

JOBS

S/O	陸送	検量
通関	C/C	CUT
ATL		

大阪在庫			通関日
			2/29
不積 車両	有	台	整理番号
	無		LS21398

SBT

CUSTOMER NAME

L/S NUMBER

S/R NUMBER

UNITS

LOADING MODE

VESSEL

ETD

BOOKING NO

PORT OF LOADING

PORT OF DISCHARGE

FREIGHT SELL

B/L STYLE

INSPECTION

EXPORT CERTIFICATE

YARD PLACE

COMMENT MEMO

MASSHO KIGEN

ATL/LS/21398

ATL/SR/15970

2 UNITS

CONTAINER (MSC)

JAN RITSCHER V.HG409A

2024/3/6

EBKG07973622

OSAKA

POTI

CUSTOMER BOOKING

HOUSE

ORIGINAL

2017/// JEVIC EAA JAAI QISJ

ORIGINAL

COPY

OSAKA (ATL)

2024/7/10

SBT CO.,LTD.

YOKOHAMA SHI KANAGAWA KU KINKO-CHO 2-6 YOKOHAMA PLAZA BLDG 10F 221-0056

PHONE: +81-45-290-9480 / FAX: +81-45-290-9481 / ENTERPRISE CODE: 2020001057820

INVOICEDATE: 14-Feb-24
INV NO: GEOO-140224-1SOLD TO : **G.F.I.C. LTD ID: 406045738**
22/24 Krtsanisi Str. 0114, TBILISI, GEORGIA
T: +995599696054/ 0322946054 (Office)FINAL
DESTINATION : **POTI, GEORGIA**

NO	YEAR	MAKER	NAME	CHASSIS NO	WEIGHT	LENGTH	WIDTH	HEIGHT	MEAS	DISP	FUEL	SEAT	FOB JAPAN
1	2014	NISSAN	LEAF	AZE0-108406	1,450	4.46	1.77	1.55	12.236	70.00	ELECTRIC	5	¥300,676
2	2001	HINO	DUTRO	XZU3500001127	7,070	5.80	1.89	3.35	36.723	5.30	DIESEL	3	¥1,347,471
TOTAL		2 UNITS		8,520 KGS		48.959 M3				¥1,648,147			


Shipper company code:9999+2020001057820

Consignee company code: 9999+406045738

SHIPPING FROM : **OSAKA, JAPAN**
SHIPPED TO : **POTI,GEORGIA**
SHIPPED PER : **JAN RITSCHER**
VOY : **NO.HG409A**
SHIPPED ON : **11-Mar-24**
BOOKING : **MSC JAPAN**
SHIPPING COMPANY : **MSC****BOOKING NO :EBKG07973622**

MARKS & NO.S

S.B.T POTI C/S NO. JAN RITSCHER
--

FREIGHT : COLLECT AS ARRANGED
B/L ISSUE BY : YOKOHAMA, JAPANPAYMENT : **T/T REMITTANCE**SBT CO.,LTD.
AUTHORIZED SIGNATURE
TARO INAMI
SBT CO., LTD.



番号 02905

輸出抹消仮登録証明書 / Export Certificate

整理番号 34210239A1774144

自動車登録番号 / Registration No.		登録年月日 / Registration Date		初度登録年月 / First Reg. Date		車台番号 / Maker's serial number					
横浜 39A つ 7414		令和 6 年 1 月 23 日 2024 year 1 month 23 day		平成 26 年 7 月 2014 year 7 month		AZE0-108406					
車名 / Trademark of the maker of the vehicle				型式 / Model		原動機の型式 / Engine Model					
ニッサン [213]				ZAA-AZE0		EM57					
所有者の氏名又は名称 Name of Owner		株式会社 エスピーティー									
所有者の住所 Address of Owner		神奈川県横浜市神奈川区金港町2-6 [46737]									
使用者の氏名又は名称 Name of User		***									
使用者の住所 Address of User		***									
使用の本拠の位置 Locality of principal abode of use		***									
自動車の種別 Classification of Vehicle	用途 Use	自家用・事業用の別 Purpose	車体の形状 Type of Body	乗車定員 Fixed Number	最大積載量 Maxim. Carry	車両重量 Weight	車両総重量 G/Weight				
普通	乗用	自家用	箱型 [001]	5人	-kg	1450kg	1725kg				
総排気量又は定格出力 Engine Capacity	燃料の種別 Classification of Fuel	型式指定番号 Specification No.	類別区分番号 Classification No.	長さ Length	幅 Width	高さ Height	前前軸重 FF Weight	前後軸重 FR Weight	後前軸重 RF Weight	後後軸重 RR Weight	
70.00 kW 電気				446cm	177cm	155cm	840kg	-kg	-kg	610kg	
輸出予定日 (証明書有効期間満了日) Export scheduled day		令和 6 年 7 月 10 日 2024 year 7 month 10 day									
備考 [横浜], 輸出抹消仮登録 輸出抹消仮登録申請をした所有者は、輸出抹消仮登録証明書に係る自動車が輸出されることなく、当該輸出抹消仮登録証明書の有効期間が満了したときは、当該有効期間が満了した日から15日以内に、最寄りの運輸支局等に当該輸出抹消仮登録証明書を返納しなければなりません。 [走行距離計表示値 / Mileage] 57,600 km (令和5(2023)年7月3日) [旧走行距離計表示値 / Mileage] 44,200 km (令和3(2021)年6月30日) [旧自動車登録番号] 広島302た9823 以下余白				20240124010048 GEOO 75 RecNO: FL8903							



