCE | 2020011923 | 06/07/2021 | 1025 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 11810716200W1 | 26223 | 205/45R16 XL 87W V.S.P7741 PNEU PETLAS | 20 | PKE | 2020000695 | CONFERIDO | |
| RCE | 2020011922 | 06/07/2021 | 1025 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 11810716190V1 | 26212 | 195/45R16 XL 84V V.S.P7741 PNEU PETLAS | 24 | PKE | 2020000695 | CONFERIDO | |
| RCE | 2020011921 | 06/07/2021 | 1025 | P209019 | Diogo | PETLAS LASTIK SAN. VE TIC.A.S. | 11810516220W1 | 24157 | 225/55R16 XL 99W V.S.P7741 PNEU PETLAS | 14 | PKE | 2020000695 | CONFERIDO | |

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Faturação Compras X Consultas Receções X

Atualizar Finalizar Imprimir Exportar Fechar

FT Compras Ex: 0 Fomec: (F4-Lista)

Adicionar Tipo Pagamento Moeda Desc. Comercial Desc. Financeiro Data Fatura Data Vencimento

1 0 0 06/07/2021 06/07/2021

Grand Compras

Cuadro Adicionais Anexos

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Faturação Compras x Consulta Receções x

Atualizar Finalizar Imprimir Exportar Fechar

FT Compras Ex 0 Fomec (F4-Lista) P200019 PETLAS LASTIK SAN VE TIC A.S

Doc Fornecedor Tipo Pagamento Moeda Cambio Desc Comercial Desc Financeiro Data Fatura Data Venomento

1 0 0 06-07-2021 06-07-2021

| Artigo | Descricao | ProviderRef | Qtd.Da Fat | Prec.Unit | Prec.Tot | Val.Desc | Total Bruto | Total Liquido | Adicionais | Prc.Unit.Mov | Total Final Linha | IVA | Total EUR |
|-----------------|-----------|-------------|------------|-----------|----------|----------|-------------|---------------|------------|--------------|-------------------|-----|-----------|
| Grand Summaries | | | | | | | | | | | | | |

frmListReceptions

Data Entrega 06/06/2021 06/07/2021

| NºDoc | NºCompra | Ref Fornecedor | Artigo | Descricao |
|--------------------------|------------|----------------|--------|---------------|
| <input type="checkbox"/> | 2020011942 | 2020000694 | 2656 | 1181201675D30 |
| <input type="checkbox"/> | 2020011939 | 2020000694 | 40361 | 1181201418825 |
| <input type="checkbox"/> | 2020011948 | 2020000694 | 41480 | 1181221521925 |
| <input type="checkbox"/> | 2020011945 | 2020000694 | 40874 | 1181211620825 |
| <input type="checkbox"/> | 2020011932 | 2020000694 | 21611 | 11810315180PG |
| <input type="checkbox"/> | 2020011943 | 2020000694 | 40751 | 1181211617025 |
| <input type="checkbox"/> | 2020011949 | 2020000694 | 41493 | 1181221522825 |
| <input type="checkbox"/> | 2020011928 | 2020000694 | 21598 | 11810315180H5 |
| <input type="checkbox"/> | 2020011929 | 2020000694 | 21598 | 11810315180H5 |
| <input type="checkbox"/> | 2020011927 | 2020000694 | 21250 | 1181031415071 |
| <input type="checkbox"/> | 2020011934 | 2020000694 | 23290 | 11810416210V1 |
| <input type="checkbox"/> | 2020011946 | 2020000694 | 41391 | 1181221519825 |
| <input type="checkbox"/> | 2020011930 | 2020000694 | 22380 | 1181041416071 |
| <input type="checkbox"/> | 2020011938 | 2020000694 | 21140 | 1181031316071 |
| <input type="checkbox"/> | 2020011955 | 2020000694 | 42625 | 1181241619835 |
| <input type="checkbox"/> | 2020011931 | 2020000694 | 21381 | 1181031417175 |
| <input type="checkbox"/> | 2020011937 | 2020000694 | 29051 | 11810919250RF |
| <input type="checkbox"/> | 2020011952 | 2020000694 | 41891 | 1181231620825 |
| <input type="checkbox"/> | 2020011950 | 2020000694 | 41795 | 1181231521835 |

Doc. N

Disc.Comercial Disc.Financeiro Moeda Cambio Tipo Pagamento DLDoc DLVenc IVA Total Liquido Total Desconto Total Final

OnS3 pro® Dispinal Pneus

Faturação Compras x Consulta Receções x

Atualizar Finalizar Imprimir Exportar Fechar

FT Compras Ex 0 Fomec (F4-Lista) P200019 PETLAS LASTIK SAN VE TIC A.S

Doc Fornecedor Tipo Pagamento Moeda Cambio Desc Comercial Desc Financeiro Data Fatura Data Venomento

1 0 0 06-07-2021 06-07-2021

| Artigo | Descricao | ProviderRef | Qtd.Da Fat | Prec.Unit | Prec.Tot | Val.Desc | Total Bruto | Total Liquido | Adicionais | Prc.Unit.Mov | Total Final Linha | IVA | Total EUR |
|-----------------|-----------|-------------|------------|-----------|----------|----------|-------------|---------------|------------|--------------|-------------------|-----|-----------|
| Grand Summaries | | | | | | | | | | | | | |

frmListReceptions

Data Entrega 06/06/2021 07/2021

| NºDoc | NºCompra | Ref Fornecedor | Artigo | Descricao |
|-------------------------------------|------------|----------------|--------|---------------|
| <input checked="" type="checkbox"/> | 2020011942 | 2020000694 | 2656 | 1181201675D30 |
| <input checked="" type="checkbox"/> | 2020011939 | 2020000694 | 40361 | 1181201418825 |
| <input checked="" type="checkbox"/> | 2020011948 | 2020000694 | 41480 | 1181221521925 |
| <input checked="" type="checkbox"/> | 2020011945 | 2020000694 | 40874 | 1181211620825 |
| <input checked="" type="checkbox"/> | 2020011932 | 2020000694 | 21611 | 11810315180PG |
| <input checked="" type="checkbox"/> | 2020011943 | 2020000694 | 40751 | 1181211617025 |
| <input checked="" type="checkbox"/> | 2020011949 | 2020000694 | 41493 | 1181221522825 |
| <input checked="" type="checkbox"/> | 2020011928 | 2020000694 | 21598 | 11810315180H5 |
| <input checked="" type="checkbox"/> | 2020011929 | 2020000694 | 21598 | 11810315180H5 |
| <input checked="" type="checkbox"/> | 2020011927 | 2020000694 | 21250 | 1181031415071 |
| <input checked="" type="checkbox"/> | 2020011934 | 2020000694 | 23290 | 11810416210V1 |
| <input checked="" type="checkbox"/> | 2020011946 | 2020000694 | 41391 | 1181221519825 |
| <input checked="" type="checkbox"/> | 2020011930 | 2020000694 | 22380 | 1181041416071 |
| <input checked="" type="checkbox"/> | 2020011938 | 2020000694 | 21140 | 1181031316071 |
| <input checked="" type="checkbox"/> | 2020011955 | 2020000694 | 42625 | 1181241619835 |
| <input checked="" type="checkbox"/> | 2020011931 | 2020000694 | 21381 | 1181031417175 |
| <input checked="" type="checkbox"/> | 2020011937 | 2020000694 | 29051 | 11810919250RF |
| <input checked="" type="checkbox"/> | 2020011952 | 2020000694 | 41891 | 1181231620825 |
| <input checked="" type="checkbox"/> | 2020011950 | 2020000694 | 41795 | 1181231521835 |

Doc. N

Disc.Comercial Disc.Financeiro Moeda Cambio Tipo Pagamento DLDoc DLVenc IVA Total Liquido Total Desconto Total Final

Selecionar Fechar

Total Merc. IVA Merc Cst.Adicionais IVA Cst.Adic. Final

0,00 0,00 0,00 0,00 0,00

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Faturação Compras X Consulta Receções

