

# MISSIONE BILATERALE DI ASSISTENZA E SUPPORTO IN LIBIA COMANDO

Protocollo				Tripoli, (vedasi segnatura
Allegati: 4.				Ten. Col. Giuseppe Scan
Annessi: //.				miasit.j4@smd.difesa.it.
		 _	••	1' A CICLUD A TA

**OGGETTO**: Autorizzazione ricezione *container* presso il porto di MISURATA.

A AMBASCIATA d'ITALIA <u>TRIPOLI</u>

AMBASCIATA d'ITALIA Ufficio dell'Addetto per la Difesa

**TRIPOLI** 

e, per conoscenza:

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TASK FORCE IPPOCRATE

**MISURATA** 

- 1. In data 22 marzo p.v. è programmato l'arrivo presso il porto di MISURATA del vettore navale "Mv VENTO DI SCIROCCO" ITE508E21, con a bordo n. 2 containers destinati all'Ospedale da campo italiano, con le seguenti matricole:
  - n. ARKU8513504, sigillo n. 082317, contenente materiali di commissariato;
  - n. TRIU0624720, senza sigillo, contenente materiali per lo stoccaggio di rifiuti speciali.
- 2. In ottemperanza alle procedure doganali in vigore presso il porto di Misurata, la Direzione portuale locale necessita di ricevere:
  - il "nulla osta" da parte delle competenti Autorità in Tripoli, al fine di procedere alle operazioni di scaricamento, verifica, sdoganamento e consegna dei *containers*;
  - il "codice statistico di importatore" (esigenza emersa in sede di sdoganamento del *container* con matricola n. FCIU9099770, sigillo n. P7878435, che è tuttora in attesa di rilascio da parte di queste Autorità).
- 3. Per quanto sopra, si sarà grati a codesta Ambasciata se vorrà interessare gli Uffici protocollari dei Ministeri libici competenti in Tripoli, al fine di avviare le procedure autorizzative, chiarendo altresì la titolarità delle incombenze doganali relative al "codice statistico di importatore".
- 4. Si allega, all'uopo, la seguente documentazione:
  - elenchi dettagliati bilingue (italiano arabo) delle merci trasportate (packing list);
  - lettera di trasporto marittimo BILL OF LADING n. **RMN104595338** in data 07/03/2021 (relativa al container matr. ARKU8513504);
  - lettera di trasporto marittimo BILL OF LADING n. **RMN104595031** in data 08/03/2021, relativa al container matr n. TRIU0624720).

IL COMANDANTE
(Gen. B. Roberto VERGORI)

CONSIGNEE	ITALIAN FIELD HOSPITAL				
التسليم .	المستشفى الميداني الإيطالي				
ITEM LINE القائمة		ف المواد	item description وصد		
1	VASCA DI RACCOLTA IN ACCIAIO	للسوائل	خزان تجميع فو لاذي		
2	CONTENITORE PER BATTERIE	_	حاوية للبطاريات		
3	BIG BAG CON VALVOLA DI FONDO	فلي	کیس کبیر بصمام سآ		
4	ARMADIO SOSTITUZIONI CHIMICHE	كيميائية	خزانة بديلة للمواد ال		
CONTAINER NUMBER:	رقم الحاوية:	SIGILLO:	الختم:		
	TRIU 0624720	///			



## J.A.S. JET AIR SERVICE S.P.A.

www.ja	S.COM				- EXPRE35 -				
SHIPPER / EX	PORTER			BILL OF LADING	CONSOL				
DENIOS S.R.L	L.			RMN104595031	C102678610				
FRAZIONE MERETA, 4				EXPORT REFERENCES					
16017 ISOLA DEL CANTONE (GE) ITALY				TD#1589552					
PH: +39 010	963 6743			<pre>Incoterm®: DAP FREIGHT</pre>	PREPAID				
CONSIGNEE				FORWARDING AGENT					
ITALIAN FIEL VIA DELL AER MISURATA, LI	ROPORTO 1	L SITE		J.A.S. JET AIR SERVICE S VIA CORONA BOREALE, 240 FIUMICINO 00054					
PH: +218 91-	-0132749			Italy	70.00 (022 6750				
				Phone: +39 06 6023 6706					
NOTIFY PARTY ITALIAN FIEL VIA DELL AEF MISURATA, LI	LD HOSPITAI ROPORTO 1	L SITE		FOR ARRIVAL INFO & RELEASE SALAMMBO TRIPOLI SHIIPING AGENCY 54519 ANOFLEEN, TRIPOLI LIBYA MR TEYEB NASSER TEL: +218 21 340 9518 FAX: +218 21 340 1501 NASSER.T@SALAMMBOLIBYA.COM	OF CARGO CONTACT				
				Phone:	Fax:				
PLACE OF REC			PORT OF LOADING LA SPEZIA, ITALY	PORT OF DISCHARGE MISURATA, LIBYA	FINAL DESTINATION MISURATA, LIBYA				
VESSEL / VOYA		TE508E21							
MARKS AND N	UMPERC	NO OF BYCE		RGO AS DECLARED BY SHIPPER	GROSS WEIGHT VOLUME				
MARKS AND N	UMBERS	NO. OF PKGS	STC 1 Unit(s)	TION OF PACKAGES AND GOODS	<b>GROSS WEIGHT VOLUME</b> 2500 KG 25 M3				
		CONTAINER	NO. 1 STEEL CONTAINER DESHELVES, EMPTY TANKS AN HS CODE: 8609.0090.00 TD NO. 1589552 CIG ZC9301EFE2 FREIGHT PREPAID						
Container	Seals		Type Weight(K						
TRIU0624720	_		20FR 2500	25 1 UNT CY/C	Y*				

