Febrero

	GESTIÓN DE CONVENIOS Y CONTRATOS	Página 1 de 5
		Código: CO-FR-0001
	FORMATO INFORME DE SUPERVISIÓN Y SEGUIMIENTO A ADQUISICIÓN DE BIENES Y PRESTACIÓN DE SERVICIOS	Vigente a partir del 12/09/24
		Versión: 1

Ciudad y Fecha: Bogotá, D. C., 09 de abril de 2026

Informe de supervisión correspondiente al 1 de febrero al 28 de febrero del año 2026, en atención a las funciones establecidas en los artículos 83 y subsiguientes de la Ley 1474 de 2011, en concordancia con la Resolución No. 00011 del veintidós (22) de enero del dos mil veinticuatro (2024) *"Por la cual se actualiza el Manual de Contratación del Fondo Rotatorio de la Policía"*.

1. Información del Supervisor

Grado	MAYOR
Nombre y apellidos	CARLOS ERNESTO PÉREZ CARDONA
Cedula de ciudadanía	1.019.040.806
Cargo en la dependencia	EJECUTIVO Y SEGUNDO COMANDANTE BATALLÓN DE INTENDENCIA NO. 1 "LAS JUANAS"
Unidad de dependencia	BATALLÓN DE INTENDENCIA NO. 1 "LAS JUANAS"
Correo electrónico	Carlos.perezca@ejercito.mil
Teléfono	3136988819

2. Información del Contrato

No. de Proceso	SUBASTA-015-2025			
Tipo de Contrato	COMPRAVENTA			
Contrato No.	138-1-2025			
Unidad	BATALLÓN DE INTENDENCIA NO. 1 "LAS JUANAS"			
Objeto	"ADQUISICIÓN Y PUESTA EN FUNCIONAMIENTO DE MAQUINARIA INDUSTRIAL PARA LA PLANTA DE ZAPATERÍA DEL BATALLÓN DE INTENDENCIA NO. 1 "LAS JUANAS" DEL EJERCITO NACIONAL-LOTE 2 MAQUINARIA DE MONTAJE DE CALZADO PLATA DE ZAPATERIA"			
Valor Inicial	CINCO MIL SEISCIENTOS DIEZ MILLONES CIENTO SESENTA Y CINCO MIL CIENTO SESENTA Y CINCO PESOS CON NOVENTA Y NUEVE CENTAVOS ($ 5.610.165.165,99).			
Valor Adición	N/A			
Valor Total	CINCO MIL SEISCIENTOS DIEZ MILLONES CIENTO SESENTA Y CINCO MIL CIENTO SESENTA Y CINCO PESOS CON NOVENTA Y NUEVE CENTAVOS ($ 5.610.165.165,99).			
Plazo de ejecución	Fecha de Inicio		Fecha Terminación	
14/02/2026	30/12/2026		14/02/2026	
Aplica Acta de inicio	SI		NO	X
Fecha de Acta de inicio	NO APLICA			

1 0 ABR 202

3. Información del Contratista

Nombre Representante legal	C.C	Razón social Contratista	NIT
Sr. DANIEL BOTERO CARDONA	8.032.278	UNIÓN TEMPORAL INTALFORT 2025	902.018.252

4. Información Presupuestal

No. Certificado de Disponibilidad Presupuestal SIIF	Fecha	Valor
29625	13/11/2025	$ 11.000.000.000,00

No. Registro Presupuestal del Compromiso SIIF	Fecha	Valor
146925	24/12/2026	$ 5.610.165.165,99

Nota 1: En caso de requerirse información presupuestal adicional, anexar cuadro detallado de las mismas.

5. Actividades y/o Eventos Desarrollados por el contratista y supervisor o interventor. (Incluir información en materia ambiental y de seguridad y salud en el trabajo de acuerdo a lo establecido en el contrato y anexar soportes. Si aplica)

No aplica toda vez que no se recibió el objeto contractual

5.1 Actividades y/o Eventos Desarrollados por el Contratista

- El día 11 de febrero de 2026, el contratista UNIÓN TEMPORAL INTALFORT 2025, realizo solicitud de prórroga No. 2 al contrato 138-1-2025, con plazo de ejecución hasta el día 27 de marzo de 2026.
- El día 11 de febrero de 2026, se realizó proceso de traslado al puerto de embarque, desde milano ITALIA-CARTAGENA COLOMBIA.
- El día 20 de febrero de 2026, se realizo proceso de embarque al buque trasportador desde milano ITALIA-CARTAGENA COLOMBIA, este proceso tiene un estimado de 30 días calendario para llegar al destino fecha aproximada 21 de marzo de 2026.

5.2. Actividades Desarrolladas por el Supervisor o Interventor

- El día 06 de febrero de 2026, a través de correo electrónico se realizó solicitud al contratista UNIÓN TEMPORAL INTALFORT 2025, con el fin de realizar el respectivo seguimiento del estado actual del contrato 138-1-2025.
- El día 12 de febrero de 2026, se radicó documentación mediante oficio No. 2026692000274301, dirigida al Fondo Rotatorio de la Policía Nacional (FORPO), la cual contiene concepto técnico evaluador, concepto de supervisor y solicitud del contratista, con número de recibido No. 2026-201-00171-R, donde se da la viabilidad de prorroga hasta el día 27 de marzo de 2026.
- El día 18 de febrero de 2026 se solicitó, mediante radicado No. 2026692000331951 al Fondo Rotatorio de la Policía Nacional (FORPO), información sobre el estado actual en relación con la solicitud de la segunda prórroga radicada con oficio No.

2026692000274301 de fecha 12 de febrero del 2026 en donde contratista solicita plazo de ejecución hasta el día 27 de marzo del 2026.

- El día 26 de febrero de 2026 se solicitó, mediante radicado No. 2026692000409221 al Fondo Rotatorio de la Policía Nacional (FORPO), información sobre el estado actual en relación con la solicitud de la segunda prórroga radicada con oficio No. 2026692000274301 de fecha 12 de febrero del 2026 en donde contratista solicita plazo de ejecución hasta el día 27 de marzo del 2026.

5.3. Actividades a realizar en los contratos de Mantenimientos preventivos y correctivos.

No aplica

5.3.1 Especificar el tipo de Mantenimiento realizado:

Tipo de Mantenimiento	Marque con una X el mantenimiento correspondiente	Descripción de actividades Desarrolladas
Preventivo	----------	----------
Correctivo	----------	----------
Preventivo y Correctivo	----------	----------

5.3.2. Incluir cotizaciones del mercado cuando se requiera elementos no contemplados inicialmente en el contrato y este lo permita, anexar la información de costos y usos finales.

No aplica

5.4 Manifestar la verificación y el cumplimiento total de las especificaciones técnicas de los bienes y servicios recibidos de acuerdo con el contrato en su totalidad (aquí se relaciona todo el componente técnico ya sea bienes y servicios, en el cual el supervisor literal por literal manifiesta la verificación y el cumplimiento de cada requerimiento por parte del Contratista)

No aplica toda vez que no se recibió el objeto contractual

5.5 Registro Fotográfico

No aplica

6. Actividades de Control y Pagos

ENTREGAS REGISTRADAS					
Cantidad	Descripción	No. Factura	Valor	Fecha - recibo a satisfacción	Valor acta -recibo a satisfacción
----------	----------	----------	----------	----------	----------

Año	Mes de Pago	No. Factura pagada	Valor	Valor amortizado por concepto de anticipo	Porcentaje del anticipo (%)
2026	ENERO		$ 0,00	$ 0,00	% 0,00

TOTAL	$ 0,00	$ 0,00	% 0,00
SALDO	$ 5.610.165.165,99	$ 0,00	% 0,00

7. Porcentajes de Ejecución

Concepto	Fecha	Porcentaje de ejecución
Porcentaje de ejecución física	**28/02/2026**	**0,00 %**
Porcentaje de ejecución presupuestal	**28/02/2026**	**0,00 %**

8. Aportes a la Seguridad Social y Parafiscales

Pagos de Aportes a la Seguridad Social y Parafiscales	Cumple	No cumple	Observaciones
Verificación cumplimiento Aportes parafiscales SENA, SALUD, EPS, ARL, Etc.	x		----------

9. Información Contrato Adición, Prórroga, Modificación, Suspensión, Reinicio y Aclaratoria

CLASE	No.	fecha	valor	Tiempo	Observaciones
Adición	----------	----------	----------	----------	----------
Prorroga	01	31/12/2025	----------	14/02/2026	Se realiza prorroga al contrato hasta 14/02/2026
Modificación	----------	----------	----------	----------	----------
Suspensión	----------	----------	----------	----------	----------
Reinicio	----------	----------	----------	----------	----------
Aclaratoria	----------	----------	----------	----------	----------
Otros	----------	----------	----------	----------	----------

Nota 1: El supervisor del contrato deberá verificar la publicación de los documentos que hacen parte del proceso contractual en la Plataforma Electrónica SECOP II o la plataforma que haga sus veces.