Atualizar Finalizar Imprimir Exportar Fechar

FT Compras Ex: 0 Fornecedor: P209019 PETLAS LASTIK SAN VE TIC A.S

Doc. Fornecedor: FT N P120211984 Tipo Pagamento: 60 Dias Moeda: Euro Cambio: 1 Desc. Comercial: 0 Desc. Financeiro: 0 Data Fatura: 06/07/2021 Data Vencimento: 06/07/2021

| Artigo | Descricao | ProviderRef | Qtd.Da Fat | Prez.Unid | Prez.Tot | Val.Desc | Total Bruto | Total Liquidado | Adicionais | Prez.Unid.Mov | Total Final Linha | IVA | Total EUR |
|-----------------|---|-------------|------------|-----------|----------|----------|-------------|-----------------|------------|---------------|-------------------|-------|-----------|
| 11812316198FS | 195/65R16C 104T POWER PT835 PNEU PETLAS | 41825 | 15,00 | €36.34000 | €545,10 | 0,00 | 545,10 | 545,10 | 0,00 | 36,34000 | 545,10 | 0,00% | 545,10€ |
| 118123162082S | 205/65R16C 107T TL P7825 P PNEU PETLAS | 41891 | 40,00 | €39.16000 | €1566,4 | 0,00 | 1566,40 | 1566,40 | 0,00 | 39,16000 | 1566,40 | 0,00% | 1566,40€ |
| 11812316210FG | 215/65R16C 108R TL P7825 PNEU PETLAS | 42010 | 2,00 | €48.77000 | €97,54 | 0,00 | 97,54 | 97,54 | 0,00 | 48,77000 | 97,54 | 0,00% | 97,54€ |
| 11812016750SD | 750-16 149R P030 PNEU PETLAS | 2656 | 6,00 | €71.38000 | €428,28 | 0,00 | 428,28 | 428,28 | 0,00 | 71,38000 | 428,28 | 0,00% | 428,28€ |
| 11812161702S | 175/75R16C 101R TL P7825 PNEU PETLAS | 40751 | 50,00 | €35.09000 | €1754,5 | 0,00 | 1754,50 | 1754,50 | 0,00 | 35,09000 | 1754,50 | 0,00% | 1754,50€ |
| 11812161982S | 195/75R16C 107R TL P7825 P PNEU PETLAS | 40831 | 9,00 | €41.01000 | €369,09 | 0,00 | 369,09 | 369,09 | 0,00 | 41,01000 | 369,09 | 0,00% | 369,09€ |
| 11812162082S | 205/75R16C 113R TL P7825 P PNEU PETLAS | 40874 | 10,00 | €43.88000 | €438,80 | 0,00 | 438,80 | 438,80 | 0,00 | 43,88000 | 438,80 | 0,00% | 438,80€ |
| 118122151982S | 195/70R15C 104R TL P7825 P PNEU PETLAS | 41391 | 30,00 | €33.58000 | €1007,40 | 0,00 | 1007,40 | 1007,40 | 0,00 | 33,58000 | 1007,40 | 0,00% | 1007,40€ |
| 11812215192S | 215/70R15C 105S TL P7825 P PNEU PETLAS | 41471 | 60,00 | €42.82000 | €2569,2 | 0,00 | 2569,20 | 2569,20 | 0,00 | 42,82000 | 2569,20 | 0,00% | 2569,20€ |
| 11810615190V1 | 195/50R15 82V V.S.PP7741 PNEU PETLAS | 24937 | 40,00 | €26.32000 | €1052,8 | 0,00 | 1052,80 | 1052,80 | 0,00 | 26,32000 | 1052,80 | 0,00% | 1052,80€ |
| 11810919250RF | 255/55R19 R7825W V.S.PP7741 PNEU PETLAS | 29051 | 2,00 | €65.26000 | €130,52 | 0,00 | 130,52 | 130,52 | 0,00 | 65,26000 | 130,52 | 0,00% | 130,52€ |
| 11810313160T1 | 165/65R13 777 ELEG.PT311 PNEU PETLAS | 21140 | 12,00 | €18.22000 | €218,64 | 0,00 | 218,64 | 218,64 | 0,00 | 18,22000 | 218,64 | 0,00% | 218,64€ |
| 118120141882S | 189R14C 102R TL P7825 P PNEU PETLAS | 40361 | 33,00 | €32.82000 | €1083,0 | 0,00 | 1083,06 | 1083,06 | 0,00 | 32,82000 | 1083,06 | 0,00% | 1083,06€ |
| 118120141882S | 199R14C 106R TL P7825 P PNEU PETLAS* | 40400 | 30,00 | €36.82000 | €1104,60 | 0,00 | 1104,60 | 1104,60 | 0,00 | 36,82000 | 1104,60 | 0,00% | 1104,60€ |
| 118120151882S | 189R15C 103R TL P7825 P PNEU PETLAS | 40501 | 6,00 | €37.12000 | €222,72 | 0,00 | 222,72 | 222,72 | 0,00 | 37,12000 | 222,72 | 0,00% | 222,72€ |
| 11810414160T1 | 165/60R14 757 ELEG.PT311 PNEU PETLAS | 22350 | 8,00 | €20.43000 | €163,44 | 0,00 | 163,44 | 163,44 | 0,00 | 20,43000 | 163,44 | 0,00% | 163,44€ |
| 11810314171T5 | 175/65R14 867 IMPE.PT315 PNEU PETLAS | 21381 | 24,00 | €20.55000 | €493,20 | 0,00 | 493,20 | 493,20 | 0,00 | 20,55000 | 493,20 | 0,00% | 493,20€ |
| 11810315190PG | 185/65R15 88H P.G. PT525 PNEU PETLAS | 21611 | 12,00 | €23.05000 | €276,60 | 0,00 | 276,60 | 276,60 | 0,00 | 23,05000 | 276,60 | 0,00% | 276,60€ |
| 11810416200VG | 205/60R16 92V P.G. PT525 PNEU PETLAS | 23241 | 80,00 | €25.51000 | €2040,8 | 0,00 | 2040,80 | 2040,80 | 0,00 | 25,51000 | 2040,80 | 0,00% | 2040,80€ |
| 11810416210V1 | 215/60R16 XL 99V V.S.PP7741 PNEU PETLAS | 23290 | 12,00 | €32.59000 | €391,08 | 0,00 | 391,08 | 391,08 | 0,00 | 32,59000 | 391,08 | 0,00% | 391,08€ |
| 11810517220RF | 225/55R17R7F 97W V.S.PP7741 PNEU PETLAS | 24335 | 12,00 | €51.00000 | €612,00 | 0,00 | 612,00 | 612,00 | 0,00 | 51,00000 | 612,00 | 0,00% | 612,00€ |
| Grand Summaries | | | | | | | 926 | 31207,55 | 31207,55 | | 31207,55 | | 31207,55 |

Custos Adicionais Anexos

| Doc | NºDoc | Cod.Forn. | Fornecedor | Doc.Fornecedor | Artigo | Tipo Distrib. | Valor | Disc.Linha | Disc.Comercial | Disc.Financeiro | Moeda | Cambio | Tipo Pagamento | DI.Doc | DI.Venc. | IVA | Total Liquidado | Total Desconto | Total Final | | |
|-----------------|-------|-----------|------------|----------------|--------|---------------|-------|------------|----------------|-----------------|-------|--------|----------------|--------|----------|-----|-----------------|----------------|---------------|-------|-----------|
| Grand Summaries | | | | | | | | | | | | | | | | | | | | | |
| Total Merc. | | | | | | | | | | | | | | | | | IVA Merc | Cst.Adicionais | IVA Cst.Adic. | Final | |
| | | | | | | | | | | | | | | | | | 31 207,55 | 0,00 | 0,00 | 0,00 | 31 207,55 |

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Faturação Compras X Consulta Receções

Atualizar Finalizar Imprimir Exportar Fechar

FT Compras Ex: 0 Fornecedor: P209019 PETLAS LASTIK SAN VE TIC A.S

Doc. Fornecedor: FT N P120211984 Tipo Pagamento: 60 Dias Moeda: Euro Cambio: 1 Desc. Comercial: 0 Desc. Financeiro: 0 Data Fatura: 06/07/2021 Data Vencimento: 06/07/2021

