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I, Tami Bacon, in my capacity as a Principal Clerk of the Publisher of The New York Times, a daily newspaper of general circulation printed and published in the City, County, and State of New York, hereby certify that the advertisement annexed hereto was published in the editions of The New York Times on the following date or dates, to wit on.

6/16/2025, NY/NATL, pg B3

Tami Bacon

Sworn to me this 16th day of June, 2025

Shannon Schmidt
Online Notary Public
State of New York
Nassau County
Commission #: 01SC0033223
Commission Expires: 01/28/2029

IN THE UNITED STATES BANKRUPTCY COURT
FOR THE DISTRICT OF DELAWARE

Case No. 25-11034 (CTG)

Chapter 11

Lighting USA LLC, et al.,

Debtors.

(Jointly Administered)

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TRAVEL | ECONOMY

Lonely Planet's First L.G.B.T.Q. Guide Arrives for Pride Month

By STEVEN MOITY

In the half-century since its first travel guide, "Across Asia on the Cheap," Lonely Planet has grown into a global behemoth, having sold 150 million printed guides advising budget travelers on where to go, stay and eat in destinations ranging from Scandinavia to South Africa. But until now the company had never published a stand-alone guide for L.G.B.T.Q. travelers.

"The LGBTQ+ Travel Guide," by Alicia Valenski, features more than 50 queer-friendly destinations in a coffee-table-size book, a departure from the company's usual packable paperbacks. Also unlike the usual guides, this one explores destinations like Brooklyn, Berlin and Puerto Vallarta, Mexico, entirely through local voices.

Lonely Planet, which has been including a section on L.G.B.T.Q. travel in its guidebooks for decades, is a strong player in digital guides through its website and app. So why was this the moment to debut a glossy guidebook that would barely fit into most backpacks?

I spoke to Ms. Valenski, 32, in late April near Marsha P. Johnson State Park in Brooklyn, which is featured in the guide. The conversation has been condensed and edited for clarity.

Why publish an L.G.B.T.Q. travel guide now?

Lonely Planet was poised to publish a book about queer travel in 2019 or 2020. And then the world

stopped. And so once they were ready to pick it back up, it was like 2022 or 2023.

And the biggest thing that keeps coming up with people is, this is such a unique format for a book. It's either a guidebook or a coffee-table book. Having a book that is by the queer community, for the queer community, in this moment, feels so empowering.

Why publish in this format?

I wanted to strike that balance between "This will plan your trip for you," versus if you texted a friend that you knew lived in the city: "Hey, I'm coming to New York. I'm coming to Amsterdam or Madrid. Where should I go while I'm there?"

You could skim this and just look at the bold points of interest, look at the map, look at the need-to-know info. Or you can read the story of the people who are giving you these recommendations, why they live there. So it's kind of a Choose Your Own Adventure book.

Who is your audience?

I was writing it as though it was to a friend. We are giving you recommendations so you can feel happy, safe and comfortable going to these places.

I really want it to be a resource for allies as well — I wonder how that will sit with people, because it does say L.G.B.T.Q. in giant letters on the front. I want them to read and say, "Wow, I had no idea that queer people had to think about that when they travel."

Online, it can be really hard to



A popular gay bar in the Zona Romántica, in Puerto Vallarta, Mexico, one of the cities in Lonely Planet's guide.

deduce what is an ad and what is not. Oftentimes, what you're seeing on your phone may be special treatment an influencer is getting. Somebody who lives there knows this is a tourist trap, and this is an authentic place where the community actually gathers and enjoys themselves.

What makes you an expert on L.G.B.T.Q. travel?

I don't know that I'm an expert. I

mean, I am bi. But my expertise, I think, is in the interviewing.

How did you select the people in the book?

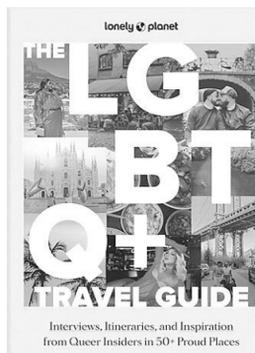
I would follow their blogs. So thinking of Two Bad Tourists in Madrid and Spain, I just loved their story: "We dated, but then we broke up, and now we still run a tour company together." And then, it was kind of word of mouth. I did speak to multiple trans

folks in the book very intentionally as well, to make sure that their perspectives were represented.