10. Información de Pólizas

Aseguradora		No. Póliza	Fecha de expedición	Valor Total Asegurado
SEGUROS MUNDIAL		M-100286475 Anexo 0	05/01/2026	$ 3.366.099.099,60
Amparo	%	Valor	Fecha Inicio	Fecha Terminación
Cumplimiento del contrato	30	$ 1.683.849.549,80	24/12/2025	30/06/2027
Calidad y correcto de funcionamiento	30	$ 1.683.849.549,80	24/12/2025	30/06/2027
Salarios y prestaciones sociales	--------	----------	----------	----------
Predios Laborales y Operacionales	--------	----------	----------	----------

Calidad y correcto funcionamiento	--------	----------	----------	----------

Póliza prorroga N° 1

Aseguradora		No. Póliza	Fecha de expedición	Valor Total Asegurado
SEGUROS MUNDIAL		M-100286475 Anexo 3	29/12/2025	$ 3.366.099.099,60
Amparo	%	Valor	Fecha Inicio	Fecha Terminación
Cumplimiento del contrato	30	$ 1.683.849.549,80	31/12/2025	15/08/2027
Calidad y correcto de funcionamiento	30	$ 1.683.849.549,80	31/12/2025	15/08/2027
Salarios y prestaciones sociales	--------	----------	----------	----------
Predios Laborales y Operacionales	--------	----------	----------	----------
Calidad y correcto funcionamiento	--------	----------	----------	----------

Nota 2: En caso de requerirse actualización de pólizas anexar cuadro detallado de las mismas.

11. Información Debido Proceso

Plazo de ejecución	----------
Motivo de presunto incumplimiento	----------
Fecha en que se informa a la entidad el presunto incumplimiento	----------
Fecha de citación inició de la actuación administrativa sancionatoria	----------
Avances de la novedad presentada por el presunto incumplimiento	----------
Estado a la fecha	----------

Nota 3: La información aquí suministrada es la reportada por el (los) supervisor (es) del contrato, por lo tanto, la veracidad, claridad y exactitud de esta, será única y exclusivamente responsabilidad del supervisor.

12. Observaciones del Supervisor

Anexo:

- Solicitud Prorroga del contratista UNIÓN TEMPORAL INTALFORT 2025 de fecha 06 de febrero del 2026
- Soporte seguimiento de fecha 06 de febrero de 2026
- Soporte de manifiesto importación de carga
- oficio No. 2026692000274301 entrega conceptos prorroga de fecha 12 de febrero del 2026
- oficio No. 2026692000331951 solicitud de fecha 18 de febrero de 2026
- oficio No. 2026692000409221 solicitud de fecha 26 de febrero de 2026

Mayor CARLOS ERNESTO PEREZ CARDONA
Ejecutivo y Segundo Comandante Batallón de Intendencia No.1 "Las Juanas"
Supervisor Contrato de Compraventa No. 138-1-25

10 ABR 2026

Bogotá, D.C, 06 de febrero de 2026

Señores
FONDO ROTATORIO DE LA POLICÍA – FORPO
SEÑOR MAYOR
CARLOS ERNESTO PEREZ CARDONA
Supervisor Contrato de Compraventa No.138-1-25.
Ciudad

REFERENCIA: Solicitud ajuste en la fecha de ejecución para la prórroga No 1 del contrato de compraventa no 138-1-25 contrato de compraventa para la adquisición y puesta en funcionamiento de maquinaria industrial para la planta de zapatería del batallón de intendencia n. 1 "las juanas" del ejército nacional lote 2: maquinaria de montaje de calzado planta de zapatería.

Yo, **DANIEL BOTERO CARDONA**, identificado con Cédula de Ciudadanía No. 8.032.278 de Envigado, con domicilio principal en la Estrella, Antioquia, en calidad de representante legal de la **UNIÓN TEMPORAL ITALFORT 2025,** con Nit No. 902.018.252-0 legalmente constituida, con dirección electrónica: licitaciones@milfort.com.co; licitaciones2@milfort.com.co; italfinsumos@gmail.com por medio de la presente, solicito formalmente un **ajuste al plazo de ejecución** del contrato 138-125 y la prórroga No 1 del 31 de diciembre de 2025, el cual fue fijado para el 14 de febrero de 2026, con el fin de que la fecha de terminación sea concordante con los términos y tiempos expuestos en nuestra solicitud de prórroga y que ésta quede en los mismos términos y plazo final autorizado para el contrato, es decir, el 27 de marzo de 2026.

Esta petición se fundamenta en la certificación emitida por el fabricante italiano AVANTIUM S.R.L, el cual el día de hoy nos envía el reporte estado y actual de la MAQUINARIA DE MONTAJE DE CALZADO PLANTA DE ZAPATERÍA y su registro fotográfico donde se muestran que ya están listas para su trasporte y embarque, así: (...)

"Señores

Milfort

Por medio de la presente, Avamtium certifica que las siguientes máquinas han sido despachadas para su envío al cliente final en Colombia:

Dos (2) montadoras de cuños modelo AV58E
Una (1) montadora de puntas modelo X78ZTI

Informamos que las máquinas fueron recogidas el día 11 de febrero de 2026 por el agente de carga designado y se encuentran en proceso de traslado al puerto de embarque, quedando a la espera de su respectivo embarque, cuya fecha estimada de salida es el día 20 de febrero de 2026.

El tiempo de tránsito marítimo estimado es de entre treinta y cinco (35) y cuarenta (40) días, con destino al puerto de Cartagena, Colombia, donde posteriormente la mercancía deberá surtir el proceso de legalización ante la

aduana nacional colombiana.

La presente certificación se expide con el fin de informar al Ejército Nacional de Colombia sobre el estado actual de las máquinas, para los fines administrativos y contractuales correspondientes." (...)

Una situación de logística internacional que impide garantizar la entrega y puesta en marcha para el próximo **14 de febrero**; por otro lado, se debe tener en cuenta los tiempos de nacionalización en Colombia ante la autoridad aduanera DIAN, la cual ocupa un tiempo mínimo de 6 días hábiles en verificación e inspección de la mercancía para darla de lata y poder pagar los impuestos a los que haya lugar. Por lo tanto, resulta imperativo alinear el cronograma de actividades a la disponibilidad real de los suministros para asegurar el cumplimiento óptimo del objeto contractual.

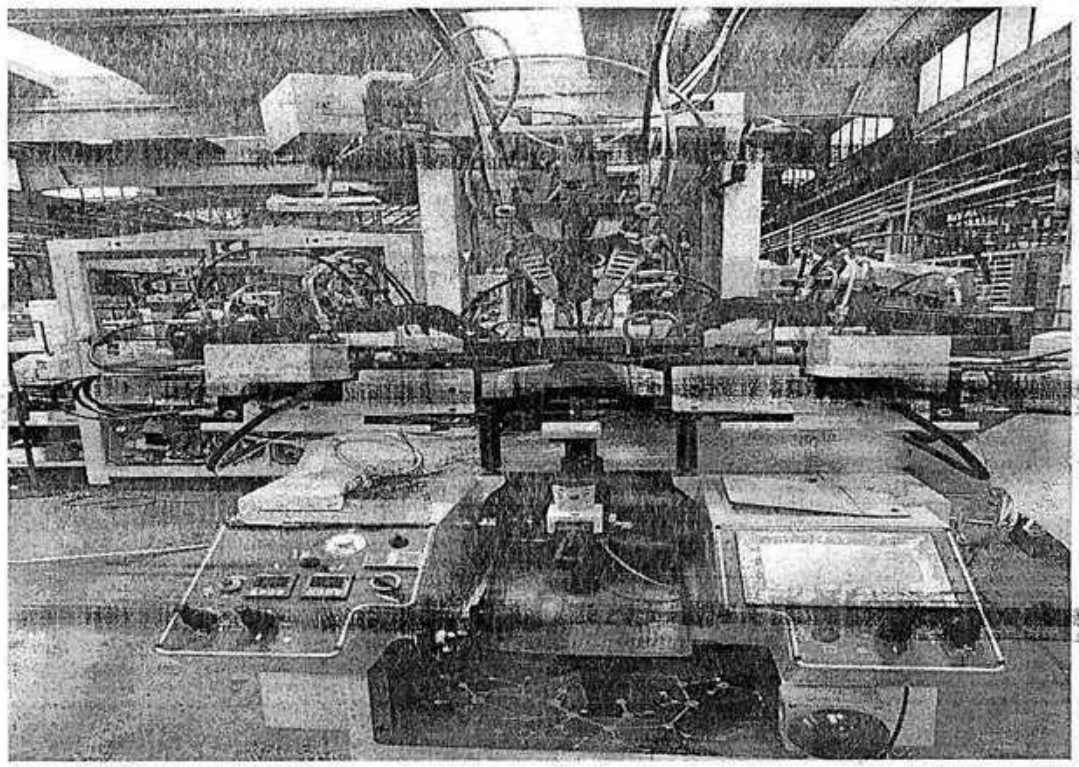
Así las cosas, los tiempos proyectados para la entrega de maquinaria de montaje de calzado planta de zapatería serían los siguientes:

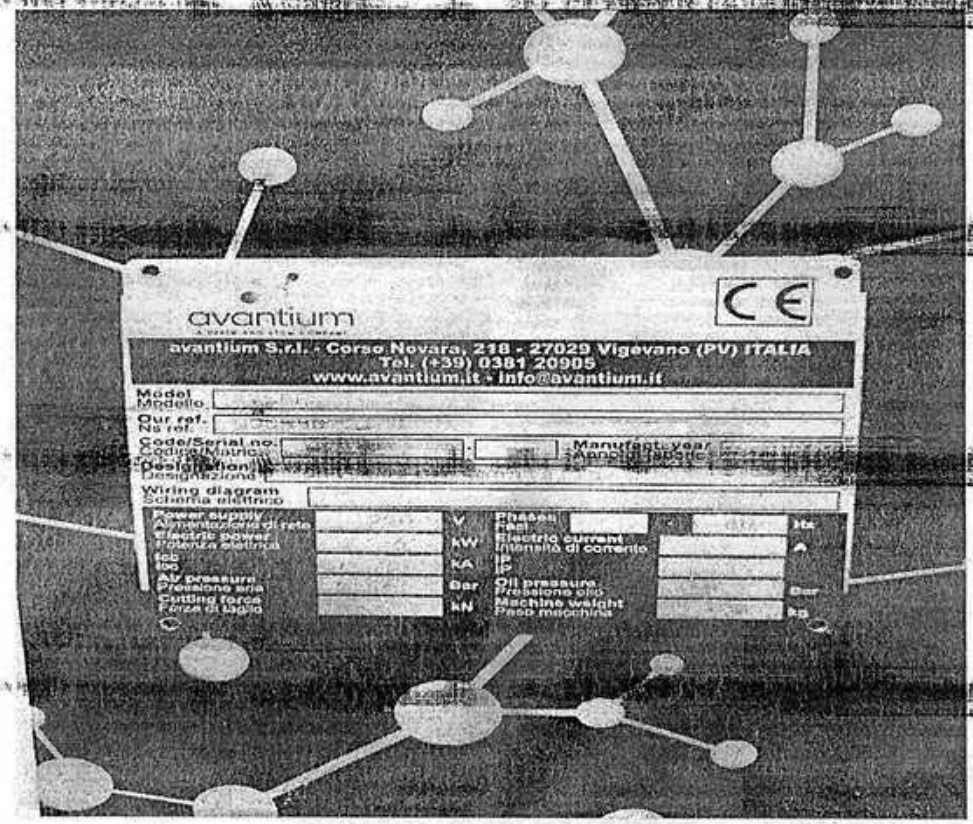
Actividad	Fecha Proyectada	Responsable
Proceso de traslado al puerto de embarque	11 de febrero de 2026	Avamtium Agente de Carga Designado ANDES
Proceso de embarque al buque trasportador	20 de febrero de 2026	Avamtium Agente de Carga Designado ANDES
Tránsito marítimo a Colombia	20 de febrero 2026 al 21 de marzo 2026	Agente de Carga Designado ANDES
Nacionalización en Colombia	21 de marzo al 26 de marzo 2026	UNIÓN TEMPORAL ITALFORT 2025
Entrega a la entidad	27 de marzo 2026	UNIÓN TEMPORAL ITALFORT 2025

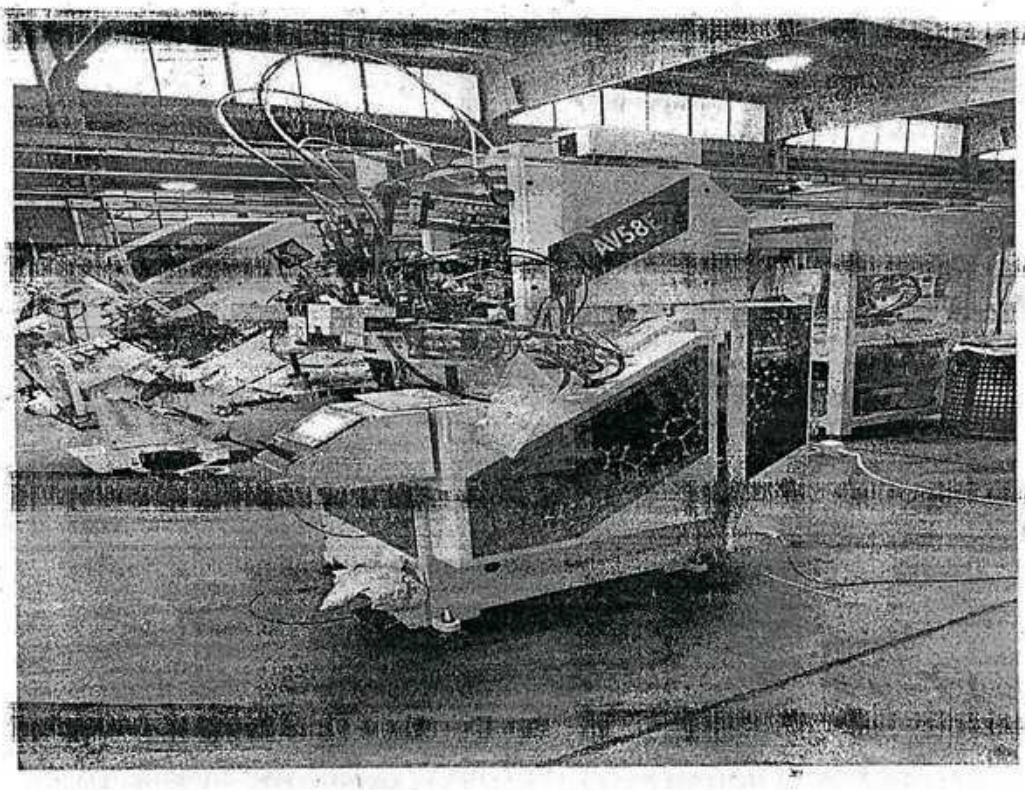
Agradecemos de antemano su colaboración y quedamos a la espera de una decisión favorable por parte de ustedes y manifestamos estar prestos a la presentación del anexo modificatorio de la garantía de cumplimiento según ampliación del plazo del contrato.

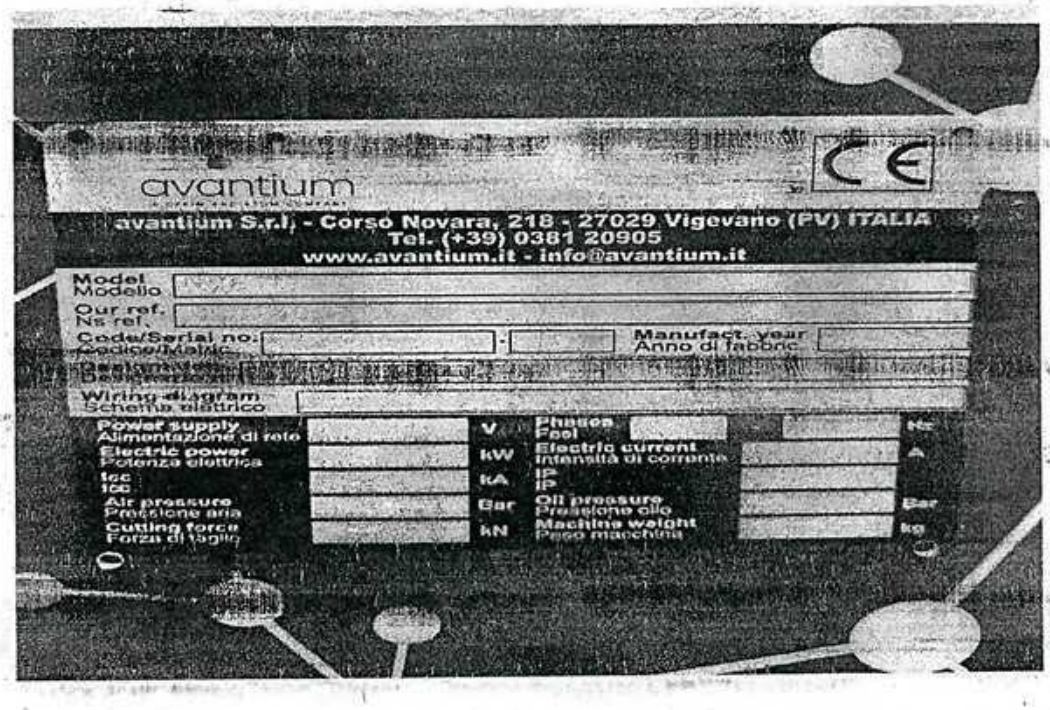
Estamos llevando a cabo nuestros máximos esfuerzos para reducir los tiempos y dar avance al cumplimiento de las obligaciones contractuales en mención.