	EDETCHT CHARGES DAVABLE AT	Ichinnen Lood and Count		
	FREIGHT CHARGES PAYABLE AT	Shipper Load and Count		
	Origin			
PREPAID CHARGES  AS AGREED	COLLECT CHARGES  As Agreed	Received by the Carrier, the Goods as specified above in apparent good order and condition unless otherwise stated, to be transported to such place as agreed, authorised or permitted herin and subject to all the terms and conditions appearing on the front and reverse of the Bill of Lading twhich the Merchant agrees by accepting this Bill of Lading, any local privileges and customs notwithstanding. The particulars given above as stated by the shipper and the weight, measure, quantity, condition, contents and value of the Goods are unknown to the Carrier. In MITNESS, whereof three (3) original Bill of Lading has been signed if not otherwise stated below, the same being accomplished the other(s), if any, to be void, If required by the Carrier one (1) original Bill of Lading must be surrendered duly endorsed in exchange for the Goods or delivery order.  In witness of the contract herein contained, the below the stated number of original Bills of Lading have been issued, one of which to be accomplished, the other(s) being void.		
		**Express Bill of Ladin		
		NO. OF ORIGINAL B/L	SHIPPED ON BOARD	
		0 (ZERO)	06-Mar-2021	
		As Agent for Carrier		
		PLACE OF ISSUE	DATE OF ISSUE	
		LA SPEZIA, ITALY	08-Mar-2021	

## **BILL OF LADING TERMS AND CONDITIONS**

### 1. DEFINITIONS

Carriage" means the whole or any part of the operations and services of whatsoever nature undertaken by or performed by or on behalf of the Carrier in relation to the Goods red by this Bill of Lading including but not limited to the loading, transport, unloading, storage, warehousing and handling of the Goods and related documentary, ourtoms and IT

cestes. "Carrier" means JAS Fowarding (H.K.) Limited, trading as Blus World Line, an NVOCC and on whose behalf this Bill of Lading has been issued.
"Carrier" Agents" inolude, but are not limited to the JAS entity or agent which arranged the Carriage and/or issued this bill of lading and the JAS entity or agent in the country tree the Goods are delanged and/or delanged and/or delanged and complete the support of the Carrier and country tree the Goods are delanged and/or delanged and the JAS entity or agent in the country tree the Goods are delanged and/or delanged and the JAS entity or agent in the country tree the Goods are delanged and the JAS entity or agent in the country and the Carrier and Carrier an

harges" includes feight, demurage, detention costs and all experience any amount of the chart.

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60 60 Ff. mazer he Carriage of Goods by Sea Act of he United States of America approved on 19th April, 1936, as amended.

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carrage heterotes (pinks may include, but all not formed to, the Lamer's moves, the shipper's letter of stricture), the credit application, powers of attorney, and enthe commencial documents, and all the Carrier's offices. In the care of monosterony believes the Bill of Lading and All SCARRANTY

The Metchantwarrants that in agreeing to the terms here off its authorized to enter into this Bill of Lading.

4. NESOTIMBELITY AND TITLE TO THE OCCOS

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Carrier, is the edet of their provisions, does so not only on his own behalf, total as a agent of intuites for such Person and visesel, and such Fersons and visesels shall to the contact.

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The Merchantshall indemnity the Carrier against any claim or liability exceeds
the Carrier's Intelliability under the Eil of Lading.

The Merchantshall indemnity the Carrier's Eil of Lading shall apply in any action against the Carrier, whether the action is founded in contract, but, baliment, breach or
express or implied warranty or otherwise.

Hiddle ALYA CLAUSE, All exceptions, exemptions, defenses, immanifies, immanifies and employees of the Carrier and the agents, officer and or one of the Vessel and to and for the benefit of the Carrier, shall also apply to and for the benefit of the Carrier and the agents, officers and one of the Vessel and to and for the benefit of the Carrier and the agents, officers and one of the Vessel and to and for the benefit of the Carrier and the agents, officers and one of the Vessel and to and for the benefit of the Carrier and the agents, officers and one of the Vessel and to and for the benefit of the Carrier and the agents, officers and one of the Vessel and to and for the benefit of the Carrier (model) without final country and agents and the agents. And agents and the agents are applied to the Carrier (model) without final country and agents and the agents.

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accordance with the Clause 6. Neether the Carrie not the Vest eshall in any event be or become table in an amount exceeding US\$500 per pad age or outsmany freight unit. For limitation purposes under CDOSA, the agreed that the meaning of the world "pad-adage" shall be any palletted and offer unitized as enthalge of castions which has been palletted and not unitized to the comenines of the TDOSA. The agreed that the meaning of the world "pad-adage" shall be any palletted and offer unitized to the comenines of the TDOSA and the pad-adage of the shall be adapted as a shall be adapted by any papicable law, statable or equilations or any outerly, including but not limited to. Sections 4031 to 4037 of the Hatter 4.t. as amended, and where applicable, any other provisions of the blue of the United States of America, and vehood projections be the general by of the Googlong, also any law, statutes, or requisitions available to the owner of the Viseo (50) on which the Goods of the United States of America, and vehood projections be the general by of the Googlong, also any law, statutes, or requisitions available to the owner of the Viseo (50) on which the Goods and

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These the Non-US Carriags as Maltimodal and the Merchant control provise which alsage the loss of damage occurred.

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The Maltimodal Transport and the Merchant connections which stage the loss or damage occurred, any liability of the Carrier shall be determined by Clause (19(k)).