How did you handle the evolving landscape of L.G.B.T.Q. rights?

Anything you write in print is almost immediately out of date, so part of that is, it is safe to include businesses or not?

If we reached out and they were like, "We don't want to be included



The coffee-table-size book is a departure from the company's usual packable paperbacks.

or we fear for our safety," any of that immediately would have been taken out. But most businesses were thrilled to be included.

I would have liked to include more recommendations in Africa and Asia. Unfortunately, I was not able to find people who were comfortable with — if not the actual legality of homosexuality in different places — the local attitudes or treatment of queer folks.

Did you leave out any places?

Honestly, there were no destinations where anybody said, "That can't be in here." I think if I were writing it now, I would have done a little less U.S., but at the time it felt safe.

Loans May Be New Habits, or Cash Woes

FROM FIRST BUSINESS PAGE

Nearly a quarter of consumers using buy now, pay later loans finance groceries, up from 14 percent a year ago, according to a recent LendingTree survey.

And it's not just groceries: More Americans are using these loans to pay for recurring monthly bills, such as electricity, heat, internet and streaming services like Hulu.

Consumers can break up gasoline purchases into installments or pay for the burrito or burger order delivered to their home in bite-size pieces. People are going on social media to share tips on how to use the short-term financing even for rent.

While some borrowers say the loans are a useful way to manage cash flow, others say the increased use of buy now, pay later plans for day-to-day essentials is a troubling sign that more consumers are financially stressed.

"I don't think there's any question that it is at least a sign of how much people are struggling," said Matt Schulz, chief consumer finance analyst at LendingTree. "If you're living paycheck to paycheck and you're on a tight budget and you have several of these loans out at one time, it can be very easy to get over your skis here."

Others don't see a problem, and view this type of financing for day-to-day expenses as part of the industry's growth and a better option than paying with traditional credit cards.

"I don't think it's a sign of the financial apocalypse per se," said Christopher Uriarte, a payments expert at the consulting firm Glenbrook Partners. "We're seeing these companies getting into many different sectors that they have not traditionally been in."

Buy now, pay later financing, a cousin to once-popular layaway programs, gained momentum during the pandemic when online shopping surged. In 2019, consumers in the United States bought about \$2 billion worth of goods and services using pay-later loans. By 2023, that amount ballooned to more than \$116.3 billion, according to CapitalOne Shopping Research. That is still a small fraction of the \$1.18 trillion that consumers bought with credit cards in 2025, according to the latest consumer debt data from the Federal Reserve Bank of New York.

As companies like Klarna, Affirm and Afterpay grow, the increased availability and ease of obtaining these loans could encourage young and low-income Americans to take on more debt than they should, some consumer groups warn. Companies that offer pay-later loans typically do not conduct hard credit checks, as traditional credit cards do.

Instead, the pay-later firms approve short-term financing, \$50 for a television or \$40 for a fast-food takeout order, based partly on a consumer's stated income and payment history with the company. Typically consumers aren't charged interest if they pay the installments on time. A majority of pay-later companies make most of their money by charging fees to retailers.

Many of the loans aren't routinely reported to credit bureaus or captured in public data, a poten-



The use of installment financing to purchase groceries or gasoline may be an indicator that consumers are struggling to pay for daily essentials.

tial hidden source of risk to the financial system that is sometimes referred to as phantom debt.

Consumers and pay-later companies argue that the loans are a better and cheaper financing option than traditional credit cards that have steep interest rates.

"I've used the loans for groceries and even to pay my phone bill," said Randis Dennies, 42, an operations supervisor for a retailer distribution center in Memphis. He said the loans allowed him to manage his cash flow better and to borrow with zero interest.

"When everything has gotten so expensive — groceries, gas — it makes my life easier to use these loans to buy my groceries or whatever else I need at that moment," he added.