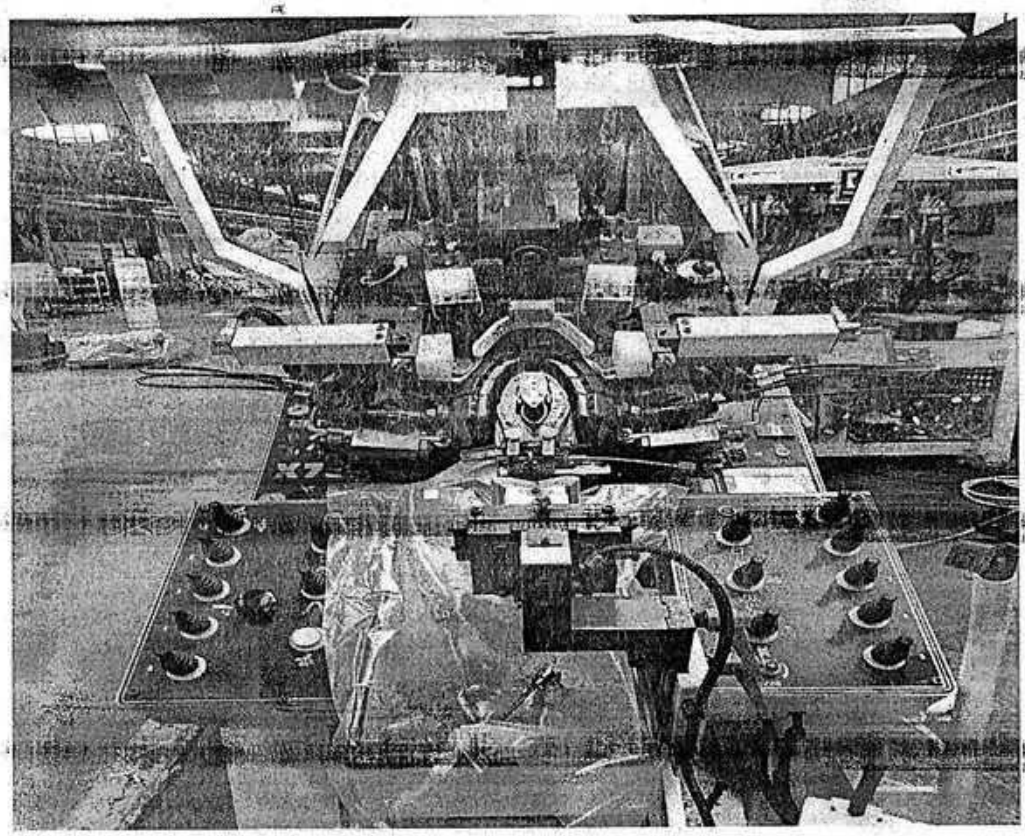
Anexos: registro fotográfico de las máquinas y carta certificación del fabricante




avantium
CE
avantium S.r.l. - Corso Novara, 218 - 27029 Vigevano (PV) ITALIA
Tel. (+39) 0381 20905
www.avantium.it - info@avantium.it
Model
Modello
Our ref.
No ref.
Code/Serial no.
Codice/Matricola
Manufact. year
Anno di costr.
Designation
Designazione
Wiring diagram
Schema elettrico
Power supply
Alimentazione di rete
Electric power
Potenza elettrica
Icb
Icc
Air pressure
Pressione aria
Cutting force
Forza di taglio
V
kW
kA
Bar
kN
Phases
Fasi
Electric current
Intensità di corrente
Oil pressure
Pressione olio
Machine weight
Peso macchina
Hz
A
Bar
kg


AV58


avantium
CE
avantium S.r.l. - Corso Novara, 218 - 27029 Vigevano (PV) ITALIA
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Model
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Anno di fabbric.
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Power supply
Alimentazione di rete
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Phases
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Electric power
Potenza elettrica
kW
Electric current
Intensità di corrente
A
Icc
Icc
kA
IP
IP
Air pressure
Pressione aria
Bar
Oil pressure
Pressione olio
Bar
Cuting force
Forza di taglio
kN
Machine weight
Peso macchina
kg



Respetuosamente,

DANIEL BOTERO CARDONA
C.C. 8.032.278 de Envigado
REPRESENTANTE LEGAL
UNIÓN TEMPORAL ITALFORT 2025
NIT No. 902.018.252-0

Soportes 7 folios

Recordatorio ✓ Agregar tarea Enlace permanente

solicitud estado actual contrato 138-1-25 FORPO

Me

Me

VIE FEB. 6 8:24 A. M.

darango , BAINT- MY. CARLOS ERNESTO PEREZ CARDONA PEREZ CARDONA

Buen dia,

Asunto:seguimiento contrato de compraventa No. 138-1-25

con toda atención me permito solicitar el estado actual del del contrato de compraventa No. 138-1-25, cuyo objeto es " la adquisición, instalación y puesta en funcionamiento de maquinaria industrial para la planta de zapatería del Batallón de Intendencia No. 1 "Las Juanas", del Ejercito Nacional), de acuerdo a lo anterior se debe indicar el estado del pedido realizado y adjuntar los respectivos soportes, esto teniendo en cuenta que dicho contrato vence el día 14 de febrero de 2026.

Atentamente,

TATIANA ALEJANDRA REYES RAMOS

TATIANA ALEJANDRA REYES RAMOS
Email: tatiana.reyes@ejercito.mil.co
Colombia
www.ejercito.mil.co

avantium
A CERIM AND ATOM COMPANY

AVANTIUM S.R.L.
27029 Vigevano – Italy – Corso Novara, 218
Tel. +39 0381 20905 – Telefx +39 0381 24358
www.avantium.it

Señores

Miltfort

Por medio de la presente, Avantium certifica que las siguientes máquinas han sido despachadas para su envío al cliente final en Colombia:

Dos (2) montadoras de cuños modelo AV58E

Una (1) montadora de puntas modelo XZ8ZTI

Informamos que las máquinas fueron recogidas el día 11 de febrero de 2026 por el agente de carga designado y se encuentran en proceso de traslado al puerto de embarque, quedando a la espera de su respectivo embarque, cuya fecha estimada de salida es el día 20 de febrero de 2026.

El tiempo de tránsito marítimo estimado es de entre treinta y cinco (35) y cuarenta (40) días, con destino al puerto de Cartagena, Colombia, donde posteriormente la mercancía deberá surtir el proceso de legalización ante la aduana nacional colombiana.

La presente certificación se expide con el fin de informar al Ejército Nacional de Colombia sobre el estado actual de las máquinas, para los fines administrativos y contractuales correspondientes.

Atentamente,

Paolo Marchesi

Nombre: PAOLO MARCHESI
Delegado Casa Matriz
de CERIM y AtomMB

avantium
A CERIN AND ATOM COMPANY

CLL98 SUR 48-225 BG 105
055460 , LA ESTRELLA ANTIOQUIA ,
Colombia

Vigevano, 11/02/2026

ENVIO POR MAR FCL - 1*20 box - POD CARTAGENA

Con la presente comunicamos que las siguientes maquinarias:

N.3 WOODEN CASES MARKED

AVANTIUM SRL/LA ESTRELLA ANTIOQUIA

Containing:

CASE N.1 – N.1 MACHINE X78SZTI
SERIAL NUMBER 25220

CASE N.2 – N.1 MACHINE AV58E
SERIAL NUMBER 3B3E0

CASE N.3 – N.1 MACHINE AV58E
SERIAL NUMBER 4B3E0

fueron recogidas el día de hoy 11/02/2026 por el Agente de carga para su despacho al puerto, en un container 20 pies.

El agente de carga nos ha comunicado la siguiente información, actualizada al día de hoy:

- **La fecha estimada de embarque es prevista para el día 20 de Febrero 2026**
- **El tiempo de tránsito estimado es de aproximadamente 35 días.**
- **El puerto de destino es el puerto de Cartagena, Colombia, y posteriormente la mercancía debe surtir el proceso de legalización ante la aduana nacional.**

Será nuestro cuidado informarles de cualquier actualización relativa al envío, segun informaciones actualizadas por el Agente de carga.