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ere the loss or damage was partly caused by one of the cause at Clause 6(B/Co), the Carrier shall only be liable to the extent that another cause contributed to the loss or dar never atton and Limitation

Subject to the Carrier right to find liability as provided for within this Bill of Latino, the Carrier's ball be calculated by reference to the value of the Goods at the

representation and Limitation

Subject to the Carmirer right to limit liability as provided for within this Bill of Lading, the Carmiris fability shall be calculated by reference to the value of the Goods at the place and time adminish theywere accepted for Carmings.

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approxime TURS.

(ii) all other cases compensation shall not exceed the limitation of liability of 2 (two) SDRs per killo of gross weight of the Goods lost, damaged or in respect of which the claim arises.

Time bar

the bat Where the Hague Ruler, Hague-Vetsy Rules or any other ruler apply cornevisority to the Carriage, the time limit for bringing claims will be as prescribed by the applicable ruler. Where the Hague Ruler, had be dechaged of all abolity what over unless safe it recipit within new (3) morths after the delivery of the Goods or the data when the Goods is should have been delivered.

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Carriage Carriage Lability for the U.S. and Hors-U.S. Carriage. (i) (ii)

Prodeince applicable to Carrier's Lability for both US and Non-US Carriage Delay 
The Carrier does not underface that the Occode shall aim and at the Port of Decharge or Place of Delivery at any particular time or to meet any particular market or use. The Carrier's shall 
under no circumstance be labels to los or of profits. Income. Allfoy, streted to loss of market, or any direct, indirect, special, incidental, purplies or corresponding damages caused by 
olday, whether or not Carrier had prior knowledge that such damage might be forcined. Scheduled or advertised day about and an intelligence are only purplied to any objects of times and are not a 
and quarantee devisery by a date certain.
Ad Valoriem

Ad Valoriem

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The Merchant agrees and advancedages that the Careles has not been for voice a declared by the Suppley rate to the commencement of the Careles stated in the Bill of Lading and

regist is past, if required. In that care, the amount of the declared value shall be substituted for the limit set forth in the Bill of Lading. Any partial loss or damage shall be adjugated to the contract of the Careles shall be substituted for the limit set forth in the Bill of Lading. Any partial loss or damage shall be adjugated to the Careles shall be substituted for the Careles

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is usknown to the Carrier.

(i) It is agreed that Superficial rost, oddation or any like condition due to moisture, is not a condition of damage, but is inherent to the nature of the Goods: and the Carrier's acknowledgement of receipt of the Goods in apparent good order and condition is not a representation that such conditions of nust coldation or the like did not exist on receipt.

Notice of Loss of Damage
The Carrier shall be deemed primar facile to have delivered the Goods as described in this Bill of Lading unless notice of loss of, or damage to, the Goods, indicating the general nature of such loss or damage shall have been given in writing to the Carrier or to his expresentative at the place of delivery before or at the time of monoid of the Goods into the custody of the Person entitles of chelley before unless the Bill of Lading or, the loss or damage is not papeared, within three (C) consecutive collected and pays hereafter.

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sufficiently and distinctly make 4 on the outside so as to indocate the nature and character of any such Goods and so as to comply were an appeace use, e.g., easy requirement.

If you was a desented to be a hazard to 18 or properly, they may it any place be indicated, destroyed or rendered harriess, an circumstancer may require, without compensation, and the Carrier was a desented to be a hazard to 18 or properly, they may it any place be indicated, destroyed or rendered harriess, an circumstancer may require, without compensation, and the Merchart shall be listed for all lists, capable, delay or expenses arising from the Carriers. The burden of proport that the Carrier when the execut future of the Condition of the Carrier without compensation, and the Merchart shall be simple with the Carrier without compensation, and the following the Carrier without shall be considered as the disappeace unders without the Carrier without shall be on the part of the Carrier without shall be on the disappeace unders without the Carrier without shall be on the part of the Carrier without shall be on the disappeace unders without the Carrier without shall be on the carrier without shall be one of the carrier without shall be on

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CONTAINERS

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On any be a staffed by the Currier in or an Containers and Goods may be staffed with other Goods.

The container has been staffed by the Carrier in or an Container in connection with or are in go ut of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier of celevered by the Merchant of the Merchant in the Carrier of the Carri

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(B) the Metch arts shall indemnify the Carrier against any loss, damage, claim, liability, or expense whatsoever airsing from one or more of the matters covered by Clause 6(3)(A) above, except for Clause 9(3)(A) above, by Clause 10(3)(A) above, accept for Clause 9(3)(A) above, and a second of the matter second of the matte

consplict is based (ACA) (A) is above.

When the provide a Container of any patitivisty of the Carrier is refunded by provide a Container of any patitivisty of the Carrier is a individed by provide a Container of any patitivisty of the Carrier is any Peers on authorized by the Carrier; shall be entitled, but under no obligation, to open any Container or package at any time, and to inspect the Goods.

11. MATTERS AFTECTHOP PEER CRIMANCE

The Carrier is any Peers on authorized by the Carrier; shall be entitled, but under no obligation, to open any Container or package at any time, and to inspect the Goods.

11. MATTERS AFTECTHOP PEER CRIMANCE

The Carrier is any Peers on authorized by the Carrier is representation of the Goods), where oever and to however a rating (whether or not the Carrier pack of the Carrier is representation).