The companies that offer these loans are teaming up with an increasing variety of merchants.

Affirm is using its experience in underwriting higher-cost pur-

Pay-later loans were used to buy over \$116 billion in goods and services in 2023.

chases, like furniture and exercise equipment, to underwrite "everyday purchases," a spokesman said in an email.

Food prices are 28 percent higher than they were in 2020, according to the Bureau of Labor Statistics. Those continued high prices are particularly tough for lower-income households, which spent roughly a third of their after-tax income on food in 2023, compared with 13.5 percent for middle-income households, according to the Department of Agriculture.

Those same lower-income households — earning less than \$50,000 a year — are also the biggest users of buy now, pay later programs, according to the annual survey of U.S. households released last month by the Federal Reserve.

"Inflation in food prices and across all of our daily lives has led people to take on debt or dip into their savings," said Ted Rossman, a senior industry analyst at the financial website Bankrate. And there are signs that borrowers are under strain with these loans. Nearly a quarter of all pay-later users made a late payment

last year, up sharply from 2023, the survey reported.

Klarna, a Swedish company that is among the fastest-growing providers in the United States, reported a 17 percent year-over-year increase in credit losses in the latest quarter. The company, which has paused its I.P.O. plans amid tariff-related market volatility, said its default rate had risen only marginally and represented a tiny share of its total loans.

Last year under the Biden administration, the Consumer Financial Protection Bureau worried that pay-later customers would be especially vulnerable if the economy worsened and issued an interpretive rule to regulate the companies the same way it does the credit card industry.

This spring the agency, which the Trump administration has tried to dismantle, said it would not "prioritize enforcement actions" on pay-later loans.

Mrs. Hodge said she had started to use buy now, pay later loans a couple of years ago when she moved to the Atlanta area from New York and money was tight.

She said she carefully tracked her spending and bank withdrawals, and never had a late or missed payment, which, she fears, would mean losing access to these loans. "This is a resource that helps my family, and I don't want to mess that up," she said.

Stores and service providers also seem eager to offer the payment option, even though it's fairly costly for merchants to do so. The fees that the pay-later companies charge are often more than double the "swipe" fees merchants pay to process transactions with credit card networks and banks.

But it may be worth it because customers are more likely to make a purchase and buy more items when the loans are available, Mr. Uriarte said.

"In the beginning when I started to use these plans, I was very irresponsible," said Victoria Blocker, who works for a Veterans Affairs hospital in Augusta, Ga. One day, she looked at her bank account and was surprised to see nearly daily withdrawals from the various pay-later companies.

Since then, she has been using the financing only for specific big-ticket purchases, like her honeymoon trip to Hawaii.

"I had to take a step back," Ms. Blocker said. "It had become a trap for me."

Trump's New Fees on Foreign Ships That Carry Vehicles May Raise Prices

By PETER EAVIS

The Trump administration is tacking on new, costly fees to special, foreign-made ships that transport cars in and out of American ports.

Hundreds of thousands of vehicles a year are imported and exported on ships that resemble floating parking garages. These carriers, known as roll-on, roll-off vessels, or ro-ros, are primarily manufactured in China, Japan and South Korea. Some can hold up to 9,000 vehicles.

The administration wants to revive shipbuilding in the United States and dent China's position as the world's dominant shipbuilder. To do that, it introduced rules this year that require Chinese-built and Chinese-owned ships to pay high fees when they visit U.S. ports.

However, the rules go much further with ro-ros, forcing all foreign-built vehicle carriers to pay the fees, not just those built in China, regardless of whether they're bringing vehicles into the country or shipping them out.

The companies that operate and use the carriers say the rules will burden them with new costs and add as much as \$300 to the price of a car. They also say they are confused by the stricter approach for such an essential part of the supply chain.

"We don't have a crystal ball into what that arrived, or why ro-ros were focused on to any extent at all," said Mark Vlaun, the vice president of government relations at American Roll-On Roll-Off Carrier, a vehicle carrier operator.