令和 6 年 1 月 23 日
2024 year 1 month 23 day

Director-General of the District Transport Bureau or
Director-General of the Transport Branch of the District Transport Bureau,
Ministry of Land, Infrastructure, Transport and Tourism, Japan

神奈川運輸支局長



裏面もご覧ください。



番号 04251

整理番号 3231028001144554

輸出予定届出証明書 / Export Certificate

自動車登録番号 / Registration No.		登録年月日 / Registration Date		初度登録年月 / First Reg. Date		車台番号 / Maker's serial number							
岩手 800 さ 4455		令和 5 年 12 月 27 日 2023 year 12 month 27 day		平成 13 年 1 月 2001 year 1 month		XZU3500001127							
車名 / Trademark of the maker of the vehicle				型式 / Model				原動機の型式 / Engine Model					
日野				[262]KK-XZU350E				J05C					
所有者の氏名又は名称 Name of Owner		有限会社 東北電気設備工事											
所有者の住所 Address of Owner		岩手県紫波郡矢巾町又兵エ新田第6地割37-1 [03801 0601 006]											
使用者の氏名又は名称 Name of User		***											
使用者の住所 Address of User		***											
使用の本拠の位置 Locality of principal abode of use		***											
自動車の種別 Classification of Vehicle	用途 Use	自家用・事業用の別 Purpose	車体の形状 Type of Body		乗車定員 Fixed Number	最大積載量 Maxim. Carry		車両重量 Weight		車両総重量 G/Weight			
普通	特種	自家用	高所作業車 [671]		3人	500kg		7070kg		7735kg			
総排気量又は定格出力 Engine Capacity	燃料の種別 Classification of Fuel		型式指定番号 Specification No.	類別区分番号 Classification No.	長さ Length	幅 Width	高さ Height	前前軸重 FF Weight	前後軸重 FR Weight	後前軸重 RR Weight	後後軸重 RR Weight		
5.30 kW 軽油					580cm	189cm	335cm	2330kg	-kg	-kg	4740kg		
輸出予定日 (証明書有効期間満了日) Export scheduled day			令和 6 年 7 月 10 日 2024 year 7 month 10 day										
備考 [横浜], 輸出予定届出 輸出に係る届出をした所有者は、輸出予定届出証明書に係る自動車が輸出されることなく、当該輸出予定届出証明書の有効期間が満了したときは、当該有効期間が満了した日から15日以内に、最寄りの運輸支局等に当該輸出予定届出証明書を返納しなければなりません。 *一時抹消中所有者 / Latest Owner* 株式会社 エスピーディー 神奈川県横浜市神奈川区金港町2-6 [46737] [申請年月日 / Date of Application] 令和6(2024)年1月19日 [走行距離計表示値 / Mileage]					174,800km (令和5(2023)年2月6日) [旧走行距離計表示値 / Mileage] 167,100km (令和3(2021)年2月9日) 以下余白								
20240122020195 GEOO 105 RecNO: FW8283													



令和 6 年 1 月 19 日
2024 year 1 month 19 day

Director-General of the District Transport Bureau or
Director-General of the Transport Branch of the District Transport Bureau,
Ministry of Land, Infrastructure, Transport and Tourism, Japan

神奈川運輸支局長



裏面もご覧ください。



BOOKING CONFIRMATION

SBT CO., LTD.
10F YOKOHAMA PLAZA BLDG.
2-6 KINKO-CHO

Kanagawa-Ku, Yokohama-Shi
Kanagawa
221-0056
20-February-2024
adylova2021@sbjapan.com

Dear Customer,

MSC MEDITERRANEAN SHIPPING COMPANY S.A. ("MSC") is herewith pleased to confirm your booking based on the information you communicated to us and which is summarized hereunder for your kind review. This Booking Confirmation formalizes the contract you concluded with MSC for the transportation of your cargo which is subject to both the MSC and MSC's Agencies Terms & Conditions accessible on our website www.msc.com/che/contract-of-carriage, some main terms of which are reproduced in the "BOOKING TERMS" on the last page of this document.

Your booking is handled and followed by Urara Morita Tel. +81 3 4589 5290 Email. e-urara.morita@msc.com .

You may also wish to track your container's movement online under www.msc.com/che ("Track a shipment")

BOOKING REFERENCE VALID FOR GATE-IN(*)	EBKG07973622	ORIGINAL/SEA WAYBILL(**) NUMBER	BOOKING DATE 13/02/2024
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(*) Booking party/Shipper are invited to read carefully at www.msc.com the depositions of the POL Agency T&Cs in respect of issuance of Sea Waybill.