| Artigo | Descricao | ProviderRef | Qtd.Da Fat | Prez.Unid | Prez.Tot | Val.Desc | Total Bruto | Total Liquidado | Adicionais | Prez.Unid.Mov | Total Final Linha | IVA | Total EUR |
|-----------------|---|-------------|------------|-----------|----------|----------|-------------|-----------------|------------|---------------|-------------------|-------|-----------|
| 11812316198FS | 195/65R16C 104T POWER PT835 PNEU PETLAS | 41825 | 15,00 | €36.34000 | €545,10 | 0,00 | 545,10 | 564,22 | 19,12 | 37,61441 | 564,22 | 0,00% | 545,10€ |
| 118123162082S | 205/65R16C 107T TL P7825 P PNEU PETLAS | 41891 | 40,00 | €39.16000 | €1566,4 | 0,00 | 1566,40 | 1621,33 | 54,93 | 40,53331 | 1621,33 | 0,00% | 1566,40€ |
| 11812316210FG | 215/65R16C 108R TL P7825 PNEU PETLAS | 42010 | 2,00 | €48.77000 | €97,54 | 0,00 | 97,54 | 100,96 | 3,42 | 50,48032 | 100,96 | 0,00% | 97,54€ |
| 11812016750SD | 750-16 149R P030 PNEU PETLAS | 2656 | 6,00 | €71.38000 | €428,28 | 0,00 | 428,28 | 443,30 | 15,02 | 73,88323 | 443,30 | 0,00% | 428,28€ |
| 11812161702S | 175/75R16C 101R TL P7825 PNEU PETLAS | 40751 | 50,00 | €35.09000 | €1754,5 | 0,00 | 1754,50 | 1816,03 | 61,53 | 36,32857 | 1816,03 | 0,00% | 1754,50€ |
| 11812161982S | 195/75R16C 107R TL P7825 P PNEU PETLAS | 40831 | 9,00 | €41.01000 | €369,09 | 0,00 | 369,09 | 382,03 | 12,94 | 42,44818 | 382,03 | 0,00% | 369,09€ |
| 11812162082S | 205/75R16C 113R TL P7825 P PNEU PETLAS | 40874 | 10,00 | €43.88000 | €438,80 | 0,00 | 438,80 | 454,19 | 15,39 | 45,41883 | 454,19 | 0,00% | 438,80€ |
| 118122151982S | 195/70R15C 104R TL P7825 P PNEU PETLAS | 41391 | 30,00 | €33.58000 | €1007,40 | 0,00 | 1007,40 | 1042,73 | 35,33 | 34,75762 | 1042,73 | 0,00% | 1007,40€ |
| 11812215192S | 215/70R15C 105S TL P7825 P PNEU PETLAS | 41471 | 60,00 | €42.82000 | €2569,2 | 0,00 | 2569,20 | 2659,30 | 90,10 | 44,32166 | 2659,30 | 0,00% | 2569,20€ |
| 11810615190V1 | 195/50R15 82V V.S.PP7741 PNEU PETLAS | 24937 | 40,00 | €26.32000 | €1052,8 | 0,00 | 1052,80 | 1089,72 | 36,92 | 27,24302 | 1089,72 | 0,00% | 1052,80€ |
| 11810919250RF | 255/55R19 R7825W V.S.PP7741 PNEU PETLAS | 29051 | 2,00 | €65.26000 | €130,52 | 0,00 | 130,52 | 135,10 | 4,58 | 67,54861 | 135,10 | 0,00% | 130,52€ |
| 11810313160T1 | 165/65R13 777 ELEG.PT311 PNEU PETLAS | 21140 | 12,00 | €18.22000 | €218,64 | 0,00 | 218,64 | 226,31 | 7,67 | 18,85896 | 226,31 | 0,00% | 218,64€ |
| 118120141882S | 189R14C 102R TL P7825 P PNEU PETLAS | 40361 | 33,00 | €32.82000 | €1083,0 | 0,00 | 1083,06 | 1121,04 | 37,98 | 33,97097 | 1121,04 | 0,00% | 1083,06€ |
| 118120141882S | 199R14C 106R TL P7825 P PNEU PETLAS* | 40400 | 30,00 | €36.82000 | €1104,60 | 0,00 | 1104,60 | 1143,34 | 38,74 | 38,11124 | 1143,34 | 0,00% | 1104,60€ |
| 118120151882S | 189R15C 103R TL P7825 P PNEU PETLAS | 40501 | 6,00 | €37.12000 | €222,72 | 0,00 | 222,72 | 230,53 | 7,81 | 38,42176 | 230,53 | 0,00% | 222,72€ |
| 11810414160T1 | 165/60R14 757 ELEG.PT311 PNEU PETLAS | 22350 | 8,00 | €20.43000 | €163,44 | 0,00 | 163,44 | 169,17 | 5,73 | 21,14646 | 169,17 | 0,00% | 163,44€ |
| 11810314171T5 | 175/65R14 867 IMPE.PT315 PNEU PETLAS | 21381 | 24,00 | €20.55000 | €493,20 | 0,00 | 493,20 | 510,50 | 17,30 | 21,27067 | 510,50 | 0,00% | 493,20€ |
| 11810315190PG | 185/65R15 88H P.G. PT525 PNEU PETLAS | 21611 | 12,00 | €23.05000 | €276,60 | 0,00 | 276,60 | 286,30 | 9,70 | 23,85834 | 286,30 | 0,00% | 276,60€ |
| 11810416200VG | 205/60R16 92V P.G. PT525 PNEU PETLAS | 23241 | 80,00 | €25.51000 | €2040,8 | 0,00 | 2040,80 | 2443,59 | 82,79 | 30,54489 | 2443,59 | 0,00% | 2040,80€ |
| 11810416210V1 | 215/60R16 XL 99V V.S.PP7741 PNEU PETLAS | 23290 | 12,00 | €32.59000 | €391,08 | 0,00 | 391,08 | 404,79 | 13,71 | 33,72390 | 404,79 | 0,00% | 391,08€ |
| 11810517220RF | 225/55R17R7F 97W V.S.PP7741 PNEU PETLAS | 24335 | 12,00 | €51.00000 | €612,00 | 0,00 | 612,00 | 658,30 | 22,30 | 54,85866 | 658,30 | 0,00% | 612,00€ |
| Grand Summaries | | | | | | | 926 | 31207,55 | 32301,97 | 1094,42 | 32301,97 | | 31207,55 |

Custos Adicionais Anexos

| Doc | NºDoc | Cod.Forn. | Fornecedor | Doc.Fornecedor | Artigo | Tipo Distrib. | Valor | Disc.Linha | Disc.Comercial | Disc.Financeiro | Moeda | Cambio | Tipo Pagamento | DI.Doc | DI.Venc. | IVA | Total Liquidado | Total Desconto | Total Final | | |
|---------------------------------|---------|-----------|-------------------------------|----------------|------------------------------|---------------|--------|------------|----------------|-----------------|-------|--------|----------------|------------|------------|-----|-----------------|----------------|---------------|-------|-----------|
| SRV 0 | P209019 | | PETLAS LASTIK SAN VE TIC A.S. | PA120211427 | DESPESAS FRETE FORNECEDOR S/ | Prop. Prec. | 843,89 | % 0 | % 0 | % 0 | Euros | 1,00 | 60 Dias | 06/07/2021 | 06/07/2021 | % 0 | 843,89 | 0,00 | 843,89 | | |
| SRV 0 | P200002 | | EMILIO DE ALMEIDA | 1210539 | DESPESAS DIVERSAS SIVA | Prop. Prec. | 250,53 | % 0 | % 0 | % 0 | Euros | 1,00 | Pagamento | 06/07/2021 | 06/07/2021 | % 0 | 250,53 | 0,00 | 250,53 | | |
| SRV 0 | P200002 | | EMILIO DE ALMEIDA | 1210539 | DESPESAS DIVERSAS SIVA | Prop. Prec. | 0,00 | % 0 | % 0 | % 0 | Euros | 1,00 | Pagamento | 06/07/2021 | 06/07/2021 | % 0 | 0,00 | 0,00 | 0,00 | | |
| Grand Summaries | | | | | | | | | | | | | | | | | | | | | |
| DESPESAS ABERTURA CREDITO CIVIL | | | | | | | | | | | | | | | | | | | | | |
| DESPESAS ABERTURA CREDITO CIVIL | | | | | | | | | | | | | | | | | | | | | |
| DESCONTOS EM COMPRAS | | | | | | | | | | | | | | | | | | | | | |
| DESPESAS DIVERSAS SIVA | | | | | | | | | | | | | | | | | | | | | |
| DIREITOS E IMPOSICOES | | | | | | | | | | | | | | | | | | | | | |
| EQUILADOR | | | | | | | | | | | | | | | | | | | | | |
| FUNDO DE GARANTIA | | | | | | | | | | | | | | | | | | | | | |
| Total Merc. | | | | | | | | | | | | | | | | | IVA Merc | Cst.Adicionais | IVA Cst.Adic. | Final | |
| | | | | | | | | | | | | | | | | | 31 207,55 | 0,00 | 1 094,42 | 0,00 | 32 301,97 |

- Entidades
- Definição de Produto
- Gestão Documentos
- Controlo Fluxo
- Armazenamento
- Manutenção Base
- Específicos
- Favoritos
- Análise Retornos Stock
- Artigos
- Compras
- Consulta Compras
- Consulta Receções
- Escaladores Artigos
- Encomenda/OF
- Existências p/Artigo
- Importações
- Listas de Preços
- Margens Vendas
- Movimentar Stock
- Movimentos
- Partes de Código
- Preços Artigos Fornecedor