The federal agency that wrote the rules, the Office of the United States Trade Representative, started an investigation during the Biden administration that sought to address China's dominance of commercial shipbuilding. The rules for ro-ros appear intended to encourage the building of such vessels in the United States before other types of ships, like tankers.

The office, led by Jameson Greer, a trade lawyer, did not respond to questions about its rules for vehicle carriers.

Some shipping analysts said American shipyards weren't up to the task of building ro-ros, which are more challenging to manufacture because, among other things, they have movable decks and lack the walls that divide ships into watertight sections.

"With all of the added cost and difficulty of building these vessels, I am left wondering if even a single one will be built as a result of the U.S.T.R. action," said Colin Grabow, an associate director at the Cato Institute, a research organization that favors less government regulation of business.

Since nearly all ro-ros visiting U.S. ports were made overseas, car and machinery manufacturers have no way to avoid the fees.

"A significant number of the vessels that are out there in use right now come from Japan and Korea," said Jennifer Safavian, the chief executive of Autos Drive

America, which represents foreign automakers with operations in the United States. "We would have liked to have seen some exception for that."

Ms. Safavian said the fees could add as much as \$300 to the cost of a vehicle. "And that's on top of all the other increased costs that the auto industry is seeing because of all the tariff activity," she said.

This month, the trade representative signaled that it intended to soften the ro-ro rules, in response to industry pushback. It

U.S. shipyards weren't up to the task of building the complex vessels, analysts say.

proposed an apparent exemption for ro-ros that are part of the U.S. Maritime Security Program, a fleet of commercial ships used to support military operations. Mr. Vlaun, the ro-ro executive, said he supported such a move.

The trade representative also proposed a change to the ro-ro fees: basing them on a ship's volume and not how many vehicles it can carry, which would reduce how much operators paid in fees.

The ro-ro industry has reason to

hope the agency goes further and applies the fees exclusively to Chinese vessels. It recently loosened the provisions for vessels that transport liquefied natural gas, a valuable American export.

After opposition from the oil and gas industry, the agency indicated that it wouldn't suspend the export licenses of ship operators that didn't eventually switch to American-made liquefied natural gas carriers. The United States has not built such a vessel in more than 40 years.

If the trade representative maintains its policy of penalizing all foreign made ro-ros, the demand for American vessels will increase. Yet U.S.-made ships are much more expensive than foreign ones. Congress aims to address that by passing a bipartisan bill that would provide significant subsidies to support the building and use of U.S. ships. The bill was introduced in April.

But while Mr. Vlaun applauds the efforts to revitalize American shipbuilding, he said it would be easier to build other types of vessels before ro-ros.

"If you were going to start a massive shipbuilding program, ro-ros are probably not the place you want to do first," he said.

Rebecca Elliott contributed reporting.

IN THE UNITED STATES BANKRUPTCY COURT FOR THE DISTRICT OF DELAWARE

In re: MARELLI AUTOMOTIVE LIGHTING USA LLC, Chapter 11 Debtor.

Case No. 25-11034 (CTG) (Jointly Administered)

NOTICE OF INTERIM ORDER APPROVING NOTIFICATION AND HEARING PROCEDURES FOR CERTAIN TRANSFERS OF AND DECLARATIONS OF WORTHLESSNESS WITH RESPECT TO COMMON STOCK AND PREFERRED STOCK AND III GRANTING RELATED RELIEF

TO: ALL ENTITIES (AS DEFINED BY SECTION 101(15) OF THE BANKRUPTCY CODE) THAT MAY HOLD BENEFICIAL OWNERSHIP OF THE EXISTING CLASSES OF COMMON STOCK (THE "COMMON STOCK") OR CLASSES OF PREFERRED STOCK (THE "PREFERRED STOCK") OF MARELLI HOLDINGS CO., LTD. ("MARELLI")

PLEASE TAKE NOTICE that on June 11, 2025 (the "Petition Date"), the above-captioned debtors and debtors in possession (collectively, the "Debtors"), filed petitions with the United States Bankruptcy Court for the District of Delaware (the "Court"), subject to certain exceptions, section 362 of the Bankruptcy Code operates as a stay of any act to obtain possession of property of or from the Debtors' estates or to exercise control over property of or from the Debtors' estates.