(**) Pick-up-reference-see on container level (page 2). (***) Please see the list of BIs under charges Page additional Booking requirement and information.

For reference see on container level page 2/1 77. Please see the list of DIS under charges page additional Booking Requirement and information.

BOOKING CLIENT	SBT CO., LTD. 10F YOKOHAMA PLAZA BLDG. 2-6 KINKO-CHO KANAGAWA-KU, YOKOHAMA-SHI		
SHIPPER	SBT CO., LTD. 10F YOKOHAMA PLAZA BLDG. 2-6 KINKO-CHO KANAGAWA-KU, YOKOHAMA-SHI		
BOOKING REQUESTOR AND DETAIL	NARISTE ADYLOVA, PHONE:+81-45-290-9480, E-MAIL:ADYLOVA2021@SBTJAPAN.COM		
SERVICE CONTRACT/RATE REF. N*	35969-1-ST	EDI TRANSACTION N*	EBKG07973622
FREIGHT PAYMENT TERMS		FREIGHT PAYABLE AT	
CUSTOMER REFERENCE NUMBER	603GEIM2400524	PURCHASE ORDER N*	
GATE IN AT TERMINAL/DEPOT	DICT (DREAM ISLAND CONTAINER TERMINAL)		
CONTACT DETAILS	1-1 YUMESHIMAHIGASHI CITY: KONOANA-KU, OSAKA-SHI		

PLACE OF ORIGIN		CARRIER'S HAULAGE BY	
PORT OF LOADING	OSAKA JAPAN	EST. TIME OF ARRIVAL/DEPARTURE	06/03/2024 08:00 06/03/2024 18:00
VESSEL NAME	JAN RITSCHER (LLOYDS NO. 9179828)	VOYAGE NUMBER	HG409A
PORT OF TRANSHIPMENT N°1	BUSAN	EST. TIME OF DEPARTURE	13/03/2024 12:00
CONNECTING VESSEL N°1	MSC MIRJAM	VOYAGE NUMBER	FT411W
PORT OF TRANSHIPMENT N°2	TEKIRDAG (ASYAPORT)	EST. TIME OF DEPARTURE	11/05/2024 12:45
CONNECTING VESSEL N°2		VOYAGE NUMBER	
PORT OF DISCHARGE	POTI	EST. TIME OF ARRIVAL	13/05/2024 12:00
TERMINAL OF DISCHARGE			
FINAL DESTINATION		CARRIER'S HAULAGE BY	

TOTAL CONTAINER (S)	1	TEUS	2	OUT OF WHICH	IMO/HAZ	0	REEFER	0	S.O.C	0
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Detail of equipment (including cargo description) is shown on next page. Please note that this equipment is reserved for this specific booking and cannot be used for other shipment or booking. Any costs resulting from an undue substitution of containers and/or wrong cargo stuffing is for cargo's account only.

GATE-IN AT TERMINAL/DEPOT	First Receiving(Date/Time)	CUT-OFF(Date/Time)
DRY	27/02/2024 09:00	05/03/2024 16:30
REEFER	05/03/2024 09:00	05/03/2024 16:30

OTHERS	DATE/TIME
SHIPPING INSTRUCTIONS CUT-OFF	05/03/2024 16:00
HAZ/IMO CUT-OFF	04/03/2024 16:00
VERIFIED GROSS MASS CONFIRMATION(SOLAS) CUT-OFF	05/03/2024 16:30

IMPORTANT: Non respect of the above closing times may lead to your cargo being rolled-over onto the next vessel and trigger additional costs

MSC JAPAN

Ark Mori Building 23F
1-12-32 Akasaka, Minato-Ku
107-6023
Phone:+81 3 4589 5290 / Email:jp206-info@msc.com

msc.com

As agent only for MSC Mediterranean Shipping Company S.A, Geneva

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EQUIP.TYPE/NUMBER	40HC	QUANTITY	1	HAZARDOUS	N	S.O.C	N
PICKUP BY		PICKUP REF		REEFER	N	TEMP(C)	
PICK UP AT DEPOT				AS FROM		UNTIL	
ORIGIN ADDRESS				DATE/TIME			
				O.O.G			
REEFER REQUIREMENT	COLD TREATMENT	N		CONTROL ATMOSPH./TECH	N	GEN SET	N
	DEHUMIDIFICATION	%		BULB MODE	N	AIR VENTS	0 cbm/h
	CARBON DIOXIDE LEVEL(%)	0.00		NITROGEN LEVEL(%)	0.00	OXYGEN LEVEL(%)	0.00
	TEMP.CONTROL INSTR.						
CARGO DESCRIPTION	USED VEHICLES			HS CODE	WEIGHT (KG)	UN NUMBER	IMO CLASS
				870322	10,000.00		
REMARKS	Rate will be applicable as: -USA/CANADA: Last container gate in date. -Non USA/CANADA: Proforma Departure date. No free time for Demurrage/Detention allowed on booking cancel containers in Japan.						