| Artigo | Descrição | ProveedorRef | Qtd.Da Fat | Preç.Unit | Preç.Tot | Val.Desç. | Total Bruto | Total Líquido | Adicionais | Preç.Uni.Mov | Total Final Linha | IVA | Total EUR |
|-----------------|--|--------------|------------|-----------|----------|-----------|-------------|---------------|------------|--------------|-------------------|-------|-----------|
| 11812316198FS | 195/45R16C 104T PPOWER PT835 PNEU PETLAS | 41825 | 15,00 | €36.34000 | €545,10 | 0,00 | 545,10 | 564,35 | 19,25 | 37,62340 | 564,38 | 0,00% | 545,10€ |
| 118123162082S | 205/45R16C 107T TL PT825 P PNEU PETLAS | 41891 | 40,00 | €39.16000 | €1566,40 | 0,00 | 1566,40 | 1621,72 | 55,32 | 40,54299 | 1621,81 | 0,00% | 1566,40€ |
| 11812316210FG | 215/45R16C 109R TL PT825 PNEU PETLAS | 42010 | 2,00 | €48.77000 | €97,54 | 0,00 | 97,54 | 100,98 | 3,44 | 50,49238 | 100,99 | 0,00% | 97,54€ |
| 1181201675030 | 750-16 14PR P030 PNEU PETLAS | 2656 | 6,00 | €71.38000 | €428,28 | 0,00 | 428,28 | 443,41 | 15,13 | 73,90089 | 443,43 | 0,00% | 428,28€ |
| 118121161702S | 175/75R16C 101R TL PT825 PNEU PETLAS | 40751 | 50,00 | €35.09000 | €1754,50 | 0,00 | 1754,50 | 1816,46 | 61,96 | 36,32925 | 1816,56 | 0,00% | 1754,50€ |
| 118121161982S | 195/75R16C 107R TL PT825 P PNEU PETLAS | 40831 | 9,00 | €41.01000 | €369,09 | 0,00 | 369,09 | 382,12 | 13,03 | 42,45833 | 382,15 | 0,00% | 369,09€ |
| 118121162082S | 205/75R16C 113R TL PT825 P PNEU PETLAS | 40874 | 10,00 | €43.88000 | €438,80 | 0,00 | 438,80 | 454,30 | 15,50 | 45,42969 | 454,32 | 0,00% | 438,80€ |
| 118122152182S | 195/70R15C 104R TL PT825 P PNEU PETLAS | 41391 | 30,00 | €33.58000 | €1007,40 | 0,00 | 1007,40 | 1042,98 | 35,58 | 34,76593 | 1043,04 | 0,00% | 1007,40€ |
| 118122152182S | 215/70R15C 109S TL PT825 P PNEU PETLAS | 41471 | 60,00 | €42.82000 | €2569,20 | 0,00 | 2569,20 | 2659,94 | 90,74 | 44,33225 | 2660,08 | 0,00% | 2569,20€ |
| 11810615190V1 | 195/50R15 82V V.S.P.PT741 PNEU PETLAS | 24937 | 40,00 | €26.32000 | €1052,80 | 0,00 | 1052,80 | 1089,99 | 37,19 | 27,24953 | 1090,04 | 0,00% | 1052,80€ |
| 11810919250RF | 225/55R19 RFT20W/V.S.P.PT741 PNEU PETLAS | 29051 | 2,00 | €65.26000 | €130,52 | 0,00 | 130,52 | 135,13 | 4,61 | 67,56475 | 135,14 | 0,00% | 130,52€ |
| 11810314160T1 | 165/60R14 77T ELEG.PT311 PNEU PETLAS | 21140 | 12,00 | €18.22000 | €218,64 | 0,00 | 218,64 | 226,36 | 7,72 | 18,86347 | 226,37 | 0,00% | 218,64€ |
| 118120141882S | 185R14C 102R TL PT825 P PNEU PETLAS | 40361 | 33,00 | €32.82000 | €1083,06 | 0,00 | 1083,06 | 1121,31 | 38,25 | 33,97909 | 1121,37 | 0,00% | 1083,06€ |
| 118120141882S | 185R14C 106R TL PT825 P PNEU PETLAS | 40400 | 30,00 | €36.82000 | €1104,60 | 0,00 | 1104,60 | 1143,61 | 39,01 | 38,12035 | 1143,67 | 0,00% | 1104,60€ |
| 118120141882S | 185R15C 103R TL PT825 P PNEU PETLAS | 40501 | 6,00 | €37.12000 | €222,72 | 0,00 | 222,72 | 230,59 | 7,87 | 38,43095 | 230,60 | 0,00% | 222,72€ |
| 11810414160T1 | 165/60R14 75T ELEG.PT311 PNEU PETLAS | 21380 | 8,00 | €20.43000 | €163,44 | 0,00 | 163,44 | 169,21 | 5,77 | 21,15152 | 169,22 | 0,00% | 163,44€ |
| 118103141717S | 175/45R14 86T IMP.E.PT515 PNEU PETLAS | 23291 | 24,00 | €20.55000 | €493,20 | 0,00 | 493,20 | 510,62 | 17,42 | 21,27575 | 510,65 | 0,00% | 493,20€ |
| 11810315180PG | 185/45R15 88R P.G. PT525 PNEU PETLAS | 21611 | 12,00 | €23.05000 | €276,60 | 0,00 | 276,60 | 286,37 | 9,77 | 23,86404 | 286,38 | 0,00% | 276,60€ |
| 11810416200VG | 205/60R16 92V P.G. PT525 PNEU PETLAS | 23241 | 80,00 | €29.51000 | €2360,80 | 0,00 | 2360,80 | 2444,18 | 83,38 | 30,35219 | 2444,31 | 0,00% | 2360,80€ |
| 11810416210V1 | 215/60R16 XL 99V V.S.P.PT741 PNEU PETLAS | 23290 | 12,00 | €32.59000 | €391,08 | 0,00 | 391,08 | 404,89 | 13,81 | 33,74096 | 404,91 | 0,00% | 391,08€ |
| 11810517200RF | 225/55R17RFT 97W V.S.P.PT741 PNEU PETLAS | 24335 | 12,00 | €53.00000 | €636,00 | 0,00 | 636,00 | 658,46 | 22,46 | 54,87177 | 658,50 | 0,00% | 636,00€ |
| Grand Summaries | | | 926 | | | | 31207,55 | 32309,69 | 1102,14 | | 32311,47 | | 31207,55 |

| Doc | NºDoc | Con.Fom. | Fornecedor | Disc.Fornecedor | Artigo | Tipó Distrib. | Valor | Disc.Linha | Disc.Comercial | Disc.Financiero | Moeda | Cambio | Tipó Pagamento | DI.Doc | DI.Venc | IVA | Total Líquido | Total Desconto | Total Final |
|-----------------|-------|----------|--------------------------------|-----------------|------------------------------|---------------|---------|------------|----------------|-----------------|-------|--------|----------------|------------|------------|------|---------------|----------------|-------------|
| SRV | 0 | P209019 | PETLAS LASTIK SAN VE TIC. A.S. | PA13021/1427 | DESPESAS FRETE FORNECEDOR S/ | Prop. Prec. | 843,89 | % 0 | % 0 | % 0 | Euros | 1,00 | 60 Dias | 06/07/2021 | 06/07/2021 | % 0 | 843,89 | 0,00 | 843,89 |
| SRV | 0 | P200002 | EMILIO DE ALMEIDA | 1210539 | DESPESAS DIVERSAS S/IVA | Prop. Prec. | 250,53 | % 0 | % 0 | % 0 | Euros | 1,00 | P Pagamento | 06/07/2021 | 06/07/2021 | % 0 | 250,53 | 0,00 | 250,53 |
| SRV | 0 | P200002 | EMILIO DE ALMEIDA | 1210539 | DESPESAS DIVERSAS C/IVA | Prop. Prec. | 7,72 | % 0 | % 0 | % 0 | Euros | 1,00 | P Pagamento | 06/07/2021 | 06/07/2021 | % 23 | 7,72 | 0,00 | 9,50 |
| Grand Summaries | | | | | | Prop. Grd | 1102,14 | | | | | | | | | | 1102,14 | | 1102,92 |

| Total Merc. | IVA Merc | Cst. Adicionais | IVA Cst. Adic. | Final |
|-------------|----------|-----------------|----------------|-----------|
| 31 207,55 | 0,00 | 1 102,14 | 1,78 | 32 311,47 |

- Entidades
- Definição de Produto
- Gestão Documentos
- Controlo Fluxo
- Armazenamento
- Manutenção Base
- Específicos
- Favoritos
- Análise Retornos Stock
- Artigos
- Compras
- Consulta Compras
- Consulta Receções
- Escaladores Artigos
- Encomenda/OF
- Existências p/Artigo
- Importações
- Listas de Preços
- Margens Vendas
- Movimentar Stock
- Movimentos
- Partes de Código
- Preços Artigos Fornecedor