PLEASE TAKE FURTHER NOTICE that on the Petition Date, the Debtors filed the Motion of the Debtors for Entry of Interim and Final Orders (i) Approving Notification and Hearing Procedures for Certain Transfers of and Declarations of Worthlessness with Respect to Common Stock and Preferred Stock and (ii) Granting Related Relief (Docket No. 6) (the "Motion").

PLEASE TAKE FURTHER NOTICE that on June 12, 2025, the Court entered the Interim Order (i) Approving Notification and Hearing Procedures for Certain Transfers of and Declarations of Worthlessness with Respect to Common Stock and Preferred Stock and (ii) Granting Related Relief (Docket No. 114) (the "Interim Order") approving procedures for certain transfers and declarations of worthlessness with respect to Common Stock or Preferred Stock, set forth in Exhibit A attached to the Interim Order (the "Exhibit A").

PLEASE TAKE FURTHER NOTICE that, pursuant to the Interim Order, a Substantial Shareholder may not consummate any purchase, sale, or other transfer of Common Stock or Preferred Stock, or Beneficial Ownership of Common Stock or Preferred Stock in violation of the Procedures, and any such transaction in violation of the Procedures shall be null and void ab initio.

PLEASE TAKE FURTHER NOTICE that, pursuant to the Interim Order, the Procedures shall apply to the holding and transfers of Common Stock or Preferred Stock, or any Beneficial Ownership therein by a Substantial Shareholder in violation of the Procedures set forth in the Exhibit A.

PLEASE TAKE FURTHER NOTICE that, pursuant to the Interim Order, a 50-Percent Shareholder may not claim a worthless stock deduction with respect to Common Stock or Preferred Stock, or Beneficial Ownership of Common Stock or Preferred Stock in violation of the Procedures, and any such deduction in violation of the Procedures shall be null and void ab initio, and the 50-Percent Shareholder shall be required to file an amended tax return revoking such proposed deduction.

PLEASE TAKE FURTHER NOTICE that pursuant to the Interim Order, upon the request of any person or entity, the Debtors' restructuring solicitation agent for the Debtors, Verita Global, will provide a copy of the Interim Order and a form of each of the declarations required to be filed by the Procedures in a reasonable period of time. Such declarations are also available via PACER on the Court's website at <https://www.uscourts.gov> for a fee, or free of charge by accessing the Debtors' restructuring website at: <https://www.veritaglobal.net/Marelli>.

PLEASE TAKE FURTHER NOTICE that, pursuant to the Interim Order, failure to follow the Procedures set forth in the Interim Order shall constitute a violation of among other things, the automatic stay provisions of section 362 of the Bankruptcy Code.

(i) Kirkland & Ellis LLP, 601 Lexington Avenue, New York, New York 10022, Attn.: Nicholas M. Adzima, and Evan Swager, and (ii) Pacholski Stang Ziehl & Jones LLP, 1919 North Market Street, 17th Floor, PO Box 8705, Wilmington, Delaware 19899 (Counsel 19801), Attn.: Laura Davis Jones, Timothy P. Cairns, and Edward A. Corma; (c) the United States Trustee, 844 King Street, Suite 2207, Lockbox 35, Wilmington, Delaware 19801, Attn.: Jane Leamy and Timothy J. Fox, Jr.; (d) counsel to the DIP Agent, Mayer Brown LLP, 1221 Avenue of the Americas, New York, New York 10020-1001, Attn.: Jason Hider; (e) counsel to Mizuho Bank, Ltd., in all capacities other than as Prepetition Agent, Davis Polk & Wardwell LLP, 450 Lexington Avenue, New York, New York 10017, Attn.: Timothy Graulich and Richard J. Steinberg; (f) counsel to Mizuho Bank Ltd., in its capacity as the Prepetition Agent, Young Conaway Stargatt & Jayko LLP, 1000 North King Street, Wilmington, Delaware 19801, Attn.: Robert S. Brady and Andrew L. Magaziner; (g) counsel to the Ad Hoc Group of Senior Lenders, (i) Akim Gump Strauss Hauer & Feld LLP, One Bryant Park, New York, New York 10036, Attn.: Ba S. Ditzgenoff and Anna Koradas; (ii) Akim Gump Strauss Hauer & Feld LLP, 2001 K Street NW, Washington, D.C. 20006, Attn.: Scott Alberino, Kate Doolley, and Alexander F. Antypas; and (iii) Cole Schotz P.C., 500 Delaware Avenue, Suite 600, Wilmington, DE 19801, Attn.: Justin R. Alberto and Stacy L. Newman; (h) counsel to the Sponsors, Paul, Weiss, Rifkind, Wharton & Garrison LLP, 1285 Avenue of the Americas, New York, New York 10019-6064, Attn.: Brian S. Hermann and Jacob Adelshtein; and (i) any statutory committee appointed in these chapter 11 cases. In the event no objections to entry of a final order on the Motion are timely received, this Court may enter such final order without need for the Final Hearing.