ADDITIONAL BOOKING REQUIREMENTS AND INFORMATION

FREIGHT & CHARGES	BASIS	CURRENCY	AMOUNT	PREPAID	COLLECT	AT
	TOTAL					

MSC JAPAN

Ark Mori Building 23F
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107-6023

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Page 2 of 3



MSC BOOKING TERMS

CONTRACT OF CARRIAGE-MSC JAPAN ACTS AS AGENT FOR AND ON BEHALF OF MSC MEDITERRANEAN SHIPPING COMPANY S.A (THE "CARRIER,"MSC") ONLY. THIS BOOKING CONFIRMATION FORMALIZES THE FREIGHT CONTRACT CONCLUDED BETWEEN THE MERCHANT (AS DEFINED IN CLAUSE 1 OF THE MSC BILL OF LADING/ SEA WAYBILL TERMS & CONDITIONS FOUND AT WWW.MSC.COM/CHE/CONTRACT-OF-CARRIAGE) AND MSC, AS A CONSEQUENCE OF WHICH BOTH BOOKING PARTY AND SHIPPER BECOME JOINTLY AND SEVERELY CONTRACTUAL PARTNERS OF MSC. THE CONTRACT OF CARRIAGE AND ALL SERVICES OF THE CARRIER ARE SUBJECT TO THE CARRIER'S TERMS & CONDITIONS WHEN A BILL OF LADING IS ISSUED SUBJECT TO THE "BL STANDARD TERMS AND CONDITIONS" OR, IN ALL OTHER CASE SUBJECT TO THE "SEA WAYBILL TERMS & CONDITIONS", THE PRESENT BOOKING TERMS AND THE LOCAL AGENCY TERMS & CONDITIONS AT PORTS OF LOADING, TRANSHIPMENT AND DISCHARGE. THE FREIGHT CONTRACT IS AGREED ON STRICT FCL-FCL TERMS.

CARGO'S DESCRIPTION AND WEIGHT - BOOKING PARTY AND SHIPPER ARE RESPONSIBLE FOR AND HAVE TO RECHECK ALL INFORMATION PROVIDED CONCERNING DESCRIPTION OF GOODS, HAZARDOUS (IMO) CARGOES, REEFER AND OUT OF GAUGE (OOG) DETAILS AS WELL AS FOR THE CORRECTNESS OF WEIGHTS INDICATED. THE INFORMATION FURNISHED ON THIS BOOKING CONFIRMATION WILL SERVE AS BASIS FOR THE ISSUANCE OF THE BILL OF LADING/SEA WAYBILL.ANY DISCREPANCIES, INACCURACIES OR MISSING DETAILS MUST BE NOTIFIED TO THE CARRIER WITHOUT DELAY. ANY INCONSISTENCY AT THE TIME OF RECEIPT OF THE GOODS, ESPECIALLY IN RESPECT OF THE CARGO'S WEIGHT, MAY LEAD TO SUBSTANTIAL RISK AND COSTS FOR ACCOUNT OF THE MERCHANT AND MIGHT RESULT IN SHORT-SHIPMENTS, THE VERIFIED/DECLARED TOTAL WEIGHT MUST INCLUDE ANY PACKAGING AND ANY PACKING MATERIALS USED TO SECURE THE CARGO IN THE CONTAINER AND FOR EACH CONTAINER SEPARATELY. IT IS THE MERCHANT'S RESPONSIBILITY TO ENSURE THAT PACKAGING AND PACKING MATERIALS, ESPECIALLY TIMBER, COMPLY WITH ALL APPLICABLE REQUIREMENTS AND THEIR IMPORT IS PERMITTED IN THE COUNTRY OF DESTINATION. MSC DOES NOT PERMIT ITS CONTAINERS TO BE USED IN ANY MANNER WHATSOEVER TO LIFT, LOAD, MOVE OR CARRY CARGOES THAT: a) ARE WRONGLY DECLARED, OR b) WEIGH IN EXCESS OF THE VGM OR COMMERCIAL / MANIFEST WEIGHT DECLARED, OR c) WEIGH IN EXCESS OF THE PAYLOAD OF THE EQUIPMENT. SHOULD MSC BE MADE AWARE, PRIOR OR DURING CARRIAGE, THAT ITS CONTAINERS HAVE BEEN USED IN BREACH OF ANY OF THE ABOVE PROHIBITIONS, THE CONTAINER(S) CONCERNINGLY MAY BE REFUSED FOR LOADING, KEPT ONBOARD FOR RETURN TO ORIGIN, DISCHARGED AT THE NEXT CONVENIENT PORT AND/OR CORRECTIVE MEASURES SUCH AS, BUT NOT LIMITED TO, RESTUFFING INTO OTHER CONTAINERS MAY BE TAKEN AT MSC'S SOLE DISCRETION AND AT THE MERCHANT'S SOLE RISKS AND EXPENSES. MERCHANT SHALL BE LIABLE TOWARDS MSC AND ITS AGENTS FOR ALL LOSSES, CLAIMS, FINES, DEMANDS, SUITS AND ACTIONS OF ANY KIND WHATSOEVER INCLUDING IN RESPECT OF DEATH AND PERSONAL INJURY, LEGAL AND COURT EXPENSES, WHETHER DIRECTLY OR INDIRECTLY RESULTING FROM OR CONNECTED TO SUCH UNAUTHORIZED USE OF THE MSC'S CONTAINERS. ANY EXTRA WORK GENERATED DUE TO A BREACH OF ANY OF THE ABOVE PROHIBITIONS SHALL GIVE RISE TO AN AD HOC SURCHARGE AND MSC RESERVES IT RIGHTS TO EXERCISE ITS LIEN OVER THE INFRIINGING CARGO AND/OR ANY OTHER CARGO CARRIED ON BEHALF OF THE MERCHANT UNTIL THE COSTS DUE TO MSC, INCLUDING SURCHARGE, HAVE BEEN FULLY PAID.