Saludos cordiales
AVANTIUM SRL

Vigevano, 11/02/2026

BILL OF LADING

Bill/Lading Number
SMDE00337399

COPY

ORIGINAL BILL REQUIRED AT DESTINATION

Shipper

PH: +34 933 68 80 85

AVANTIUM SRL
Corso Novara, 216 27029
Vigevano (Pv) - Italia

ITALIA
CONTACTO: MICHELA POLLETTI
EMAIL: michela.polletti@avantium.com
TELEFONO: +39 0381 20905

ANDES
INTEGRACION LOGISTICA

Consignee (if 'To Order' so indicate)

MILFORT
NIT: 811023478
CALLE 98 SRU #48-225-BODEGA 105
LA ESTRELLA - ANTIOQUIA - COLOMBIA
LA ESTRELLA, COLOMBIA
TELEFONO: (604) 448 3490
CONTACTO: SALOME CUARTAS RENDON
EMAIL: AuxComext@milfort.com.co

Notify party (No claim shall attach for failure to notify)

MILFORT
NIT: 811023478
CALLE 98 SRU #48-225-BODEGA 105
LA ESTRELLA - ANTIOQUIA - COLOMBIA
LA ESTRELLA, COLOMBIA
TELEFONO: (604) 448 3490
CONTACTO: SALOME CUARTAS RENDON
EMAIL: AuxComext@milfort.com.co

Received by the Carrier, the Goods as specified below in apparent good order and condition unless otherwise stated, to be transported to such place as agreed, authorised or permitted herein and subject to all the terms and conditions appearing on the front and reverse of this Bill of Lading to which the Merchant agrees by accepting this Bill of Lading, any local privileges and customs notwithstanding.
The particulars given below as stated by the shipper and the weight, measure, quantity, condition, contents and value of the Goods are unknown to the Carrier.
In WITNESS whereof one (1) 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.

Vessel	Port of Loading	Excess Value Declaration: Refer to Clause 11(4) + (5) on reverse side
CMA CGM IBETHER WAYS/1DOVDGSIMA	GENOVA, ITALY	

Port of Discharge	Destination (if on-carriage)	Freight Payable at	No. of Originals
CARTAGENA, COLOMBIA	CARTAGENA, COLOMBIA	CARTAGENA, COLOMBIA	3 (THREE)

Marks and Numbers	Number and Kind of packages / Description of Goods	Gross Weight Kgs.	Measurement M³
N/M	1 x 20GP CONTAINER STC 3 Package(s) PACK	3825 KG	14.16 M3
	000240 MACHINE X78SZTI PAESE ORIGINE MERCE / GOODS ORIGIN : IT SERIAL NUMBER 25220 COMPLETE WITH N.1 TOOLING (WIPERS, MOVABLE WIPERS PARTS, LAST SUPPORT, TEFLON) SH CODE:70.611,15		
	000580 MACHINE AV58E PAESE ORIGINE MERCE / GOODS ORIGIN : IT SERIAL NUMBER 3B3E0 COMPLETE WITH LONG LASTING KIT - IRON FINGERS SH CODE:62.497,10		
	000580 MACHINE AV58E PAESE ORIGINE MERCE / GOODS ORIGIN : IT SERIAL NUMBER 4B3E0 COMPLETE WITH LONG LASTING KIT - IRON FINGERS SH CODE:62.497,10		

Consol Ref: CMDE00320069

INCOTERM: EXW

SHIPPED ON BOARD

Continuation Page Follows...

Bill of Lading must be surrendered to:
ANDES LOGISTICS COLOMBIA SAS
CRA. 43 # 12 SUR 148 OF 607
EDIFICIO CRUCERO TORRE 2
MEDELLIN ANT
COLOMBIA
Phone: +57 311 6741907

Freight Details, Charges, etc.

Place and Date of Issue
GENOVA, ITALY 09-Feb-26

AS CARRIER

Place of Receipt	Place of Delivery
GENOVA, ITALY	CARTAGENA, COLOMBIA

Total No. of Packages (in words)
ONE CONTAINER(S)

Note:

LAW AND JURISDICTION CLAUSE
The Contract evidenced by or contained in this Bill of Lading shall be governed by the law in Colombia and any claim or dispute arising hereunder or in connection herewith shall (without prejudice to the Carrier's rights to commence proceedings in any other jurisdiction) be subject to the jurisdiction of the Courts of Colombia.

The Merchant's attention is called to the fact that according to Clauses 10, 11 and 12 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in the respect of loss of or damage to the goods and delay.

Brussels on 23rd February 1968.
"Hamburg Rules" means the provisions of the United Nations Convention on the Carriage of Goods by Sea 1978.
"COGSA 1991" means the Carriage of Goods by Sea Act 1991 of Australia dated [illegible] December 1991.
"COGSA 1971/92" means the Carriage of Goods by Sea Act of the United Kingdom dated 8th April 1971 and also includes the provisions of the Act dated 16th July 1992.
"COGSA 1936" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936.
"COGWA 1993" means the Carriage of Goods by Water Act of Canada dated May 6th 1993.
"SDR's" means Special Drawing Rights as defined by the International Monetary Fund.
"Container" includes any type of Container, trailer, flat or Unit Load Device.
"Person" includes an individual, a firm and a body corporate.

CONDITIONS

1. APPLICABILITY
The provisions set out and referred to in this document shall apply if the transport as described on the face of the Bill of Lading is Port to Port or Combined Transport.

2. CARRIER'S TARIFF
The provisions of the Carrier's applicable Tariff, if any, are incorporated herein. Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the Tariff has been filed. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

3. WARRANTY
The Merchant warrants that in agreeing to the terms hereof he is the agent of and has the authority of the person owning or entitled to the possession of the Goods or any person who has a present or future interest in the Goods.

4. NEGOTIABILITY AND TITLE TO THE GOODS
(1) This Bill of Lading shall be non negotiable unless made "to order" in which event it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described.
(2) This Bill of Lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods as herein described. However, proof to the contrary shall not be admissible when this Bill of Lading has been negotiated or transferred for valuable consideration to a third party acting in good faith.

5. ISSUANCE OF THIS BILL OF LADING
By the issuance of this Bill of Lading the Carrier assumes liability as set out in these Conditions [illegible]
(1) [illegible] Combined Transport, undertakes to perform and/or in his own name to procure the performance of the entire transport, from the place at which the goods are taken in charge to the place designated for delivery in this Bill of Lading.
(2) [illegible] and subject to the provisions of this Bill of Lading, the Carrier shall be responsible for the acts and omissions of any person of whose services he makes use for the performance of the contract evidenced by this Bill of Lading [illegible]
(3) When issued on a Port to Port basis, the responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage even though charges for the whole Carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, storage, handling or any other services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

6. DANGEROUS GOODS INDEMNITY
(1) The Merchant shall comply with the rules which are mandatory according to the National law or by reason of International Convention, relating to the carriage of Goods of a dangerous nature, and shall in any case inform the Carrier in writing of the exact nature of the danger, before Goods of a dangerous nature are taken in charge by the Carrier and indicate to him, if need be, the precautions to be taken.
(2) If the Merchant fails to provide such information and the Carrier is unaware of the dangerous nature of the Goods and the necessary precautions to be taken and if, at the time, they are deemed to be a hazard to life or property, they may at any place be unloaded, destroyed or rendered harmless, as circumstances may require, without compensation, and the Merchant shall be liable for all loss, damage, delay or expenses arising out of their being taken in charge, or their carriage, or of any services incidental thereto.
(3) If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to the vessel, vehicle or cargo, they may in like manner be unloaded or landed at any place or destroyed or rendered innocuous by the Carrier, without liability on the part of the Carrier, except General Average if any.

7. DESCRIPTION OF GOODS AND MERCHANT'S PACKING
(1) The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity, weight and/or volume as furnished by him, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The right of the Carrier to such indemnity from the Merchant shall in no way limit his responsibility and liability under this Bill of Lading to any person other than the Merchant.
(2) Without prejudice to Clause 8 (A) (2) (c), the Merchant shall be liable for any loss, damage or injury caused by faulty or insufficient packing of Goods or by faulty loading or packing within containers and trailers and on flats when such loading or packing has been performed by the Merchant or on behalf of the Merchant by a person other than the Carrier, or by defect or unsuitability of the containers, trailers or flats, when supplied by the Merchant, and shall defend, indemnify and hold harmless the Carrier against any additional expenses so caused.
(3) It is agreed that superficial rust, oxidation or any like condition due to moisture is not a condition of damage but is inherent to the nature of the Goods, and acknowledgement of the receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.
(4) [illegible] the Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice of their nature and particular temperature range to be maintained and in the case of a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes that the Container has been properly stuffed in the Container and that its thermostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier. If the said requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods [illegible]
(5) The Carrier shall not be liable for any loss of or damage to the Goods arising from latent defects, derangement, breakdown, stoppage of the temperature controlling machinery, plant insulation or any apparatus of the Containers, provided that the Carrier shall before or at the beginning of the transport exercise due diligence to maintain the temperature controlled Container in an efficient state.