(A) without notice to the Merchant abandon the Carriage at the Goods of the Carrier is representative processed and convenient, whether exercise play the Carrier is represented by other Carrier is represented by the Carrier is represented by the Carrier is represented to the Carrier shall be entitled to all the Carrier is represented to the Carrier is right subsequently to a shandon the Carriage under Clause 11(1)(1) above, continue the Carrier shall be entitled to all the Carrier is represented to the Carrier shall be entitled to all the Carrier is represented to the Carrier shall be entitled to all the Carrier is represented to the Carrier shall be entitled to all the Carrier is represented to the Carrier is right subsequently to a shandon the Carrier is represented to the Carrier is right subsequently to a shandon does treated from the does or any carrier and the Carrier shall be a shandon to the Carrier in the Carrier in the Carrier is any over the Carrier shall be entitled to all the Carrier is any over the Carrier shall be entitled to all the Carrier is a short of the Carrier is any over the Carrier is any ov

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The Codes, Play and in accordance with Clause 12(1) above or any detay at any wave in the Codes, Play and in accordance with Clause 12(1) above or any detay at any wave in the Codes of any decision of the Merchant, and suchstowage shall not be a deviation of what severe induce or degree 3.0 specified in Clause 12(2) below, such doesd, whether carried on deck or under deck, shall participate in One and Average, as explained in Clause 12(2) below, such doesd, whether carried on deck or under deck, shall participate in One and Average, as explained in Clause 12(2) below, and such one of the propriet of the Happe 10(e) or any inguistion making point Medic or the Happe 10(e) or any inguistion making point and the propriet of the Happe 10(e) or any inguistion making point in the propriet of the Happe 10(e) or any inguistion making point in the propriet of the Happe 10(e) or any inguistion making point in the propriet of the Happe 10(e) or any inguistion making point in the Propriet of the Happe 10(e) or any inguistion making point in the Propriet of the Happe 10(e) or any inguistion making point in the propriet of the Happe 10(e) or any inguistion making point in the propriet of the Happe 10(e) or any inguistion making point in the propriet of the Happe 10(e) or any inguistion making point in the Happe 10(e) or any inguistion making point in the Happe 10(e) or any inguistion making point in the Happe 10(e) or any insurance in correction or deck and which has the time and place when and where the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to ca (2)

(and livestod, whether or not carried on deal) are carried without reporce billy on the part of the Carrier for loss or durings of inhibitoever nature arising during carriage by sea or initial ordering whether caused by or reason these or neighborene or any other cause of whatoever. The Minchant shall indemnify the Carrier against all and any other course or the carrier against all and any other course or the carrier against all and any other course or the carrier against all and any other course or the carrier of the Souss any part thereof is notation by the Minchant shall be read place when and where the Carrier is effect to carrier to come the carrier of the Souss and part thereof is notation by the Minchant course or the carrier of the Souss and part the carrier to the carrier of the Souss and the state of the carrier of the Souss and the state of the Carrier of the Souss and the state of the Souss and the

The IU-BLAME COLLISION

If the Vessel carying the Goods (the carrying Vessel) collides with any other Vessel or object (the non-carrying Vessel or object) due to the negligence of the non-carrying Vessel or object, the Merchant undertakes to Indemnity the Carrier against all claims, lability, costs, attempts (e.g., and the experse airsing hereform, in reper claim (or samples, described to the one-carrying Vessel or object, the Merchant undertakes to Indemnity the Carrier against all claims, lability, costs, attempts (e.g., and the experse airsing hereform, in reper claim (or last), and in the carrier against all claims, lability, costs, attempts (e.g., and the experse airsing hereform), in reper claims, and in the experse airsing hereform, in reper claims, lability, costs, attempts (e.g., and e.g., and e.

\_AVEX-RAGE
is may declare "General Average" which shall be adjustable according to the York. Antiwerp Rules of 1974 at any place at the option of the Carrier. The Amended Jason Clause
wed by the Baltio and International Maritime Council (BIMCO) is incorporated herein, and the Merchant shall provide such security as may be required by the Carrier in this

as approved by the Ballot and international manumers unsure comments or regard.

Notherbardshinding Clause B (1/2) above, the Merchard shall indemnify the Carrier in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made against the Carrier, and shall provide such security as may be required by the Carrier in this connection.

The Carrier's hall be under no obligation to take any steps what overe to collect security for General Average contributions due to the Merchant.

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negation of the term of the term of the Merchant that is normal to account to the Merchant that the Merchant the Merchant that the Merchant the Merchant that the Merchant the Merchant that the

boses sustained or incurred by the Carrier in connectionwith the goods however caused, including the procedure controller, board of health, or other certification to a company the Coods.

The Merchant hall be jointly and severably liable for return fleight and Charges on the goods refused exportation or importation.

The Merchant almostices the Carrier to pay and/or incord also with Charges and experies and to do any matter mentioned above at the experie of and as agent for the Merchant, to The Merchant and the Carrier to payment of each of them hieroscient of the cooks, and to do all things devented above able to the Carrier for payment of all Freight and Charges and for the performance of the ebligation of each of them hieroscient of payments and the cooks, and to do all things devented above able to the Carrier for payment of all Freight and Charges and for the performance of the ebligation of each of them hieroscient of the performance of the ebligation of each of them hieroscient of the control of the cont

SING CALLINES critical, carector, or agent with actual amoney shall have power to water, avan, auter, or money any terms meters. Any changements agreed upon inverting by Lariner SINGERGABILITY

Hamp provision in this Bill of Lading is held to be invalid or unenforceable by any court or regulatory or self-regulatory or self-regulatory or sody, such invalid by or unenforceable provisions to such provision. The validity of the remaining provisions shall not be affected thereby, and this Bill of Lading contracts hall be carried out as if such invalid or unenforceable provisions were not contained herein.

JURISIDE CITICA NA DAM CLAUSE

Any claims or dispute airsing under the Bill of Ladingshall be determined according to the laws of the State of New York, United States. Actions against the Carrier may only be instituted in the state of refer all court located in New York County, New York.