SANCTIONS AND IMPORT/EXPORT CONTROL LAWS - THE MERCHANT SHALL ENSURE THAT ITS BOOKING AND RELATED SHIPMENT ARE AT ALL TIME COMPLIANT WITH EACH AND EVERY TRADE SANCTIONS AND/OR IMPORT/EXPORT LAWS APPLICABLE TO THE MERCHANT, THE CARRIER OR THE CARGO ("SANCTIONS"). THE MERCHANT WILL NOT CAUSE THE CARRIER TO BREACH ANY SANCTIONS, INCLUDING BUT NOT LIMITED TO SWISS AND EU REGULATIONS, AND, WHEN APPLICABLE, US REGULATIONS. IN CASE OF ANY FAILURE BY THE MERCHANT TO COMPLY WITH SANCTIONS, THE MERCHANT SHALL INDEMNIFY, DEFEND AND HOLD THE CARRIER, ITS SERVANTS AND AGENTS HARMLESS FROM ANY AND ALL CLAIMS, DEMANDS, COSTS, LOSSES, EXPENSES, AND LIABILITIES (INCLUDING ATTORNEYS' FEES AND COSTS). THE CARRIER MAY, AT ITS OWN DISCRETION, CANCEL THIS BOOKING, REFUSE LOADING OR DISCHARGE OR OTHERWISE TAKE ANY ACTION NEEDED TO ENSURE COMPLIANCE WITH SANCTIONS AT MERCHANT'S COST, RISK, AND EXPENSE.

REEFERS AND CONTROLLED TEMPERATURE SHIPMENTS- THE USE OF DRY-VAN CONTAINERS IN LIEU OF REEFER OR TEMPERATURE-CONTROLLED CONTAINERS IS LEFT TO THE SOLE MERCHANT'S APPRECIATION AND DECISION AND THE CARRIER SHALL HAVE NO LIABILITY OR RESPONSIBILITY WHATSOEVER FOR THERMAL OR CONDENSATION LOSS OR DAMAGE SUSTAINED BY REASON OF NATURAL VARIATIONS IN ATMOSPHERIC TEMPERATURES WHETHER THE CARGO WAS CARRIED ON OR UNDER DECK. BOOKING PARTY, SHIPPER AND ITS REPRESENTATIVES ARE RESPONSIBLE TO CHECK AND CORRECT THE PRE-SETTINGS OF THE CONTAINER TEMPERATURE PRIOR TO STUFFING. MSC OR ITS AGENT SHALL NOT BE HELD LIABLE FOR TEMPERATURE DAMAGES GENERATED BY HOT STUFFING OR NON-ADJUSTED/WRONG PRE-SETTINGS. SAVE WHERE GOODS ARE CARRIED IN AN OPERATING REFRIGERATED CONTAINER, THE CARRIER HAS NO LIABILITY WHATSOEVER FOR LOSS OR DAMAGE TO THE GOODS CAUSED BY VARIATIONS IN ATMOSPHERIC CONDITIONS (E.G., TEMPERATURE, HUMIDITY). SHOULD THE CARGO/CONTAINERS BE REJECTED BY AUTHORITIES FURTHER TO A DEVIATION FROM THE SETTING TEMPERATURE, THE CARRIER SHALL NOT ACCEPT ANY RESPONSIBILITY WHATSOEVER DUE TO SUCH REJECTIONS UNLESS THE CARGO SUFFERED DAMAGE FROM SUCH DEVIATION AND THE DAMAGE IS PROVEN BY WAY OF SURVEY REPORT OR LABORATORY ANALYSES; THE MERE DEVIATION OR IMPORT REJECTION NOT CONSTITUTING SUCH AN EVIDENCE. ALL COSTS AND EXPENSES EXPOSED IN RELATION TO SUCH REJECTION SHALL BE INCURRED FOR ACCOUNT OF THE SOLE MERCHANTS.