| Artigo | Descrição | ProveedorRef | Qtd.Da Fat | Preç.Unit | Preç.Tot | Val.Desç. | Total Bruto | Total Líquido | Adicionais | Preç.Uni.Mov | Total Final Linha | IVA | Total EUR |
|-----------------|--|--------------|------------|-----------|----------|-----------|-------------|---------------|------------|--------------|-------------------|-------|-----------|
| 11812316198FS | 195/45R16C 104T PPOWER PT835 PNEU PETLAS | 41825 | 15,00 | €36.34000 | €545,10 | 0,00 | 545,10 | 567,93 | 22,83 | 37,86170 | 568,78 | 0,00% | 545,10€ |
| 118123162082S | 205/45R16C 107T TL PT825 P PNEU PETLAS | 41891 | 40,00 | €39.16000 | €1566,40 | 0,00 | 1566,40 | 1631,99 | 65,59 | 40,79978 | 1634,44 | 0,00% | 1566,40€ |
| 11812316210FG | 215/45R16C 109R TL PT825 PNEU PETLAS | 42010 | 2,00 | €48.77000 | €97,54 | 0,00 | 97,54 | 101,62 | 4,08 | 50,81219 | 101,78 | 0,00% | 97,54€ |
| 1181201675030 | 750-16 14PR P030 PNEU PETLAS | 2656 | 6,00 | €71.38000 | €428,28 | 0,00 | 428,28 | 446,21 | 17,93 | 74,36895 | 446,88 | 0,00% | 428,28€ |
| 118121161702S | 175/75R16C 101R TL PT825 PNEU PETLAS | 40751 | 50,00 | €35.09000 | €1754,50 | 0,00 | 1754,50 | 1827,97 | 73,47 | 36,53935 | 1830,71 | 0,00% | 1754,50€ |
| 118121161982S | 195/75R16C 107R TL PT825 P PNEU PETLAS | 40831 | 9,00 | €41.01000 | €369,09 | 0,00 | 369,09 | 384,55 | 15,46 | 42,72725 | 385,12 | 0,00% | 369,09€ |
| 118121162082S | 205/75R16C 113R TL PT825 P PNEU PETLAS | 40874 | 10,00 | €43.88000 | €438,80 | 0,00 | 438,80 | 457,17 | 18,37 | 45,71742 | 457,86 | 0,00% | 438,80€ |
| 118122152182S | 195/70R15C 104R TL PT825 P PNEU PETLAS | 41391 | 30,00 | €33.58000 | €1007,40 | 0,00 | 1007,40 | 1048,58 | 42,18 | 34,98612 | 1051,16 | 0,00% | 1007,40€ |
| 118122152182S | 215/70R15C 109S TL PT825 P PNEU PETLAS | 41471 | 60,00 | €42.82000 | €2569,20 | 0,00 | 2569,20 | 2676,78 | 107,58 | 44,61304 | 2680,00 | 0,00% | 2569,20€ |
| 11810615190V1 | 195/50R15 82V V.S.P.PT741 PNEU PETLAS | 24937 | 40,00 | €26.32000 | €1052,80 | 0,00 | 1052,80 | 1096,88 | 44,08 | 27,42212 | 1098,53 | 0,00% | 1052,80€ |
| 11810919250RF | 225/55R19 RFT20W/V.S.P.PT741 PNEU PETLAS | 29051 | 2,00 | €65.26000 | €130,52 | 0,00 | 130,52 | 135,99 | 5,47 | 67,99269 | 136,19 | 0,00% | 130,52€ |
| 11810314160T1 | 165/60R14 77T ELEG.PT311 PNEU PETLAS | 21140 | 12,00 | €18.22000 | €218,64 | 0,00 | 218,64 | 227,80 | 9,16 | 18,98294 | 228,14 | 0,00% | 218,64€ |
| 118120141882S | 185R14C 102R TL PT825 P PNEU PETLAS | 40361 | 33,00 | €32.82000 | €1083,06 | 0,00 | 1083,06 | 1128,41 | 45,35 | 34,19430 | 1130,11 | 0,00% | 1083,06€ |
| 118120141882S | 185R14C 106R TL PT825 P PNEU PETLAS | 40400 | 30,00 | €36.82000 | €1104,60 | 0,00 | 1104,60 | 1150,85 | 46,25 | 38,36179 | 1152,58 | 0,00% | 1104,60€ |
| 118120141882S | 185R15C 103R TL PT825 P PNEU PETLAS | 40501 | 6,00 | €37.12000 | €222,72 | 0,00 | 222,72 | 232,05 | 9,33 | 38,67436 | 232,39 | 0,00% | 222,72€ |
| 11810414160T1 | 165/60R14 75T ELEG.PT311 PNEU PETLAS | 21380 | 8,00 | €20.43000 | €163,44 | 0,00 | 163,44 | 170,28 | 6,84 | 21,28548 | 170,54 | 0,00% | 163,44€ |
| 118103141717S | 175/45R14 86T IMP.E.PT515 PNEU PETLAS | 23291 | 24,00 | €20.55000 | €493,20 | 0,00 | 493,20 | 513,85 | 20,65 | 21,41051 | 514,62 | 0,00% | 493,20€ |
| 11810315180PG | 185/45R15 88R P.G. PT525 PNEU PETLAS | 21611 | 12,00 | €23.05000 | €276,60 | 0,00 | 276,60 | 286,18 | 11,58 | 24,01519 | 286,62 | 0,00% | 276,60€ |
| 11810416200VG | 205/60R16 92V P.G. PT525 PNEU PETLAS | 23241 | 80,00 | €29.51000 | €2360,80 | 0,00 | 2360,80 | 2459,66 | 98,86 | 30,74570 | 2463,35 | 0,00% | 2360,80€ |
| 11810416210V1 | 215/60R16 XL 99V V.S.P.PT741 PNEU PETLAS | 23290 | 12,00 | €32.59000 | €391,08 | 0,00 | 391,08 | 407,46 | 16,38 | 33,95467 | 408,07 | 0,00% | 391,08€ |
| 11810517200RF | 225/55R17RFT 97W V.S.P.PT741 PNEU PETLAS | 24335 | 12,00 | €53.00000 | €636,00 | 0,00 | 636,00 | 662,63 | 26,63 | 55,21931 | 663,83 | 0,00% | 636,00€ |
| Grand Summaries | | | 926 | | | | 31207,55 | 32514,33 | 1306,78 | | 32563,17 | | 31207,55 |

| Doc | NºDoc | Con.Fom. | Fornecedor | Disc.Fornecedor | Artigo | Tipó Distrib. | Valor | Disc.Linha | Disc.Comercial | Disc.Financiero | Moeda | Cambio | Tipó Pagamento | DI.Doc | DI.Venc | IVA | Total Líquido | Total Desconto | Total Final |
|-----|-------|----------|--------------------------------|---------------------|------------------------------|---------------|---------|------------|----------------|-----------------|-------|--------|----------------|------------|------------|------|---------------|----------------|-------------|
| SRV | 0 | P209019 | PETLAS LASTIK SAN VE TIC. A.S. | PA13021/1427 | DESPESAS FRETE FORNECEDOR S/ | Prop. Prec. | 843,89 | % 0 | % 0 | % 0 | Euros | 1,00 | 60 Dias | 06/07/2021 | 06/07/2021 | % 0 | 843,89 | 0,00 | 843,89 |
| SRV | 0 | P200002 | EMILIO DE ALMEIDA | 1210539 | DESPESAS DIVERSAS S/IVA | Prop. Prec. | 250,53 | % 0 | % 0 | % 0 | Euros | 1,00 | P Pagamento | 06/07/2021 | 06/07/2021 | % 0 | 250,53 | 0,00 | 250,53 |
| SRV | 0 | P200002 | EMILIO DE ALMEIDA | 1210539 | DESPESAS DIVERSAS C/IVA | Prop. Prec. | 7,72 | % 0 | % 0 | % 0 | Euros | 1,00 | P Pagamento | 06/07/2021 | 06/07/2021 | % 23 | 7,72 | 0,00 | 9,50 |
| SRV | 0 | P200002 | EMILIO DE ALMEIDA | 1210539 | HONORARIOS CIVIA | Prop. Prec. | 52,74 | % 0 | % 0 | % 0 | Euros | 1,00 | P Pagamento | 06/07/2021 | 06/07/2021 | % 23 | 52,74 | 0,00 | 64,87 |
| SRV | 0 | P200291 | TRANSPORTES PROGRESSO DE EIRI | AVELINOPI12021/1984 | TRANSPORTE INTERNO CIVIA | Prop. Prec. | 151,90 | % 0 | % 0 | % 0 | Euros | 1,00 | 30 Dias | 06/07/2021 | 06/07/2021 | % 23 | 151,90 | 0,00 | 186,84 |
| SRV | 0 | P209019 | PETLAS LASTIK SAN VE TIC. A.S. | PA13021/1984 | DESCONTOS EM COMPRAS | Não Distr. | -500,00 | % 0 | % 0 | % 0 | | | | | | | | | |

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Faturação Compras X

FT Compras Ex 2021000193 Fomec (F4-Lista) P200019 PETLAS LASTIK SAN. VETIC. A.S.

Doc. Fornecedor Tipo Pagamento Moeda Cambio Desc. Comercial Desc. Financeiro Data Fatura Data Vencimento