CONSIGNEE التسليم	ITALIAN FIELD HOSPITAL  المستشفى الميداني الإيطالي			
ITEM LINE القائمة	وصف المواد ITEM DESCRIPTION			
1	معدات المطبخ attrezzatura da cucina			
2	MATERIALE DI ARREDO	مواد أثاث		
3	MATERIALE ELETTROMEDICALE	رِبائية-طبية	مواد کهر	
CONTAINER NUMBER:	رقم الحاوية:	SIGILLO:	الختم:	
	ARKU 8513504	08231	7	



## J.A.S. JET AIR SERVICE S.P.A.

www.jas.com				-	EXPRESS -		
SHIPPER / EXPORTER DISTACCAMENTO AMMINI	STRATIVO MIS	URATA (LIBIA)	BILL OF LADING RMN104595338	CONSOL C102678856			
00104 0044 (04)			EXPORT REFERENCES	•			
			TD#1589552				
PH: +39 06 482 5885		FAX: +39 06 486439	Incoterm®: DAP FREIGHT PREPAID				
CONSIGNEE			FORWARDING AGENT				
ITALIAN FIELD HOSPIT VIA DELL AEROPORTO 1 MISURATA, LIBIA			J.A.S. JET AIR SERVICE S.P.A. VIA CORONA BOREALE, 240				
PH: +218 91-0132749			FIUMICINO 00054 Italy				
			Phone: +39 06 6023 6706	Fax: +39 06 60	023 6750		
NOTIFY PARTY ITALIAN FIELD HOSPIT VIA DELL AEROPORTO 1 MISURATA, LIBIA			FOR ARRIVAL INFO & RELEASE OF CARGO SALAMMBO TRIPOLI SHIIPING AGENCY 54519 ANOFLEEN, TRIPOLI LIBYA MR TEYEB NASSER TEL: +218 21 340 9518 FAX: +218 21 340 1501 NASSER.T@SALAMMBOLIBYA.COM				
			Phone:	Fax:			
PLACE OF RECEIPT		PORT OF LOADING	PORT OF DISCHARGE	FINAL DESTINATION			
ROME (ROMA), ITALY VESSEL / VOYAGE NO. VENTO DI SCIROCCO /	ITE508E21	SALERNO, ITALY	MISURATA, LIBYA	MISURATA, LIBY.	A		
MARKS AND NUMBERS	NO OF BICCO		DECLARED BY SHIPPER	CROCK METCHE	101104		
1 CONTAINER - CONTAINER - Q.TY 24 PACKAGES OF FURNITUR (ARMCHAIRS, CHAIRS, DESK, SIDOORS) HS CODE: 940310 - Q.TY 19 PACKAGES OF KITCHEN (KITCHEN MACHINERY AND ACCESHS CODE: 850980 - Q.TY 5 PACKAGES OF ELETROCTE (COT WITH BACKREST, MIRROR, ACCESSORIERS) HS CODE: 841989 - TD NO. 1589552 CIG ZC9301EFE2 FREIGHT FREPAID			E PACKAGES AND GOODS  E NGLE BEDS, TABLES, WARDROBE 4  EQUIPMENTS SORIES)  OMEDICAL EQUPMENTS DOUBLE SHOULDER AND	GROSS WEIGHT 4462.8 KG	VOLUME 42.37 M3		
Container Seals		Type Weight(KG) Vo	olume(M3) Packages Mode				

Container Seals	Туре	Weight(KG)	Volume(M3)	Packages	Mode	
ARKU8513504 082317	40нс	4462.8	42.37	48 PKG	CY/CY*	

	FREIGHT CHARGES PAYABLE AT	Shipper Load and Count
	Origin	
PREPAID CHARGES  AS AGREED	COLLECT CHARGES	Received by the Carrier, the Goods as specified above in apparent good order and condition unless otherwise stated, to be transported to such place as agreed, authorised or permitted herin and subject to all the terms and conditions appearing on the front and reverse of the Bill of Lading to which the Merchant agrees by accepting this Bill of Lading, any local privileges and customs notwithstanding. The particulars given above as stated by the shipper and the weight, measure, quantity, condition, contents and value of the Goods are unknown to the Carrier.
		In MITNESS, whereof three (3) original Bill of Lading has been signed if not otherwise stated below, the same being accomplished the other(s), if any, to be void, If required by the Carrier one (1) original Bill of Lading must be surrendered duly endorsed in exchange for the Goods or delivery order.  In witness of the contract herein contained, the below the stated number of original Bills of Lading have been issued, one of which to be accomplished, the other(s) being void.  **Express Bill of Lading**
		NO. OF ORIGINAL B/L SHIPPED ON BOARD
		0 (ZERO) 03-Mar-2021 As Agent for Carrier
		PLACE OF ISSUE DATE OF ISSUE SALERNO, ITALY 07-Mar-2021

## **BILL OF LADING TERMS AND CONDITIONS**

### 1. DEFINITIONS

Carriage" means the whole or any part of the operations and services of whatsoever nature undertaken by or performed by or on behalf of the Carrier in relation to the Goods red by this Bill of Lading including but not limited to the loading, transport, unloading, storage, warehousing and handling of the Goods and related documentary, ourtoms and IT

cestes. "Carrier" means JAS Fowarding (H.K.) Limited, trading as Blus World Line, an NVOCC and on whose behalf this Bill of Lading has been issued.
"Carrier" Agents" inolude, but are not limited to the JAS entity or agent which arranged the Carriage and/or issued this bill of lading and the JAS entity or agent in the country tree the Goods are delanged and/or delanged and/or delanged and complete the support of the Carrier and country tree the Goods are delanged and/or delanged and the JAS entity or agent in the country tree the Goods are delanged and/or delanged and the JAS entity or agent in the country tree the Goods are delanged and the JAS entity or agent in the country and the Carrier and Carrier an

harges" includes feight, demurage, detention costs and all experience any amount of the chart.