HIGH VALUE SHIPMENTS - THE MERCHANTS HEREBY REPRESENT THAT THE CARGO VALUE PER CONTAINER LOAD, DOES NOT EXCEED THE SUM OF USD 200 000.00 AND THEY ACKNOWLEDGE THAT THE QUOTATION IS BASED ON THE REPRESENTATION THAT THE CARGO VALUE IS LESS THAN USD 200 000. IN THE EVENT THAT THE CARGO VALUE EXCEEDS THE AFOREMENTIONED SUM AND THE MERCHANTS FAIL AND/OR NEGLECT TO NOTIFY THE CARRIER IN WRITING PRIOR TO THEIR ACCEPTANCE OF THE QUOTATION, THE CARRIER'S LIABILITY SHALL BE LIMITED TO EITHER USD 200 000 OR THE LIMITATION AS PROVIDED FOR IN THE CONTRACT OF CARRIAGE, WHICHEVER THE LESSER.

HIGH VALUE COMMODITY MIS-DECLARATION FEE - ANY CARGO WITH A COMMERCIAL VALUE EXCEEDING USD 250,000 (TWO HUNDRED AND FIFTY THOUSAND US DOLLARS) MUST BE DECLARED TO MSC OR ITS AGENT AT THE TIME OF BOOKING. FAILURE BY THE MERCHANT TO INFORM MSC WILL RESULT IN THE APPLICATION OF A HIGH VALUE COMMODITY MIS-DECLARATION FEE OF 25,000 USD (TWENTY FIVE THOUSAND US DOLLARS), BEING EXPRESSLY AGREED THAT SUCH INFORMATION TO MSC SHALL NOT BE CONSIDERED AS A DECLARATION OF VALUE AND THE DOCUMENTATION SO ISSUED WILL NOT BE DEEMED AD VALOREM UNLESS THIS HAS BEEN FORMALLY AGREED BY MSC AND THE CORRESPONDING SURCHARGE PAID BY THE MERCHANT.

DANGEROUS AND HAZARDOUS (IMO) CARGOES- DANGEROUS OR HAZARDOUS GOODS HAVE BEEN ACCEPTED BY THE CARRIER IN RELIANCE OF THE MERCHANT'S NOTICE OF THEIR FULL AND TRUE NATURE. THE MERCHANT'S DANGEROUS OR HAZARDOUS GOODS DECLARATIONS MUST BE IN THE FORMAT REQUIRED BY ALL APPLICABLE REGULATIONS. THEIR EFFECTIVE LOADING ONBOARD REMAINS SUBJECT TO THE VESSEL MASTER'S ACCEPTATION.

EQUIPMENT POSITIONING AND INSPECTION- QUOTED TIMES AND DATES FOR EMPTY POSITIONING ARE ALWAYS SUBJECT TO EQUIPMENT AVAILABILITY. IN CASE OF MERCHANT'S HAULAGE, THE BOOKING PARTY AND SHIPPER ARE RESPONSIBLE FOR INSPECTING THE EMPTY CONTAINER FOR ITS SUITABILITY TO CARRY THE SPECIFIC SHIPMENT BOOKED AT THE TIME OF EMPTY PICKUP FROM THE DEPOT/TERMINAL EITHER DIRECTLY OR VIA THEIR TRUCKERS. ANY LATER REFUSAL OF CONTAINER WILL CAUSE ADDITIONAL COSTS FOR ACCOUNT OF THE MERCHANT AND NEITHER MSC NOR ITS AGENT SHALL BE HELD LIABLE FOR THE COSTS OF CHANGING OR REPLACING A CONTAINER THAT WAS ACCEPTED DURING EMPTY POSITIONING UNLESS THE VICE AFFECTING THE CONTAINER WAS NOT DETECTABLE DURING A SUMMARY CHECK IN WHICH CASE THE COSTS OF THE CONTAINER CHANGING SHALL BE EQUALLY SHARED. NOTWITHSTANDING THE ABOVE, A LIGHT-TEST IS COMPULSORY PRIOR TO EACH EMPTY CONTAINER'S ACCEPTANCE AND NO LIABILITY SHALL BE BORNE BY MSC OR ITS AGENT FOR COSTS OF EXCHANGING A CONTAINER FOUND WITH HOLES OR CRACKS AT A LATER STAGE.

CONTAINER SEAL(S) - NOTWITHSTANDING THE PROVISION OF CONTAINER SEAL(S) BY THE CARRIER, IT IS THE MERCHANT'S RESPONSIBILITY TO ENSURE THAT THE TYPE OF SEAL AFFIXED TO THE CONTAINER(S) IS COMPLIANT WITH ALL APPLICABLE REGULATIONS. IN THE EVENT THE MERCHANT DOES NOT USE CARRIER'S SEALS, THE MERCHANT SHALL USE SEALS WHICH ARE COMPLIANT WITH THE LATEST ISO REGULATIONS OR EQUIVALENT SECURITY REQUIREMENTS. THE MERCHANT SHALL INDEMNIFY CARRIER AGAINST ANY LOSS, DAMAGE, LIABILITY OR EXPENSES WHATSOEVER AND HOWSOEVER ARISING, CAUSED BY THE MERCHANT'S USE OF A SEAL WHICH DOES NOT COMPLY WITH THIS PROVISION.