P12021/1984 60 Dias Euro 1 0 0 06/07/2021 06/07/2021

| Artigo | ProveedorRef | Qtd.Da Fat | Prez.Unid | Prez.Tot | Val.Desc | Total Bruto | Total Liquidado | Adicionais | Prc.Unid.Mov | Total Final Linha | IVA | Total EUR | |
|---------------|--|------------|-----------|------------|----------|-------------|-----------------|------------|--------------|-------------------|---------|-----------|---------|
| 11810415190V5 | 195/60R15 88V IMPEPT515 PNEU PETLAS | 22793 | 70,00 | €24.440,00 | €1710,8 | 0,00 | 1710,80 | 1782,44 | 71,64 | 25.463,40 | 1785,12 | 0,00% | 1710,80 |
| 11810314150T1 | 155/65R14 75T ELEGPT311 PNEU PETLAS | 21250 | 15,00 | €18.860,00 | €282,90 | 0,00 | 282,90 | 294,75 | 11,85 | 19.649,74 | 295,19 | 0,00% | 282,90 |
| 11810315180H5 | 185/65R15 XL 92H IMPEPT515 PNEU PETLAS | 21598 | 100,00 | €23.930,00 | €2393,00 | 0,00 | 2393,00 | 2493,20 | 100,20 | 24.932,04 | 2496,95 | 0,00% | 2393,00 |
| 1181212151925 | 215/70R15C 109R TL P7825 PNEU PETLAS | 41480 | 12,00 | €46.590,00 | €559,08 | 0,00 | 559,08 | 582,49 | 23,41 | 48.540,00 | 583,37 | 0,00% | 559,08 |
| 1181221522825 | 225/70R15C 116R TL P7825 PNEU PETLAS | 41493 | 16,00 | €44.850,00 | €717,60 | 0,00 | 717,60 | 747,65 | 30,05 | 46.728,04 | 748,77 | 0,00% | 717,60 |
| 1181231521835 | 215/65R15C 104T TL P7835 PNEU PETLAS | 41795 | 40,00 | €38.650,00 | €1546,00 | 0,00 | 1546,00 | 1610,74 | 64,74 | 40.268,42 | 1613,16 | 0,00% | 1546,00 |
| 11812316202P5 | 225/65R16C 112R TL P7825 PNEU PETLAS | 42051 | 80,00 | €44.080,00 | €3526,4 | 0,00 | 3526,40 | 3674,06 | 147,66 | 45.925,80 | 3679,58 | 0,00% | 3526,40 |
| 1181241619835 | 195/60R16C 99T TL P7835 PNEU PETLAS | 42625 | 100,00 | €35.620,00 | €3562,00 | 0,00 | 3562,00 | 3711,15 | 149,15 | 37.115,55 | 3716,73 | 0,00% | 3562,00 |
| 11810619190V1 | 195/50R15 82V V.SP.PT741 PNEU PETLAS | 24937 | 40,00 | €36.320,00 | €1052,8 | 0,00 | 1052,80 | 1096,88 | 44,08 | 27.422,12 | 1098,53 | 0,00% | 1052,80 |
| 11810919250Rf | 255/35R19 RFT20W V.SP.PT741 PNEU PETLAS | 29051 | 2,00 | €65.260,00 | €130,52 | 0,00 | 130,52 | 135,99 | 5,47 | 67.992,69 | 136,19 | 0,00% | 130,52 |
| 11810313160T1 | 165/65R13 77T ELEGPT311 PNEU PETLAS | 21140 | 12,00 | €18.220,00 | €218,64 | 0,00 | 218,64 | 227,80 | 9,16 | 18.982,94 | 228,14 | 0,00% | 218,64 |
| 1181201418825 | 185R14C 102R TL P7825 P PNEU PETLAS | 40361 | 33,00 | €32.820,00 | €1083,00 | 0,00 | 1083,00 | 1128,41 | 45,35 | 34.194,30 | 1130,11 | 0,00% | 1083,00 |
| 11812016750D0 | 750-16 149R PD30 PNEU PETLAS | 2656 | 6,00 | €71.380,00 | €428,28 | 0,00 | 428,28 | 446,21 | 17,93 | 74.369,95 | 446,88 | 0,00% | 428,28 |
| 1181211617025 | 175/75R16C 101R TL P7825 P PNEU PETLAS | 40751 | 50,00 | €35.090,00 | €1754,5 | 0,00 | 1754,50 | 1827,97 | 73,47 | 36.559,35 | 1830,71 | 0,00% | 1754,50 |
| 1181211619825 | 195/75R16C 113R TL P7825 P PNEU PETLAS | 40831 | 9,00 | €41.010,00 | €369,09 | 0,00 | 369,09 | 384,55 | 15,46 | 42.727,25 | 385,12 | 0,00% | 369,09 |
| 1181211620825 | 205/75R16C 113R TL P7825 P PNEU PETLAS | 40874 | 10,00 | €43.880,00 | €438,80 | 0,00 | 438,80 | 457,17 | 18,37 | 45.714,72 | 457,86 | 0,00% | 438,80 |
| 118121519825 | 195/70R15C 104R TL P7825 P PNEU PETLAS | 41391 | 30,00 | €33.580,00 | €1097,4 | 0,00 | 1097,40 | 1048,58 | 42,18 | 34.986,12 | 1051,16 | 0,00% | 1097,40 |
| 11812151925 | 215/70R15C 109R TL P7825 P PNEU PETLAS | 41471 | 60,00 | €42.820,00 | €2589,2 | 0,00 | 2589,20 | 2676,78 | 107,58 | 44.613,04 | 2680,90 | 0,00% | 2589,20 |
| 11812316198P5 | 195/65R16C 104T FROVER P7835 PNEU PETLAS | 41825 | 15,00 | €36.340,00 | €545,10 | 0,00 | 545,10 | 567,93 | 22,83 | 37.861,70 | 568,78 | 0,00% | 545,10 |
| 11812316202G5 | 205/65R16C 107T TL P7825 P PNEU PETLAS | 41891 | 40,00 | €38.160,00 | €1566,4 | 0,00 | 1566,40 | 1631,99 | 65,59 | 40.799,78 | 1634,44 | 0,00% | 1566,40 |
| 11812316210F0 | 215/65R16C 109R TL P7825 P PNEU PETLAS | 42010 | 2,00 | €48.770,00 | €975,4 | 0,00 | 975,40 | 1016,2 | 4,08 | 50.812,19 | 1017,8 | 0,00% | 975,40 |
| 11810414160T1 | 165/60R14 75T ELEGPT311 PNEU PETLAS | 22380 | 8,00 | €20.430,00 | €163,44 | 0,00 | 163,44 | 170,28 | 6,84 | 21.285,48 | 170,54 | 0,00% | 163,44 |
| 11810314171T5 | 175/65R14 86T IMPEPT515 PNEU PETLAS | 21381 | 24,00 | €20.550,00 | €493,20 | 0,00 | 493,20 | 513,85 | 20,65 | 21.410,51 | 514,62 | 0,00% | 493,20 |

Custos Adicionais Anexos

| Doc | NºDoc | Cod.Fom. | Fornecedor | Doc.Fornecedor | Artigo | Tipo Distrib | Valor | Desc.Comercial | Desc.Financiero | Moeda | Cambio | Tipo Pagamento | DI.Doc | DI.Venc | IVA | Total Liquidado | Total Desconto | Total Final |
|-----|-----------|----------|--------------------------------|--------------------|------------------------------|--------------|--------|----------------|-----------------|-------|--------|----------------|------------|------------|------|-----------------|----------------|-------------|
| SRV | 202100080 | P200002 | EMILIO DE ALMEIDA | 1210539 | DESPESAS DIVERSAS CIVIA | Prop. Prec. | 7,72 | % | 0 | % | 0 | 0 | 06/07/2021 | 06/07/2021 | % 23 | 7,72 | 0,00 | 9,50 |
| SRV | 202100059 | P200002 | EMILIO DE ALMEIDA | 1210539 | DESPESAS DIVERSAS CIVIA | Prop. Prec. | 250,53 | % | 0 | % | 0 | 0 | 06/07/2021 | 06/07/2021 | % 0 | 250,53 | 0,00 | 250,53 |
| SRV | 202100088 | P200019 | PETLAS LASTIK SAN. VETIC. A.S. | PA12021/1427 | DESPESAS FRETE FORNECEDOR S/ | Prop. Prec. | 843,89 | % | 0 | % | 0 | 0 | 06/07/2021 | 06/07/2021 | % 0 | 843,89 | 0,00 | 843,89 |
| SRV | 202100061 | P200002 | EMILIO DE ALMEIDA | 1210539 | HONORARIOS CIVIA | Prop. Prec. | 52,74 | % | 0 | % | 0 | 0 | 06/07/2021 | 06/07/2021 | % 23 | 52,74 | 0,00 | 64,87 |
| SRV | 202100062 | P200291 | TRANSPORTES PROGRESSO DE EIRL | AVELINOPI2021/1984 | TRANSPORTE INTERNO CIVIA | Prop. Prec. | 151,90 | % | 0 | % | 0 | 0 | 06/07/2021 | 06/07/2021 | % 23 | 151,90 | 0,00 | 186,84 |

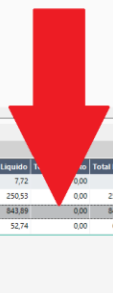
Grand Summaries

1396,00

Total Merc. IVA Merc CstAdicionais IVA CstAdic. Final

31 207,55 0,00 1 306,78 48,84 32 563,17

Fatura guardada



OnS3 pro® Dispnal Pneus

Faturação Compras X

FT Compras Ex 2021000193 Fomec (F4-Lista) P200019 PETLAS LASTIK SAN. VETIC. A.S.

Doc. Fornecedor Tipo Pagamento Moeda Cambio Desc. Comercial Desc. Financeiro Data Fatura Data Vencimento