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60 60 Ff. mazer he Carriage of Goods by Sea Act of he United States of America approved on 19th April, 1936, as amended.

60 60 Ff. means the Carriage of Goods by Wash Act 1950 of Canada, as amended.

60 60 Ff. means the Carriage of Goods by Wash Act 1950 of Canada, as a mended.

Thanges' nothices the first, demartage, destend no extra and all experses and monetary obligations, notified to distinct these and dues, incurred by the Carner and Crossolidate shall be construed accordingly.

COSONIA' means the Carninge of Goods by Walar Act 1958 of Canada, as ammoded.

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TOO GOINE' means the Carninge of Goods by Walar Act 1958 of Canada, as ammoded.

TOO GOINE' means the second control of the Carner and Consolidate shall be construed accordingly.

Consolidate of Canada and the Walar and provided by the control of Canada and Canada and

carrage heterotes (pinks may include, but all not formed to, the Lamer's moves, the shipper's letter of stricture), the credit application, powers of attorney, and enthe commencial documents, and all the Carrier's offices. In the care of monosterony believes the Bill of Lading and All SCARRANTY

The Metchantwarrants that in agreeing to the terms here off its authorized to enter into this Bill of Lading.

4. NESOTIMBELITY AND TITLE TO THE OCCOS

TO THE BILL THE TO THE OCCOS THE SECOND AND THE SECO

Carrier, is the edet of their provisions, does so not only on his own behalf, total as a agent of intuites for such Person and visesel, and such Fersons and visesels shall to the contact.

The Merchantshall indemnity the Carrier against any claim or liability (and any experse a utiling therefore) arrier from the Carriage of Goods intodar as such claim or liability exceeds
the Carrier's Intelled adulty under the Eil of Liading.

The Merchantshall indemnity the Carrier against any claim or liability exceeds
the Carrier's Intelled adulty under the Eil of Liading.

The Eil of Liading and the Carrier's and the Carrier's and the Carrier's whether the adding its founded in contract, tot, ballment be as of express or implied warrardy or ofteniuse.

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accordance with the Clause 6. Neether the Carrie not the Vest eshall in any event be or become table in an amount exceeding US\$500 per pad age or outsmany freight unit. For limitation purposes under CDOSA, the agreed that the meaning of the world "pad-adage" shall be any palletted and offer unitized as enthalge of castions which has been palletted and not unitized to the comenines of the TDOSA. The agreed that the meaning of the world "pad-adage" shall be any palletted and offer unitized to the comenines of the TDOSA and the pad-adage of the shall be adapted as a shall be adapted by any papicable law, statable or equilations or any outerly, including but not limited to. Sections 4031 to 4037 of the Hatter 4.t. as amended, and where applicable, any other provisions of the blue of the United States of America, and vehood projections be the general by of the Googlong, also any law, statutes, or requisitions available to the owner of the Viseo (50) on which the Goods of the United States of America, and vehood projections be the general by of the Googlong, also any law, statutes, or requisitions available to the owner of the Viseo (50) on which the Goods and

country, including but not limited to, Sedoca was a way were, stables, or regulations available to the owner of the Vesse(2) on which the coops are curriers, and without projected to the general by of the receipting, also any ware, stables, or regulations available to the owner of the Vesse(2) on which the coops are curriers. The respectability of the Currier is limited to that part of the Currier is limited to that part of the Currier is limited to the part of the facting were earn bough Charge with the coops are curried to the coops of the whole of a trips the bean charged by the Currier. The Metchard authorizes the Currier, are specific to enter this contacts on shall of the Metchard with other for surport, phosps, harding or any other bean charged by the Currier. The Currier with the coops are curried to the coops of the coops of the currier of the currier. The Currier with the currier of these. The Currier with the currier of these. The Currier with the currier of the currier of these. The Currier with the currier of the

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Merchant had been entired on the fore a los of the Bill of Lading at the Port of Dischage or Place of Deleny,
Timodal Transport.

These the Non-US Carriags a Maltimodal and the Merchant control provise which alsage the loss of damage occurred.

These the Non-US Carriags as Maltimodal and the Merchant control provise which alsage the loss of damage occurred.

The Maltimodal Transport and carried the departed from by rinter contract to the definition of the columnate which are international convention or national laus does not apply compute only to the stage of the movement-where the loss or damage occurred, any liability of the Carrier shall be determined by Clause (19(k)).

The Maltimodal Transport and the Merchant connections which stage the loss or damage occurred, any liability of the Carrier shall be determined by Clause (19(k)).

The woright and or neglect of the Merchant connections which stage the loss or damage accorded or if this Clause applies provided from the woright and or neglect of the Merchant or any Person and gon sheball of the Merchant clede than the Carrier or its several, agent or Sub-Contactor; compliance with the instructions of a Person entitled to give them;

The land of the Contactor o

con instances, normal, stowage or involved or any extended and of any person acting on behalf of the Merchant,
in interest vice of the doctor.

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re causes or events.

ere the loss or damage was partly caused by one of the cause at Clause 6(B/Co), the Carrier shall only be liable to the extent that another cause contributed to the loss or dar never atton and Limitation

Subject to the Carrier right to find liability as provided for within this Bill of Latino, the Carrier's ball be calculated by reference to the value of the Goods at the

representation and Limitation

Subject to the Carmirer right to limit liability as provided for within this Bill of Lading, the Carmiris fability shall be calculated by reference to the value of the Goods at the place and time adminish theywere accepted for Carmings.