PLEASE TAKE FURTHER NOTICE that nothing in the Interim Order shall preclude the Debtors from pursuing claims for Common Stock or Preferred Stock from requesting relief from the Interim Order from this Court, subject to the Debtors and the other Notice Parties' rights to oppose such relief.

PLEASE TAKE FURTHER NOTICE that other than to the extent that the Interim Order expressly conditions or restricts transfers or declarations of worthlessness with respect to Beneficial Ownership of Common Stock or Preferred Stock, nothing in the Interim Order or in the Motion shall, or shall be deemed to, prejudice, impair, or otherwise affect the rights of any holders of Common Stock or Preferred Stock, including in connection with the treatment of any such stock under any chapter 11 plan or any applicable bankruptcy court order.

PLEASE TAKE FURTHER NOTICE that any prohibited purchase, sale, or other transfer of, or declaration of worthlessness with respect to Common Stock or Preferred Stock, Beneficial Ownership thereof, or option with respect to Common Stock or Preferred Stock, shall be null and void ab initio and may be subject to additional sanctions as this court may determine.

PLEASE TAKE FURTHER NOTICE that the requirements set forth in the Interim Order are in addition to the requirements of applicable law and do not constitute compliance therewith.

DATED: June 13, 2025, Wilmington, Delaware. /s/ Laura Davis Jones, Laura Davis Jones (DE Bar No. 2436), Timothy P. Cairns (DE Bar No. 4228), Edward A. Corma (DE Bar No. 6718), 519 North Market Street, 17th Floor, PO. Box 8705, Wilmington, Delaware 19899 (Counsel 19801); Telephone: (302) 652-4100; Facsimile: (302) 652-4400. Email: ljones@psjlaw.com, tcairns@psjlaw.com, ecorma@psjlaw.com, Proposed Co-Counsel for the Debtors and Debtors in Possession - and; KIRKLAND & ELLIS LLP, KIRKLAND & ELLIS INTERNATIONAL LLP, Joshua A. Sussberg, P.C. (pro hoc vice pending), Nicholas M. Adzima (pro hoc vice pending), Evan Swager (pro hoc vice pending), 601 Lexington Avenue, New York, New York 10022, Telephone: (212) 446-4800, Facsimile: (212) 446-4900, Email: joshua.sussberg@kirkland.com, nicholas.adzima@kirkland.com, evan.swager@kirkland.com; and - and; ROSS M. KWASTANIET, P.C. (pro hoc vice pending), Spencer A. Winters, P.C. (pro hoc vice pending), 333 West Wolf Point Plaza, Chicago, Illinois 60654, Telephone: (312) 862-2000, Facsimile: (312) 862-2200, Email: ross.kwastaniet@kirkland.com, spencer.winters@kirkland.com.

PLEASE TAKE FURTHER NOTICE that the automatic stay provisions set forth in the Interim Order are in addition to the requirements of applicable law and do not constitute compliance therewith. Capitalized terms used herein have the meanings ascribed to them in the Interim Order or the Motion, as applicable.