8. EXTENT OF LIABILITY
A. (1) The Carrier shall be liable for loss or damage to the Goods occurring between the time when he takes the Goods into his charge and the time of delivery.
(2) The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage was caused by:
(a) an act or omission of the Merchant, or person other than the Carrier acting on behalf of the Merchant or from whom the Carrier took the Goods in charge;
(b) insufficiency or defective condition of the packaging or marks and/or numbers;
(c) handling, loading, stowage or unloading of the Goods by the Merchant or any person acting on behalf of the Merchant;
(d) inherent vice of the Goods;
(e) strike, lockout, stoppage or restraint of labour, the consequences of which the Carrier could not avoid by the exercise of reasonable diligence;
(f) a nuclear incident if the operator of a nuclear installation or a person acting for him is liable for this damage under an applicable International Convention or National Law governing liability in respect of nuclear energy;
(g) any cause or event which the Carrier could not avoid and the consequences whereof he could not prevent by the exercise of reasonable diligence.
(3) The burden of proving that the loss or damage was due to one or more of the above causes or events shall rest upon the Carrier. When the Carrier establishes that, in the circumstances of the case, the loss or damage could be attributed to one or more of the causes or events specified in (b) to (d) above, it shall be presumed that it was so caused. The claimant shall, however, be entitled to prove that the loss or damage was not, in fact, caused wholly or partly by one or more of these causes or events.
B. When in accordance with Clause 8 A (1) the Carrier is liable to pay compensation in respect of loss or damage and the stage of transport where loss or damage occurred is known, the liability of the Carrier in respect of such loss or damage shall be:
(1) determined by the provisions contained in any International Convention or National Law, which provisions:
(a) cannot be departed from by private contract, to the detriment of the claimant, and
(b) would have applied if the claimant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage

9. CONTAINERS
(1) Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods.
(2) The terms of this Bill of Ladin[illegible] shall govern the responsibility of the Carrier [illegible] in connection with or arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.
(3) If a Container has been stuffed by or on behalf of the Merchant:
(A) the Carrier shall not be liable for loss or damage to the Goods;
(i) caused by the manner in which the Container has been stuffed
(ii) caused by the unsuitability of the Goods for carriage in Containers;
(iii) caused by the unsuitability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only apply if the unsuitability or defective condition arose (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent on reasonable inspection by the Merchant at or prior to the time when the Container was stuffed);
(iv) if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.
(B) the Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (A) above except for (A) (iii) (a).
(4) Where the Carrier is instructed to provide a Container, in the absence of a written request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or quality.

10. PARAMOUNT CLAUSE
(1) This Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COGSA 1991 or COGWA 1993) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COGSA 1936 if this Bill of Lading is subject to U.S. law) shall apply to the carriage of Goods by inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include reference to inland waterways. The Hague Rules or Hague-Visby Rules applicable legislation shall apply to all Goods whether carried on deck or under deck. If and to extent that provisions of the Harter Act of the United States of America 1893 would otherwise be compulsorily applicable to regulate the Carrier's responsibility for the Goods during any period prior to loading on or after discharge from the vessel, the Carrier's responsibility shall instead be governed by the provisions of Clause 8, but if such provisions are found to be invalid such responsibility shall be subject to COGSA 1936.
(2) The Carrier shall be entitled (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) to the full benefit of, and rights to all limitations of or exemptions from liability and all rights conferred or authorised by any applicable law, statute or regulation of any country including, but not limited to, where applicable any provisions of sections 4281 to 4287, inclusive, of the Revised Statutes of the United States of America and amendments thereto and where applicable any provisions of the laws of the United States of America.
(3) Save where the Hague or Hague-Visby Rules apply by reason of (1) above, this Bill of Lading shall take effect subject to any national law in force at the port of shipment or place of issue of the Bill of Lading or elsewhere making the Hamburg Rules compulsorily applicable to this Bill of Lading in which case this Bill of Lading shall have effect subject to the Hamburg Rules which shall nullify any stipulation derogating therefrom to the detriment of the shipper or consignee.

11. LIMITATION AMOUNT
(1) When the Carrier is liable for compensation in respect of loss or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered to the Consignee in accordance with the contract or should have been so delivered.
(2) The value of the Goods shall be fixed according to the current commodity exchange price, or, if there be no such price, according to the current market price, or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality.
(3) Except where otherwise provided in this Bill of Lading, compensation shall not exceed 2 SDR's per kilo of the gross weight, or 666.67 SDR's per package or unit, of Goods lost or damaged, whichever shall be the greater. SDR's shall be calculated as at the date when settlement is agreed or judgement made. However, the Carrier shall not, in any case, be liable for an amount greater than the actual loss to the person entitled to the claim.
(4) Where the Hague Rules, Hague-Visby Rules or COGSA 1991 or COGSA 1936 or Hamburg Rules apply, the Carrier shall not, unless a declared value has been noted in accordance with paragraph 5 of this Clause, be or become liable for any loss of damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit limitation as laid down by the applicable Rules or Act or any legislation making these Rules compulsorily applicable to this Bill of Lading. Such limitation amount, according to COGSA 1971/92 and COGSA 1991 and COGWA 1993 is a sum of 2 SDR's per kilo of the gross weight, or 666.67 SDR's per package or shipping unit, of the Goods lost or damaged, whichever shall be the greater, and according to COGSA 1936 is US$500 per package or shipping unit, of the goods lost or damaged and according to Hamburg Rules is a sum of 2.50 SDR's per kilo of the gross weight or 835 SDR's per package or shipping unit of the Goods lost or damaged whichever shall be the greater. If no other limitation amount is applicable under the relevant compulsory legislation, the limitation shall be according to COGSA 1991.
(5) The Carrier's liability, if any, may be increased to a higher value by the Shipper making a declaration, in writing, of the Goods valuation on delivery to the Carrier of the Goods for shipment, such valuation to be inserted on the front of this Bill of Lading, in the space provided, and extra freight paid if required by the Carrier. In such case, if the actual value of the Goods shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.
(6) Where a Container is used to consolidate Goods and such Container is stuffed by the Carrier, the number of packages or shipping units stated on the face of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units for the purpose of any limit of liability per package or shipping unit provided in any International Convention or National Law relating to the Carriage of Goods by Sea or Water. Except as aforesaid the Container shall be considered the package or shipping unit. The words 'shipping unit' shall mean each physical unit or piece of cargo not shipped in a package, including articles or things of any description whatsoever, except Goods shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto shall be the limitation provided in such convention or law which may be applicable and in no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

12. DELAY, CONSEQUENTIAL LOSS, ETC.
(1) Arrival times are not guaranteed by the Carrier. If the Carrier is held liable in respect of delay, consequential loss or damage other than loss of or damage to the Goods, the liability of the Carrier shall be limited to two and a half times the freight payable for the goods delayed but not exceeding the total freight payable under the contract of carriage or the value of the Goods as determined in Clause 11 whichever is the lesser sum.
(2) If at any time the carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whensoever and howsoever arising (whether or not the carriage has commenced) the Carrier may:
(a) without notice to the Merchant abandon the carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease; or
(b) without prejudice to the Carrier's rights subsequently to abandon the Carriage under (a) above, continue the Carriage. In any event the Carrier shall be entitled to full charges on Goods received for carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.
(3) The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any Government or Authority or any person acting or purporting to act as or on behalf of such Government or Authority.

13. DEFENCES
The defences and limits of liability provided for in these Conditions shall apply in any actions against the Carrier for loss of or damage or delay to the Goods whether the action be founded in contract or in tort.

14. LIABILITY OF OTHER PERSONS
(1) Any person or vessel whatsoever, including but not limited to, the Carrier's servants or agents, any independent contractor or his servants or agents, and all others by whom the whole or any part of the contract evidenced by this Bill of Lading, whether directly or indirectly, is procured, performed or undertaken, shall have the benefit of all provisions in this Bill of Lading benefitting the Carrier as if such provisions were expressly for his benefit and in entering into this contract the Carrier, to the extent of those provisions, does so not only on his own behalf but also as agent or trustee for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract.
(2) The aggregate of the amounts recoverable from the Carrier and the persons referred to in paragraph (1) of Clause 5 shall in no case exceed the limits provided for in these conditions.

15. METHOD AND ROUTE OF TRANSPORTATION
(1) The Carrier may at any time, with or without notice to the Merchant, use any means of transport or storage whatsoever; load or carry the Goods on any vessel whether named on the front hereof or not; stow the Goods, whether containerised or not, on or under deck; transfer the Goods from one conveyance to another

Authority or having under the terms of the Insurance [illegible] by the Carrier the right to give orders or directions [illegible] with or without pilots, to tow or be towed or be dry docked [illegible] and/or Goods of all kinds, dangerous or otherwise [illegible] as may be reasonably required and such directions [illegible]
(2) The liberties set out in paragraph (1) of this Clause may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriage of the Goods. Anything done in accordance with paragraph (1) [illegible] or any delay arising therefrom shall be deemed to be within the [illegible] and shall not be a deviation of whatsoever nature or degree.