Where the Happer Strick, Happer Vetor Male or any other rules computedly apply to the Carmings, the Carmiris liability shall in no event exceed the amounts provided for in the (11)

approxime TURS.

(ii) all other cases compensation shall not exceed the limitation of liability of 2 (two) SDRs per killo of gross weight of the Goods lost, damaged or in respect of which the claim arises.

Time bar

the bat Where the Hague Ruler, Hague-Vetsy Rules or any other ruler apply cornevisority to the Carriage, the time limit for bringing claims will be as prescribed by the applicable ruler. Where the Hague Ruler, had be dechaged of all abolity what over unless safe it recipit within new (3) morths after the delivery of the Goods or the data when the Goods is should have been delivered.

Should have been delivered.

Carriage Carriage Lability for the U.S. and Hors-U.S. Carriage. (i) (ii)

Prodeince applicable to Carrier's Lability for both US and Non-US Carriage Delay 
The Carrier does not underface that the Occode shall aim and at the Port of Decharge or Place of Delivery at any particular time or to meet any particular market or use. The Carrier's shall 
under no circumstance be labels to los or of profits. Income. Allfoy, streted to loss of market, or any direct, indirect, special, incidental, purplies or corresponding damages caused by 
olday, whether or not Carrier had prior knowledge that such damage might be forcined. Scheduled or advertised day about and an intelligence are only purplied to any objects of times and are not a 
and quarantee devisery by a date certain.
Ad Valoriem

Ad Valoriem

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Ad Valories

The Merchant agrees and advancedages that the Careles has not considered the value of the color, and that higher congression than that provided to in the Bill of Lading and

The Merchant agrees and advancedages that the Careles has not been for voice a declared by the Suppley rate to the commencement of the Careles stated in the Bill of Lading and

regist is past, if required. In that care, the amount of the declared value shall be substituted for the limit set forth in the Bill of Lading. Any partial loss or damage shall be adjugated to the contract of the Careles shall be substituted for the limit set forth in the Bill of Lading. Any partial loss or damage shall be adjugated to the Careles shall be substituted for the Careles

The Bill of Ladge part and expenses of the part of the

is usknown to the Carrier.

(i) It is agreed that Superficial rost, oddation or any like condition due to moisture, is not a condition of damage, but is inherent to the nature of the Goods: and the Carrier's acknowledgement of receipt of the Goods in apparent good order and condition is not a representation that such conditions of nust coldation or the like did not exist on receipt.

Notice of Loss of Damage
The Carrier shall be deemed primar facile to have delivered the Goods as described in this Bill of Lading unless notice of loss of, or damage to, the Goods, indicating the general nature of such loss or damage shall have been given in writing to the Carrier or to his expresentative at the place of delivery before or at the time of monoid of the Goods into the custody of the Person entitles of chelley before unless the Bill of Lading or, the loss or damage is not papeared, within three (C) consecutive collected and pays hereafter.

In the contract of the contrac

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sufficiently and distinctly make 4 on the outside so as to indocate the nature and character of any such Goods and so as to comply were an appeace use, e.g., easy requirement.

If you was a desented to be a hazard to 18 or properly, they may it any place be indicated, destroyed or rendered harriess, an circumstancer may require, without compensation, and the Carrier was a desented to be a hazard to 18 or properly, they may it any place be indicated, destroyed or rendered harriess, an circumstancer may require, without compensation, and the Merchart shall be listed for all lists, capable, delay or expenses arising from the Carriers. The burden of proport that the Carrier when the execut future of the Condition of the Carrier without compensation, and the Merchart shall be simple with the Carrier without compensation, and the following the Carrier without shall be considered as the disappeace unders without the Carrier without shall be on the part of the Carrier without shall be on the disappeace unders without the Carrier without shall be on the part of the Carrier without shall be on the disappeace unders without the Carrier without shall be on the carrier without shall be one of the carrier without shall be on

m an emoient state.

CONTAINERS

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On any be a staffed by the Currier in or an Containers and Goods may be staffed with other Goods.

The container has been staffed by the Carrier in or an Container in connection with or are in go ut of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier of celevered by the Merchant of the Merchant in the Carrier of the Carri

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(B) the Metch arts shall indemnify the Carrier against any loss, damage, claim, liability, or expense whatsoever airsing from one or more of the matters covered by Clause 6(3)(A) above, except for Clause 9(3)(A) above, by Clause 10(3)(A) above, accept for Clause 9(3)(A) above, and a second of the matter second of the matte

consplict is based (ACA) (A) is above.

When the provide a Container of any patitivisty of the Carrier is refunded by provide a Container of any patitivisty of the Carrier is a individed by provide a Container of any patitivisty of the Carrier is any Peers on authorized by the Carrier; shall be entitled, but under no obligation, to open any Container or package at any time, and to inspect the Goods.

11. MATTERS AFTECTHOP PEER CRIMANCE

The Carrier is any Peers on authorized by the Carrier; shall be entitled, but under no obligation, to open any Container or package at any time, and to inspect the Goods.

11. MATTERS AFTECTHOP PEER CRIMANCE

The Carrier is any Peers on authorized by the Carrier is representation of the Goods), where oever and to however a rating (whether or not the Carrier pack of the Carrier is representation).