SAILING/ARRIVAL DATES AND TRANSIT-TIME - QUOTED TIMES AND DATES FOR LOADING ARE ALWAYS SUBJECT TO SPACE ONBOARD, POSSIBLE PORTS CONGESTIONS, ADVERSE SEA CONDITIONS, SAFETY AND OPERATIONAL CONSIDERATIONS. ADVISED TRANSIT TIMES, SAILING AND ARRIVAL DATES ARE THUS ESTIMATED TIMES ONLY AND SCHEDULES MAY BE ADVANCED, DELAYED OR CANCELLED WITH THE CARRIER HAVING NO LIABILITY FOR ANY DIRECT, INDIRECT OR CONSEQUENTIAL DAMAGES OR LOSSES SUSTAINED AS THE RESULT OF SUCH MODIFICATION.

FREIGHT AND CHARGES - FREIGHT AND CHARGES ARE BASED ON INSTRUCTIONS PROVIDED AT THE DATE OF THIS BOOKING CONFIRMATION AND MAY CHANGE IF THE SHIPPER'S INSTRUCTIONS CHANGE. UNLESS OTHERWISE AGREED IN ADVANCE, THE APPLICABLE TARIFF FOR FREIGHT AND CHARGES FOR THE GOODS IS THE TARIFF IN EFFECT AS AT THE DATE THE CARRIER TAKES POSSESSION OF THE GOODS. ALL QUOTED CHARGES ARE "VATOS" (VALID AT THE TIME OF SHIPMENT), UNFORESEEABLE AND ADDITIONAL EXPENSES (SUCH AS STATUTORY INCREASE, WAR RISK, CONGESTION, ETC.) BEFORE, DURING AND AFTER THE SEA-CARRIAGE MAY AT ANY TIME BE CHARGED BY THE CARRIER TO THE MERCHANT. THE MERCHANT IS ADVISED THAT EXTRA CHARGES MAY BE LEVIED BY LOCAL AUTHORITIES IN ADDITION TO THE FREIGHT AND CHARGES LISTED IN THIS BOOKING CONFIRMATION THAT THE CARRIER MAY BE REQUIRED TO COLLECT ON BEHALF OF THE LOCAL AUTHORITIES. UNLESS EXPRESSLY AGREED OTHERWISE, ALL INVOICES ARE PAYABLE IMMEDIATELY, IN THE CURRENCY MENTIONED ON THE INVOICE RECEIVED AND WITHOUT DEDUCTION OR RIGHTS OF RETENTION OR OF SET-OFF WHATSOEVER.

MILITARY AND/OR PARA-MILITARY CARGO - FOR ANY INTENDED BOOKING REGARDING THE SHIPMENT OF MILITARY AND/OR PARA-MILITARY CARGO (DEFINED IN THE BROADEST SENSE AS CARGO WHICH HAS OR MIGHT HAVE A MILITARY PURPOSE AND/OR CARGO THAT IS OR MIGHT BE DESTINED TO OR ORIGINATING FROM MILITARY OR PARA-MILITARY AUTHORITIES OR THEIR SUPPLIERS, INCLUDING SO-CALLED DUAL-USE CARGO), IT IS MANDATORY TO SUBMIT THE FOLLOWING DOCUMENTS TO MSC PRIOR TO ANY POSSIBLE ACCEPTANCE OF SUCH BOOKING: PACKING LIST, COMMERCIAL INVOICE, HS CODES CONSISTING OF MINIMUM 6 DIGITS, FULL DETAILS OF THE MANUFACTURER AND END USER OF SUCH CARGO, COPY OF THE IMPORT LICENSE AND/OR EXPORT LICENSE OF THE IMPORTER/ EXPORTER OF SUCH CARGO, FINAL DESTINATION OF THE GOODS. IN ANY CASE NO BOOKING OF MILITARY / PARA-MILITARY CARGO CAN BE ACCEPTED WITHOUT MSC HAVING RECEIVED THE PRIOR APPROVAL FROM THE RELEVANT AUTHORITIES. FURTHERMORE, COMPLIANCE POLICY REQUIREMENTS OF MSC WILL HAVE TO BE ADHERED TO. ANY QUOTATION OBTAINED ON THE BASIS OF INCOMPLETE OR INACCURATE INFORMATION AS TO THE NATURE OR VALUE OF THE GOODS SHALL NOT BE BINDING ON MSC AND/ OR SHALL BE CONSIDERED A MATERIAL BREACH OF CONTRACT, ENTITLING MSC TO SUSPEND, MODIFY OR CANCEL THE TRANSPORTATION AT MERCHANT'S SOLE RISK AND EXPENSES, AND WITHOUT PREJUDICE TO ANY OTHER REMEDY AVAILABLE TO THE CARRIER.