16. DELIVERY
If delivery of the Goods or any part thereof is not taken [illegible] time and place when and where the Carrier is entitled [illegible] take delivery thereof, the Carrier shall be entitled [illegible] thereof at the sole risk of the Merchant, whereupon the liability [illegible] in respect of the Goods or that part thereof stored [illegible] shall wholly cease and the cost of such storage (if paid [illegible] or any agent or sub-contractor of the Carrier) shall forthwith [illegible] by the Merchant to the Carrier.

17. BOTH-TO-BLAME COLLISION
If the vessel on which the Goods are carried (the carrying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object) as a result of the negligence of the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therefrom) any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object and set-off, recouped or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

18. FREIGHT AND CHARGES
(1) Freight shall be paid in cash without discount and, whether prepaid or payable at destination, shall be considered as earned on receipt of the Goods and not to be returned or relinquished in any event.
(2) Freight and all other amounts mentioned in this Bill of Lading are to be paid in the currency named in the Bill of Lading or, at the Carrier's option, in the currency of the country of dispatch or destination at the highest rate of exchange for bankers sight bills current for prepayable freight on the day of dispatch and for freight payable at destination on the day when the Merchant is notified of the arrival of the Goods there or on the date of withdrawal of the delivery order, whichever rate is the higher, or at the option of the Carrier on the date of the Bill of Lading.
(3) All dues, taxes and charges or other expenses in connection with the Goods shall be paid by the Merchant.
(4) The Merchant shall reimburse the Carrier in proportion to the amount of freight for any costs for deviation or delay or any other increase of costs of whatever nature caused by war, warlike operations, epidemics, strikes, government directions or force majeure.
(5) The Merchant warrants the correctness of the declaration of contents, insurance, weight, measurements or value of the Goods but the Carrier reserves the right to have the contents inspected and the weight, measurement or value verified. If on such inspection it is found the declaration is not correct it is agreed that a sum equal either to five times the difference between the correct freight and the freight charged, or to double the correct freight less the freight charged, whichever sum is the smaller, shall be payable as liquidated damages to the Carrier for his inspection costs and losses of freight on other Goods notwithstanding any other sum having been stated on the Bill of Lading as freight payable.

19. LIEN
The Carrier shall have a lien on Goods and any documents relating thereto for all sums payable to the Carrier under this contract and for General Average contributions to whomsoever due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

20. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjusted according to the York/Antwerp Rules of 1994 at any place at the option of the Carrier and the amended Jason Clause as approved by BIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.
(2) Notwithstanding (1) above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.
(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

21. NOTICE OF LOSS
Unless notice of loss or damage to the Goods and the general nature of it be given in writing to the Carrier or the persons referred to in paragraph 2 of Clause 5 at the place of delivery before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading, or if the loss or damage be not apparent, within seven consecutive days thereafter, such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.

22. NON DELIVERY
If this Bill of Lading is issued evidencing the Carrier's contract of Carriage as Combined Transport, failure to effect delivery within 90 days after the expiry of a time limit agreed and expressed herein or, where no time limit is agreed and so expressed, failure to effect delivery within 90 days after the time it would take to reasonably to allow for diligent completion of the combined transport operation shall, in the absence of the evidence to the contrary, give to the party entitled to receive delivery, the right to treat the Goods as lost.

23. TIME BAR
The Carrier shall be discharged of all liability under the terms and conditions of this Bill of Lading unless suit is brought within nine months after
(1) the delivery of the Goods, or
(2) the date when the Goods should have been delivered, or
(3) the date when in accordance with Clause 22, failure to deliver the Goods would, in the absence of evidence to the contrary, give to the party entitled to receive delivery, the right to treat the Goods as lost. In the event that such time period shall be found contrary to any Convention or law compulsorily applicable, the period covered by such Convention or law shall then apply but in that circumstance only.

24. VARIATION OF THE CONTRACT
No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier so to waive or vary.

25. PARTIAL INVALIDITY
If any provision in this Bill of Lading is held to be invalid or unenforceable by any court or regulatory or self regulatory agency or body, such invalidity or unenforceability shall attach only to such provision. The validity of the remaining provisions shall not be affected thereby and this Bill of Lading contract shall be carried out as if such invalid or unenforceable provision were not contained herein.

26. MODIFIED COMBINED TRANSPORT CLAUSE
In case of a combined transport carriage to or from
1. Australia
2. C I S Countries
3. the Continent of Africa
4. the Middle East which, for the purposes of this clause, shall be deemed to be defined as:
Afghanistan, Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, [illegible] Arabia,
Syria, Turkey, United Arab Emirates and Yemen Arab Republic
5. India, Pakistan, Bangladesh and Sri Lanka
6. The Peoples Republic of China the responsibility of the Carrier [illegible] and subsequent to discharge from the vessel at a port [illegible] from such places, notwithstanding the provisions of [illegible] 5(3) above will apply in that when the stage of carriage where the loss or damage occurred is known and the Carrier has sub-contracted that stage, the Carrier shall have the full benefit of all rights, limitations and exclusions of liability available to such sub-contractor in the Contract between the Carrier and such sub-contractor [illegible] of the Carrier shall not exceed the amount recovered, if any, by the Carrier from such sub-contractor.

Tracking details EMPTY IN DEPOT

CMA CGM

CMAU2811125 · 22 G1 (20ST)

- RECEIPT
- PORT **Genoa, IT**
  GENOA TERMINAL
- PORT **Cartagena, Co, CO**
  SOCIEDAD PORTUARIA REGIONAL
- DELIVERY

Booking reference
GEN1973004

Custom reference
N/A

Exported on
Friday,10-APR-2026 08:16 PM

Date		Moves	Location	Vessel (Voyage)
Wednesday,11-FEB-2026	*02:32 PM*	EMPTY TO SHIPPER	*MILANO*	
Tuesday,17-FEB-2026	*08:18 AM*	READY TO BE LOADED	*GENOA*	
Monday,23-FEB-2026	*11:04 AM*	LOADED ON BOARD	*GENOA*	CMA CGM BETTER WAYS (0DVOGS1MA)
Monday,23-FEB-2026	*06:55 PM*	VESSEL DEPARTURE	*GENOA*	CMA CGM BETTER WAYS (0DVOGS1MA)
Thursday,19-MAR-2026	*09:30 AM*	VESSEL ARRIVAL	*CARTAGENA, CO*	CMA CGM BETTER WAYS (0DVOGS1MA)
Thursday,19-MAR-2026	*08:26 PM*	DISCHARGED	*CARTAGENA, CO*	CMA CGM BETTER WAYS (0DVOGS1MA)
Friday,27-MAR-2026	*09:39 PM*	CONTAINER TO CONSIGNEE	*CARTAGENA, CO*	
Wednesday,01-APR-2026	**10:44 AM**	EMPTY IN DEPOT	**MEDELLIN**	

Times reflected are local Times.

Shipper
AVANTIUM SRL
Via Privata Cesare Battisti, 2
20122 Milano MI
ITALY

Ref.
04/26/300104

Bill of Lading No.
COCTG/000093

Consignee (if 'To Order' so indicate)
MITFORT SAS
CLL98 SUR 48-225 BG 105
055460 LA ESTRELLA ANTIOQUIA
NIT8110234788

Barbarini&Foglia®
worldwide logistics

Notify Party (No claim shall attach for failure to notify)
SAME AS CNEE

For delivery please apply to
ANDES LOGISTICS COLOMBIA S.A.S.
NIT: 901.141.345-9 COD.ACI 892
CRA 48 - 12 SUR 148 OF 607 EDIFICIO
CRUCERO T2 MEDELLÍN COLOMBIA CO
Tl +57 314 3701786

Place of Receipt	Port of Loading
Venezia Provincia	GENOVA

Vessel and voyage	Port of discharge	Place of Delivery	No. of original Bills of Lading
CMA CGM BETTER WAYS -	CARTAGENA	Colombia	0/ZERO

Marks and Numbers	No of Pkgs. or Shipping Units	Description of goods	Gross weight KGS	Measurement CBM
FCL/FCL CMAU 281112/5 SEAL 6238416	3 CASES	SHIPPER'S STOW LOAD AND COUNT 1X20' Box SAID TO CONTAIN: 000240 MACHINE X78SZTI PAESE ORIGINE MERCE / GOODS ORIGIN: IT SERIAL NUMBER 25220 COMPLETE WITH N.1 TOOLING (WIPERS, MOVABLE WIPERS PARTS,LAST SUPPORT, TEFLON) 000580 MACHINE AV58E PAESE ORIGINE MERCE / GOODS ORIGIN: IT SERIAL NUMBER 3B3E0 COMPLETE WITH LONG LASTING KIT - IRON FINGERS 000580 MACHINE AV58E PAESE ORIGINE MERCE / GOODS ORIGIN: IT SERIAL NUMBER 4B3E0 COMPLETE WITH LONG LASTING KIT - IRON FINGERS "FREIGHT PREPAID"	3825,000	25,000

Total	Temperature Control Instruction	**Copy** *Not Negotiable*

Freight payable at
FREIGHT PREPAID

Excess Value Declaration:refer to Clause 6 (4) (B)+(C) on reserve side

Freight Details, Charges, etc.