P12021/1984 60 Dias Euro 1 0 0 06/07/2021 06/07/2021

| Artigo | ProveedorRef | Qtd.Da Fat | Prez.Unid | Prez.Tot | Val.Desc | Total Bruto | Total Liquidado | Adicionais | Prc.Unid.Mov | Total Final Linha | IVA | Total EUR | |
|---------------|--|------------|-----------|------------|----------|-------------|-----------------|------------|--------------|-------------------|---------|-----------|---------|
| 11810415190V5 | 195/60R15 88V IMPEPT515 PNEU PETLAS | 22793 | 70,00 | €24.440,00 | €1710,8 | 0,00 | 1710,80 | 1782,44 | 71,64 | 25.463,40 | 1785,12 | 0,00% | 1710,80 |
| 11810314150T1 | 155/65R14 75T ELEGPT311 PNEU PETLAS | 21250 | 15,00 | €18.860,00 | €282,90 | 0,00 | 282,90 | 294,75 | 11,85 | 19.649,74 | 295,19 | 0,00% | 282,90 |
| 11810315180H5 | 185/65R15 XL 92H IMPEPT515 PNEU PETLAS | 21598 | 100,00 | €23.930,00 | €2393,00 | 0,00 | 2393,00 | 2493,20 | 100,20 | 24.932,04 | 2496,95 | 0,00% | 2393,00 |
| 1181212151925 | 215/70R15C 109R TL P7825 PNEU PETLAS | 41480 | 12,00 | €46.590,00 | €559,08 | 0,00 | 559,08 | 582,49 | 23,41 | 48.540,00 | 583,37 | 0,00% | 559,08 |
| 1181221522825 | 225/70R15C 116R TL P7825 PNEU PETLAS | 41493 | 16,00 | €44.850,00 | €717,60 | 0,00 | 717,60 | 747,65 | 30,05 | 46.728,04 | 748,77 | 0,00% | 717,60 |
| 1181231521835 | 215/65R15C 104T TL P7835 PNEU PETLAS | 41795 | 40,00 | €38.650,00 | €1546,00 | 0,00 | 1546,00 | 1610,74 | 64,74 | 40.268,42 | 1613,16 | 0,00% | 1546,00 |
| 11812316202P5 | 225/65R16C 112R TL P7825 P PNEU PETLAS | 42051 | 80,00 | €44.080,00 | €3526,4 | 0,00 | 3526,40 | 3674,06 | 147,66 | 45.925,80 | 3679,58 | 0,00% | 3526,40 |
| 1181241619835 | 195/60R16C 99T TL P7835 PNEU PETLAS | 42625 | 100,00 | €35.620,00 | €3562,00 | 0,00 | 3562,00 | 3711,15 | 149,15 | 37.115,55 | 3716,73 | 0,00% | 3562,00 |
| 11810619190V1 | 195/50R15 82V V.SP.PT741 PNEU PETLAS | 24937 | 40,00 | €36.320,00 | €1052,8 | 0,00 | 1052,80 | 1096,88 | 44,08 | 27.422,12 | 1098,53 | 0,00% | 1052,80 |
| 11810919250Rf | 255/35R19 RFT20W V.SP.PT741 PNEU PETLAS | 29051 | 2,00 | €65.260,00 | €130,52 | 0,00 | 130,52 | 135,99 | 5,47 | 67.992,69 | 136,19 | 0,00% | 130,52 |
| 11810313160T1 | 165/65R13 77T ELEGPT311 PNEU PETLAS | 21140 | 12,00 | €18.220,00 | €218,64 | 0,00 | 218,64 | 227,80 | 9,16 | 18.982,94 | 228,14 | 0,00% | 218,64 |
| 1181201418825 | 185R14C 102R TL P7825 P PNEU PETLAS | 40361 | 33,00 | €32.820,00 | €1083,00 | 0,00 | 1083,00 | 1128,41 | 45,35 | 34.194,30 | 1130,11 | 0,00% | 1083,00 |
| 11812016750D0 | 750-16 149R PD30 PNEU PETLAS | 2656 | 6,00 | €71.380,00 | €428,28 | 0,00 | 428,28 | 446,21 | 17,93 | 74.369,95 | 446,88 | 0,00% | 428,28 |
| 1181211617025 | 175/75R16C 101R TL P7825 P PNEU PETLAS | 40751 | 50,00 | €35.090,00 | €1754,5 | 0,00 | 1754,50 | 1827,97 | 73,47 | 36.559,35 | 1830,71 | 0,00% | 1754,50 |
| 1181211619825 | 195/75R16C 113R TL P7825 P PNEU PETLAS | 40831 | 9,00 | €41.010,00 | €369,09 | 0,00 | 369,09 | 384,55 | 15,46 | 42.727,25 | 385,12 | 0,00% | 369,09 |
| 1181211620825 | 205/75R16C 113R TL P7825 P PNEU PETLAS | 40874 | 10,00 | €43.880,00 | €438,80 | 0,00 | 438,80 | 457,17 | 18,37 | 45.714,72 | 457,86 | 0,00% | 438,80 |
| 118121519825 | 195/70R15C 104R TL P7825 P PNEU PETLAS | 41391 | 30,00 | €33.580,00 | €1097,4 | 0,00 | 1097,40 | 1048,58 | 42,18 | 34.986,12 | 1051,16 | 0,00% | 1097,40 |
| 11812151925 | 215/70R15C 109R TL P7825 P PNEU PETLAS | 41471 | 60,00 | €42.820,00 | €2589,2 | 0,00 | 2589,20 | 2676,78 | 107,58 | 44.613,04 | 2680,90 | 0,00% | 2589,20 |
| 11812316198P5 | 195/65R16C 104T FROVER P7835 PNEU PETLAS | 41825 | 15,00 | €36.340,00 | €545,10 | 0,00 | 545,10 | 567,93 | 22,83 | 37.861,70 | 568,78 | 0,00% | 545,10 |
| 11812316202G5 | 205/65R16C 107T TL P7825 P PNEU PETLAS | 41891 | 40,00 | €38.160,00 | €1566,4 | 0,00 | 1566,40 | 1631,99 | 65,59 | 40.799,78 | 1634,44 | 0,00% | 1566,40 |
| 11812316210F0 | 215/65R16C 109R TL P7825 P PNEU PETLAS | 42010 | 2,00 | €48.770,00 | €975,4 | 0,00 | 975,40 | 1016,2 | 4,08 | 50.812,19 | 1017,8 | 0,00% | 975,40 |
| 11810414160T1 | 165/60R14 75T ELEGPT311 PNEU PETLAS | 22380 | 8,00 | €20.430,00 | €163,44 | 0,00 | 163,44 | 170,28 | 6,84 | 21.285,48 | 170,54 | 0,00% | 163,44 |
| 11810314171T5 | 175/65R14 86T IMPEPT515 PNEU PETLAS | 21381 | 24,00 | €20.550,00 | €493,20 | 0,00 | 493,20 | 513,85 | 20,65 | 21.410,51 | 514,62 | 0,00% | 493,20 |

Custos Adicionais Anexos

| Doc | NºDoc | Cod.Fom. | Fornecedor | Doc.Fornecedor | Artigo | Tipo Distrib | Valor | Desc.Comercial | Desc.Financiero | Moeda | Cambio | Tipo Pagamento | DI.Doc | DI.Venc | IVA | Total Liquidado | Total Desconto | Total Final |
|-----|-----------|----------|--------------------------------|----------------|------------------------------|--------------|--------|----------------|-----------------|-------|--------|----------------|------------|------------|------|-----------------|----------------|-------------|
| SRV | 202100080 | P200002 | EMILIO DE ALMEIDA | 1210539 | DESPESAS DIVERSAS CIVIA | Prop. Prec. | 7,72 | % | 0 | % | 0 | 0 | 06/07/2021 | 06/07/2021 | % 23 | 7,72 | 0,00 | 9,50 |
| SRV | 202100059 | P200002 | EMILIO DE ALMEIDA | 1210539 | DESPESAS DIVERSAS CIVIA | Prop. Prec. | 250,53 | % | 0 | % | 0 | 0 | 06/07/2021 | 06/07/2021 | % 0 | 250,53 | 0,00 | 250,53 |
| SRV | 202100088 | P200019 | PETLAS LASTIK SAN. VETIC. A.S. | PA12021/1427 | DESPESAS FRETE FORNECEDOR S/ | Prop. Prec. | 843,89 | % | 0 | % | 0 | 0 | 06/07/2021 | 06/07/2021 | % 0 | 843,89 | 0,00 | 843,89 |
| SRV | 202100061 | P200002 | EMILIO DE ALMEIDA | 1210539 | HONORARIOS CIVIA | Prop. Prec. | 52,74 | | | | | | | | | | | |

OnS3log Dispinal Pneus

Faturação Compras X

Doc. Fornecedor: 2021000193 Fornecedor: (F4-Lula) P200919 PETLAS LASTIK SAN. VE TIC. A.S.

Doc. Fornecedor: 10 Das Tipo Pagamento: Euro Moeda: Euro Cambio: 1 Desc. Comercial: 0 Desc. Financeiro: 0 Data Fatura: 06/07/2021 Data Vencimento: 06/07/2021

Sen nome - Mensagem (HTML)

De: Dispinal@dispinal.pt
Para: Comercial
Assunto: ENTRADA PETLAS 2 06/07

Annexado: DocFT.pdf

| Artigo | Quantidade | Preço Unit. | Total |
|---------------|------------|-------------|----------|
| 1181041519075 | 185,60R15 | 88V B/M/FP | 1710,80€ |
| 1181041519071 | 155,65R14 | 75T ELEG.P | 282,90€ |
| 1181031519045 | 185,65R15 | XL 82H IMPE | 2393,00€ |
| 1181221521925 | 215,70R15C | 109R TL P/P | 559,00€ |
| 1181221522825 | 225,70R15C | 116R TL P/P | 717,60€ |
| 1181231521835 | 215,65R15C | 104T TL P/P | 1546,00€ |
| 1181231620995 | 225,65R16C | 113R TL P/P | 3326,40€ |
| 1181241519025 | 195,60R16C | 99T TL P/P | 3562,00€ |
| 1181091529071 | 195,55R15 | 82V V/S/P | 1052,00€ |
| 1181091525097 | 255,55R19 | R732V V/S/P | 130,52€ |
| 118105191071 | 165,65R13 | 77T ELEG.P | 218,64€ |
| 1181201418025 | 185,14C | 102R TL P/P | 1083,00€ |
| 1181201675030 | 730-16 | 149R P/30 | 428,28€ |
| 1181211617025 | 175,75R16C | 101R TL P/P | 1754,50€ |
| 1181211619025 | 195,75R16C | 107R TL P/P | 369,09€ |
| 1181211620025 | 205,75R16C | 113R TL P/P | 438,80€ |
| 1181221519025 | 195,70R15C | 104R TL P/P | 1007,40€ |
| 1181221521825 | 215,70R15C | 109S TL P/P | 2589,20€ |
| 1181231619895 | 195,65R16C | 104T P/ROV | 545,10€ |
| 1181231620025 | 205,65R16C | 107T TL P/P | 1566,40€ |
| 1181231621010 | 215,65R16C | 109R TL P/P | 97,54€ |
| 1181041416071 | 165,60R14 | 75T ELEG.P | 163,44€ |
| 1181031417115 | 175,65R14 | 86T IMPE | 493,20€ |