CARGO MIS-DESCRIPTION FEE - MERCHANT IS LIABLE FOR ALL RESULTING INCREASED CHARGES, COSTS, EXPENSES, LOSSES AND DAMAGES WHATSOEVER IF THE DESCRIPTION OF THE GOODS PROVIDED AT THE TIME OF BOOKING OR AS AMENDED THEREAFTER IS INACCURATE, UNLESS THE INACCURACY IS A RESULT OF AN ERROR OR OMISSION ON THE PART OF THE CARRIER, ITS SERVANTS OR AGENTS. FAILURE BY THE MERCHANT TO TRUTHFULLY, ACCURATELY AND SUFFICIENTLY DETAILED DESCRIBE THE GOODS TO MSC IN COMPLIANCE WITH CARRIER'S TERMS AND CONDITIONS OF CARRIAGE (INCLUDING WITHOUT LIMITATION THE PRESENT MSC AGENCY TERMS & CONDITIONS) OR ANY APPLICABLE LAW OR REGULATION, WHETHER INTENTIONAL OR OTHERWISE, WILL RESULT IN THE APPLICATION OF A MIS-DECLARATION FEE OF USD5'000.. IT IS FURTHER EXPRESSLY AGREED AND ACCEPTED THAT SUCH CHARGE IS IN ADDITION TO ANY AND ALL INDEMNITIES AVAILABLE TO THE CARRIER UNDER THE TERMS AND CONDITIONS OF CARRIAGE.

PAPERLESS DELIVERY ORDER - MERCHANT EXPRESSLY AGREES THAT IN THE CONTEXT OF ANY MSC CONTRACT OF CARRIAGE, DELIVERY ORDER SHALL INCLUDE ANY MEANS, WHETHER ELECTRONIC OR NOT AND/OR WHETHER NOMINATIVE OR NOT AND/OR WHETHER CANCELLABLE OR NOT, AIMING AT ALLOWING US TO TAKE DELIVERY OF THE GOODS. MERCHANT SHALL KEEP THE CARRIER INDEMNIFIED AND FULLY HARMLESS AGAINST ANY LOSS, CLAIM, DAMAGE OR EXPENSE OF WHATSOEVER NATURE ARISING OUT OR IN CONNECTION WITH THE MIS-APPROPRIATION OF SUCH MEANS OF DELIVERY AFTER SAME IS ISSUED TO THE MERCHANT.

DOCUMENTATION POSTAGE - BILLS OF LADING OR SEA WAYBILLS ARE AVAILABLE FOR THE MERCHANT TO COLLECT FROM THE MSC AGENCY OFFICE BUT SHOULD THE MERCHANT REQUEST THEM TO BE SENT THIS SHALL BE AT MERCHANT'S OWN RISK AND EXPENSE.

JURISDICTION AND APPLICABLE LAW - ANY SUIT OF THE MERCHANT AGAINST THE CARRIER SHALL BE BROUGHT AND HEARD SOLELY IN THE HIGH COURT OF LONDON, ENGLISH LAW SHALL EXCLUSIVELY APPLY, SAVE FOR SUITS RELATED TO SHIPMENTS FROM OR TO THE UNITED STATES WHICH SHALL BE BROUGHT SOLELY IN THE UNITED STATES DISTRICT COURT FOR THE SOUTHERN DISTRICT OF NEW YORK AND THE US LAW SHALL APPLY.

FOR MORE INFORMATION ON THE TERMS OF THIS BOOKING AND OF YOUR TRANSPORT PLEASE CONTACT OUR EXPORT CUSTOMER SERVICE DESK OR CONSULT OUR MSC AGENCY AND MSC CONTRACT OF CARRIAGE TERMS & CONDITIONS AVAILABLE ONLINE AT WWW.MSC.COM

CLAUSES FOR LOCAL REQUIREMENTS

Port Of Loading:

Port Of Discharge: FREE OUT PORT Liner out costs : usd 180.00 per container FREIGHT PREPAID ONLY BILL OF LADING MUST BE CLAUSED AS FOLLOWS: - FREE OUT MUST SHOW DEMURRAGE STAMP: "ALL COSTS TO AND INCLUDING RETURNING THE EMPTY FOR RECEIVERS ACCOUNT FREE OUT NO CONTAINERS ARE TO MOVE INLAND BEYOND PORT OF DISCHARGE IN THE BLACK SEA. FREE TIME AT PORT OF DISCHARGE TO BE (5) DAYS THEREAFTER PER DIEM AS FOLLOW: 6TH DAY TO 10TH DAY AT USD 5.00 PER DAY 11TH TO 30TH DAY AT USD 10.00 PER DAY THEREAFTER THE CON

IMPORTANT: By picking-up of the equipment detailed in this Booking Confirmation the Merchant confirms that (i) it accepts all the MSC Booking Terms and all the Clauses for Local Requirements above and (ii) that all the information in this document is accurate.

MSC JAPAN

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