(A) without notice to the Merchant abandon the Carriage at the Goods of the Carrier is representative processed and convenient, whether exercise play the Carrier is represented by other Carrier is represented by the Carrier is represented by the Carrier is represented to the Carrier shall be entitled to all the Carrier is represented to the Carrier is right subsequently to a shandon the Carriage under Clause 11(1)(1) above, continue the Carrier shall be entitled to all the Carrier is represented to the Carrier shall be entitled to all the Carrier is represented to the Carrier shall be entitled to all the Carrier is represented to the Carrier shall be entitled to all the Carrier is represented to the Carrier is right subsequently to a shandon the Carrier is represented to the Carrier is right subsequently to a shandon does treated from the does or any carrier and the Carrier shall be a shandon to the Carrier in the Carrier in the Carrier is any over the Carrier shall be entitled to all the Carrier is any over the Carrier shall be entitled to all the Carrier is a short of the Carrier is any over the Carrier is any ov

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The Codes, Play and in accordance with Clause 12(1) above or any detay at any wave in the Codes, Play and in accordance with Clause 12(1) above or any detay at any wave in the Codes of any decision of the Merchant, and suchstowage shall not be a deviation of what severe induce or degree 3.0 specified in Clause 12(2) below, such doesd, whether carried on deck or under deck, shall participate in One and Average, as explained in Clause 12(2) below, such doesd, whether carried on deck or under deck, shall participate in One and Average, as explained in Clause 12(2) below, and such one of the propriet of the Happe 10(e) or any inguistion making point Medic or the Happe 10(e) or any inguistion making point and the propriet of the Happe 10(e) or any inguistion making point in the propriet of the Happe 10(e) or any inguistion making point in the propriet of the Happe 10(e) or any inguistion making point in the propriet of the Happe 10(e) or any inguistion making point in the Propriet of the Happe 10(e) or any inguistion making point in the Propriet of the Happe 10(e) or any inguistion making point in the propriet of the Happe 10(e) or any inguistion making point in the propriet of the Happe 10(e) or any inguistion making point in the propriet of the Happe 10(e) or any inguistion making point in the Happe 10(e) or any inguistion making point in the Happe 10(e) or any inguistion making point in the Happe 10(e) or any insurance in correction or deck and which has the time and place when and where the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to call upon the Merchant take delivery in the Carrier is entitled to ca (2)

(and livestod, whether or not carried on deal) are carried without reporce billy on the part of the Carrier for loss or durings of inhibitoever nature arising during carriage by sea or initial ordering whether caused by or reason these or neighborene or any other cause of whatoever. The Minchant shall indemnify the Carrier against all and any other course or the carrier against all and any other course or the carrier against all and any other course or the carrier against all and any other course or the carrier of the Souss any part thereof is notation by the Minchant shall be read place when and where the Carrier is effect to carrier to come the carrier of the Souss and part thereof is notation by the Minchant course or the carrier of the Souss and part the carrier to the carrier of the Souss and the state of the carrier of the Souss and the state of the Carrier of the Souss and the state of the Souss and the

The IU-BLAME COLLISION

If the Vessel carying the Goods (the carrying Vessel) collides with any other Vessel or object (the non-carrying Vessel or object) due to the negligence of the non-carrying Vessel or object, the Merchant undertakes to Indemnity the Carrier against all claims, lability, costs, attempts (e.g., and the experse airsing hereform, in reper claim (or samples, described to the one-carrying Vessel or object, the Merchant undertakes to Indemnity the Carrier against all claims, lability, costs, attempts (e.g., and the experse airsing hereform, in reper claim (or last), and in the carrier against all claims, lability, costs, attempts (e.g., and the experse airsing hereform), in reper claims, and in the experse airsing hereform, in reper claims, lability, costs, attempts (e.g., and e.g., and e.

\_AVEX-RAGE
is may declare "General Average" which shall be adjustable according to the York. Antiwerp Rules of 1974 at any place at the option of the Carrier. The Amended Jason Clause
wed by the Baltio and International Maritime Council (BIMCO) is incorporated herein, and the Merchant shall provide such security as may be required by the Carrier in this

as approved by the Ballot and international manumers unsure comments or regard.

Notherbardshinding Clause B (1/2) above, the Merchard shall indemnify the Carrier in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made against the Carrier, and shall provide such security as may be required by the Carrier in this connection.

The Carrier's hall be under no obligation to take any steps what overe to collect security for General Average contributions due to the Merchant.

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negation of the term of the term of the Merchant that is normal to account to the Merchant that the Merchant the Merchant that the Merchant the Merchant that the Merchant the Merchant that the

boses sustained or incurred by the Carrier in connectionwith the goods however caused, including the procedure controller, board of health, or other certification to a company the Coods.

The Merchant hall be jointly and severably liable for return fleight and Charges on the goods refused exportation or importation.

The Merchant almostices the Carrier to pay and/or incord also with Charges and experies and to do any matter mentioned above at the experie of and as agent for the Merchant, to The Merchant and the Carrier to payment of each of them hieroscient of the cooks, and to do all things devented above able to the Carrier for payment of all Freight and Charges and for the performance of the ebligation of each of them hieroscient of payments and the cooks, and to do all things devented above able to the Carrier for payment of all Freight and Charges and for the performance of the ebligation of each of them hieroscient of the performance of the ebligation of each of them hieroscient of the control of the cont

SING CALLINES critical, carector, or agent with actual amoney shall have power to water, avan, auter, or money any terms meters. Any changements agreed upon inverting by Lariner SINGERGABILITY

Hamp provision in this Bill of Lading is held to be invalid or unenforceable by any court or regulatory or self-regulatory or self-regulatory or sody, such invalid by or unenforceable provisions to such provision. The validity of the remaining provisions shall not be affected thereby, and this Bill of Lading contracts hall be carried out as if such invalid or unenforceable provisions were not contained herein.

JURISIDE CITICA NA DAM CLAUSE

Any claims or dispute airsing under the Bill of Ladingshall be determined according to the laws of the State of New York, United States. Actions against the Carrier may only be instituted in the state of refer all court located in New York County, New York.