Grand Summaries

| Doc | NºDoc | Cod.Forn. | Fornecedor | Total Merc. | IVA Merc. | Cst. Adicionais | IVA Cst. Adic. | Total Final |
|-----|------------|-----------|--------------------|-------------|-----------|-----------------|----------------|-------------|
| SRV | 2021000860 | P200002 | EMILIO DE ALMEIDA | 21,22 | 0,00 | 0,00 | 0,00 | 21,22 |
| SRV | 2021000859 | P200002 | EMILIO DE ALMEIDA | 21,59 | 0,00 | 0,00 | 0,00 | 21,59 |
| SRV | 2021000858 | P200919 | PETLAS LASTIK SAN. | 31207,55 | 0,00 | 1305,78 | 48,84 | 32563,17 |
| SRV | 2021000861 | P200002 | EMILIO DE ALMEIDA | 21,50 | 0,00 | 0,00 | 0,00 | 21,50 |
| SRV | 2021000862 | P200291 | TRANSPORTES PRO | 15,00 | 0,00 | 0,00 | 0,00 | 15,00 |

OnS3log Dispinal Pneus

Faturação Compras X

Doc. Fornecedor: 2021000193 Fornecedor: (F4-Lula) P200919 PETLAS LASTIK SAN. VE TIC. A.S.

Doc. Fornecedor: 10 Das Tipo Pagamento: Euro Moeda: Euro Cambio: 1 Desc. Comercial: 0 Desc. Financeiro: 0 Data Fatura: 06/07/2021 Data Vencimento: 06/07/2021

| Artigo | Quantidade | Preço Unit. | Total | IVA | Total Final |
|---------------|------------|-------------|---------|------|-------------|
| 1181041519075 | 185,60R15 | 88V B/M/FP | 1710,80 | 0,00 | 1710,80 |
| 1181041519071 | 155,65R14 | 75T ELEG.P | 282,90 | 0,00 | 282,90 |
| 1181031519045 | 185,65R15 | XL 82H IMPE | 2393,00 | 0,00 | 2393,00 |
| 1181221521925 | 215,70R15C | 109R TL P/P | 559,00 | 0,00 | 559,00 |
| 1181221522825 | 225,70R15C | 116R TL P/P | 717,60 | 0,00 | 717,60 |
| 1181231521835 | 215,65R15C | 104T TL P/P | 1546,00 | 0,00 | 1546,00 |
| 1181231620995 | 225,65R16C | 113R TL P/P | 3326,40 | 0,00 | 3326,40 |
| 1181241519025 | 195,60R16C | 99T TL P/P | 3562,00 | 0,00 | 3562,00 |
| 1181091529071 | 195,55R15 | 82V V/S/P | 1052,00 | 0,00 | 1052,00 |
| 1181091525097 | 255,55R19 | R732V V/S/P | 130,52 | 0,00 | 130,52 |
| 118105191071 | 165,65R13 | 77T ELEG.P | 218,64 | 0,00 | 218,64 |
| 1181201418025 | 185,14C | 102R TL P/P | 1083,00 | 0,00 | 1083,00 |
| 1181201675030 | 730-16 | 149R P/30 | 428,28 | 0,00 | 428,28 |
| 1181211617025 | 175,75R16C | 101R TL P/P | 1754,50 | 0,00 | 1754,50 |
| 1181211619025 | 195,75R16C | 107R TL P/P | 369,09 | 0,00 | 369,09 |
| 1181211620025 | 205,75R16C | 113R TL P/P | 438,80 | 0,00 | 438,80 |
| 1181221519025 | 195,70R15C | 104R TL P/P | 1007,40 | 0,00 | 1007,40 |
| 1181221521825 | 215,70R15C | 109S TL P/P | 2589,20 | 0,00 | 2589,20 |
| 1181231619895 | 195,65R16C | 104T P/ROV | 545,10 | 0,00 | 545,10 |
| 1181231620025 | 205,65R16C | 107T TL P/P | 1566,40 | 0,00 | 1566,40 |
| 1181231621010 | 215,65R16C | 109R TL P/P | 97,54 | 0,00 | 97,54 |
| 1181041416071 | 165,60R14 | 75T ELEG.P | 163,44 | 0,00 | 163,44 |
| 1181031417115 | 175,65R14 | 86T IMPE | 493,20 | 0,00 | 493,20 |

Grand Summaries

| Doc | NºDoc | Cod.Forn. | Fornecedor | Total Merc. | IVA Merc. | Cst. Adicionais | IVA Cst. Adic. | Total Final |
|-----|------------|-----------|--------------------|-------------|-----------|-----------------|----------------|-------------|
| SRV | 2021000860 | P200002 | EMILIO DE ALMEIDA | 21,22 | 0,00 | 0,00 | 0,00 | 21,22 |
| SRV | 2021000859 | P200002 | EMILIO DE ALMEIDA | 21,59 | 0,00 | 0,00 | 0,00 | 21,59 |
| SRV | 2021000858 | P200919 | PETLAS LASTIK SAN. | 31207,55 | 0,00 | 1305,78 | 48,84 | 32563,17 |
| SRV | 2021000861 | P200002 | EMILIO DE ALMEIDA | 21,50 | 0,00 | 0,00 | 0,00 | 21,50 |
| SRV | 2021000862 | P200291 | TRANSPORTES PRO | 15,00 | 0,00 | 0,00 | 0,00 | 15,00 |

Total Merc: 31207,55 IVA Merc: 0,00 Cst. Adicionais: 1305,78 IVA Cst. Adic.: 48,84 Final: 32563,17

Annex VI – Intern evaluation

P.PORTO

INSTITUTO
SUPERIOR
DE CONTABILIDADE
E ADMINISTRAÇÃO
DO PORTO
POLITÉCNICO
DO PORTO

GEE

GABINETE DE ESTÁGIOS E EMPREGABILIDADE
GRELHA DE AVALIAÇÃO DO ESTÁGIO
ESTUDANTE Nº - 2222194

Estudos Interculturais para Negócios
Licenciatura/Mestrado

Estagiário

Sofia Isabel Inácio Ribeiro

Nome:

Empresa

Dispnal Pneus SA

Nome:

Henrique Joaquim Lopes de Sousa

Tutor:

CLASSIFICAÇÃO: 1 2 3 4 5

1 - ASSIDUIDADE E PONTUALIDADE

- a - Assiduidade
- b - Pontualidade

| | | | | | |
|--|--|--|--|--|---|
| | | | | | X |
| | | | | | X |

2 - AMBIENTE ORGANIZACIONAL

- a - Adaptação ao meio (desempenho do Estagiário)
- b - Capacidade de integração
- c - Capacidade de iniciativa
- d - Capacidade de investigação técnica
- e - Capacidade de organização
- f - Capacidade de trabalhar em equipa
- g - Utilização de material informático
- h - Aplicação de conhecimentos
- i - _____

| | | | | | |
|--|--|--|--|--|---|
| | | | | | X |
| | | | | | X |
| | | | | | X |
| | | | | | X |
| | | | | | X |
| | | | | | X |
| | | | | | X |
| | | | | | X |
| | | | | | X |

3 - PLANO DE ESTÁGIO

- a - Progressão durante o estágio
- b - Componente científica
- c - Componente prática
- d - Cumprimento do plano de estágio proposto
- e - Projeto de Intervenção desenvolvido^(a)
- f - _____

| | | | | | |
|--|--|--|--|--|---|
| | | | | | X |
| | | | | | X |
| | | | | | X |
| | | | | | X |
| | | | | | |

Nota: para efeitos de classificação considerar: 1 - Mau; 2 - Fraco; 3 - Suficiente; 4 - Bom; 5 - Muito bom

(a) Caso se aplique
ESTUDANTE Nº - 2222194

4 - POSTURA

- a - Aptidão técnico-profissional
- b - Idoneidade ética e deontológica
- c - _____

| | | | | | |
|--|--|--|--|--|---|
| | | | | | |
| | | | | | X |
| | | | | | X |

5 - OBSERVAÇÕES A REPORTAR AO ISCAP

26/4/2024

Assinatura da entidade de acolhimento:


DISPNAL PNEUS, S.A.
Zona Industrial de Baltar/Paredes
Rua F, Lote B3
4585-013 Baltar - Paredes