RECEVEID 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 herein and subjectto all the terms and conditions appearing on the front and reserve of this Bill of Lading to which the Merchant agrees by accepting this Bill of Lading, any local privileges and custom 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 WITNESS whereof one (1) original Bill of Lading has been signed if not otherwise stated above, 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 of delivery order.

Place and date of issueVENEZIA 19/02/2026

By BARBARINI & FOGLIA AS AGENT OF CARRIER

1. DEFINITIONS
"Carrier" means the Company stated on the front of this Bill of Lading as being the carrier and on whose behalf this Bill of lading has been signed.
"Merchant " includes the shipper,the consignee,the receiver of the Goods , the holder of this Bill of Lading any person owning or entitled to the possession of the Goods or this bill of Lading. any person having a present or
future interest in the Goods or any person acting on behalf of any of the above mentioned persons.
"Goods" includes the cargo supplied by the merchant and includes any Container no supplied by or on behalf of the Carrier.
"Container" includes any container, trailer, transportable tank, lftvan, flat, pallet or any similar article or transport used to consolidate Goods.
"Carriage" means the whole of the operations and services undertaken of performed by or on behalf of the Carrier in respect of the Goods.
"Combined Transport" arises where the Carriage called for this Bill of Lading is not port to Port of Shipment
"Port to Port Shipment" arisewhere the Place of Receipt and Delivery are not
indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery indicated are ports and the Bill of does not in the nomination of the Place of Receipt or the
Place of Delivery on the front hereof specify any place or spot within the area of the port so nominated.
"Hague Rules" means the provision of the International Convention for Unification of certain Rules relating to >Bills of Leadingsignedat Brussels on the 25th August 1924 .
"Hague"-Visby rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23d February 1968
"COGSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936
"COGWA" means the Carriage of Goods by Water Act 1936 of Canada.
"Charges includes freight and all expensesand money obligations incurred and payable by the Merchant.
"Shipping Unit" includes freight unit and the term "unit" as used in the Hague Rulesand Hague Visby rules
"Person"includes an individual, ar partnership, a body corporate of other entity.
"Stuffed" includes filled, consolidated, packed, loaded or secured.

2. CARRIER'S TARIFF
The provisions of the Carrier's applicableTariff, if any, are incorporated herein Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a governement body with whom the Tariff has beenfiled. In the case of inconsistency between thi Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

3. WARRANTY
The Merchant warrants that agreeing to the terms hereof he is or is the agent of andhas the
authority of the persons owning or entitled to the possession of the Goods or any person who has a present or future interest in the Goods.

4. NEGOTIABILITY AND TITLE TO THE GOODS
(1) This Bill of Lading shall be non -negotiableunless made out"to order"in which event it shall be negotiable and shall constitute title to the Goods and the holdershall be entitled to the receive or to transfert the Goods herein described.
(2) This Bill of Lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods are herein described. However proof to the contrary shall not be admissible when thi Bill of Lading has been negotiated or transfered for valuable consideration to a third party acting in goods faith.

5. CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS
(1) The carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage
(2) The Nercabt undertakes that no claim or allegation shall be made against any person or vessel whatsoever other than the carrier, including, but not limited to, the carrier's swents or agent, any independent contractor and his servants or agents, and allothers by twhom the whole or any part of the Carriage, whether directly or indirectly, is procured performed or undertaken, which imposes or attempts to impose any such person or vessel any liability whatsoever in connection withthe Goods or the Carriage and if any claim or allegation should nevertheless be made to defend, indemnify and hold harmless the Carrier against all consequences thereof.Without prejudiceto the foregoi every such person or vessel shall the benefit of all provisions herein benefiting the Carrier as if such provisions expressedly for his benefit and in entering into this contract the Carrier , to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract
(3) The Mercant shall defend, indemnify and hold harmless the Carrier against any claim or liability(and any expense arising therefrom) arising from the Carriage of the Goods insofar as such claim or liability exceedes the Carrier's liability under thi Bill of Lading .
(4) The defences and limits or liability provided for in this Bill of Lading shall apply in any against the Carrier whether the action be found in Contract or in tolt.

6 CARRIER'S RESPONSABILITY
(1) CLAUSE PARAMOUNT
(A) Subject to clause 13 below, this Bill of Lading in sofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague -Visby Rules compulsorily applicatle (such as COGSA or COGWA) to the Bill of lading and the previsions of the Hague Rules or applicable legislation shall be deemed incorporated herein. THe Hague Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively) shall apply to the carriage of Goods by inland waterways and reference to carriageby sea in such Rulesor legislationshall be deemed to include reference to inland waterways. If and to the extent that the provisions of the Harter Act of the United States of America 1863 would otherwise be compulsorily applicable to regulate the Carrier's responsability for thr Goods during any period prior to lading on or after discharge from the vessel the Carrier' s responsibilityshall instead be determined by the provisions of 6 (3) below. but if such provisions are found to be invalid such responsability shall be subject COGSA).
(B) The Carrier shall be entitled to (and nothing)in this Bill of lading shall sparate to deprive or limit such entitlement) the full benefit of and rights to all limitations of and exclusions fromm liability and all rights conferred or authorised by any applicable law, statute or regulation of any country (including but not limited to, where applicableany provisions or sections 4281 to 4287, inclusive, of the Revised of the United States of America) and amendments threto and where applicable any provisions of the Revised Statutes of the United States of America) and without prejudice to the generality of the foroning also any law, statute or regulation available to the Owner of the Vessel(s) on which the Goodsare carried.
(2) PORT TO PORT SHIPMENT
The responsability of the Carrier is limited to the part of the Carriage from and during loading into the vessel up to and during discharge from the vessel and the Carrier Shall not be liable for any loss or damage whatever in respect of the Goods or for any other matter arising during any other part of the Carriage even though for the whole Carriage have been charged by the Carrier. The Mercant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, storage, handling or anyother services in respect of the Goods prior to landing and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with otherson any terms whatsoever including terms less favourable than the terms in this Bill of lading.

(3) COMBINED TRANSPORT
Save as is otherwise provided in this Bill of Lading, the Carrier shall be liable for loss of or damage to the Goods occuring from the time that the Goods are taken into his charge until the time or delivery to the extent set out below.
(A)Where the stage of the Carriage where the loss or damage occured cannot be proved:
(I) The Carrier shall be entitled to rely upon all exclusions from liability under the Rules or legislations that would have been applied under 6(1) (A) above had the loss or damage occured at sea or; If there was no carriage by sea, under the Hague Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively).
(II) Where under (I) above the Carrier is not liable in respect of some of the factor causing the loss or damage he shall only be liable to the extent that those factors for which he is liable have contributed to the loss or damage.
(III) Subject to (5) (C) below where the Hague o Rules any legislation applying such Rules or the Hague-Visby Rules (such as COGSA or COGWA) is not compulsorily applicable, the Carrier's liability shall not exceed US $ 2. 00 per Kilod the Goods lost, damage or in respect of which the claim arises or the value of such Goods, whichever is the lesser.
(IV) The Value of the goods shall be determined according to the Commodity exchange price at the place and time of delivery to the Merchant or at the place and time whe they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quality, as such place and time.

(B) Where the stage of Carriage where the loss or damage occured can be proved:
(I) the liabilityof the Carrier shall be determined by the provisions contained in any international convention or national law the country which provisions:
(a) cannot be departed from by private contract to the detriment of the Merchant , and
(b) would have applied if the Merchant had made a separate and directcontract with the Carrier in respectof the particularstage of Carriage where the lossor damage occured and had receivid as evidence t here of any particulardocumentwhich must be issued in order to make such International convention or national law applicable.
(II) with respect to the transportation the United States of America or in Canada to the Port of Loading or from the Port of discharge, the responsibility of t he Carrier shall be procure transportationby carrier's
(one of more) and such transportation shall be subject to the inland carriers contracts of carriageand tariffs and any law compul sorily applicable. The Carrier guarantees the fulfilment of such inland carriers obligations under their contracts and tariff;
(III) Where neither (I) or(II) above apply, any liability of the Carrier shall be determineadt by 6 (3) (A) above

(4) GENERAL PROVISIONS
(A) Delay, Consequential Loss
Save as otherwise provided herein , the Carrier shall in no circumstances be liable for direct , indirector consequential loss or damagecaused by delay or any other cause whatsoever and howsoever caused. Without prejudice to the foregoing If the Carrier is found for delay, liability shall be limited to the freight applicableto the relevant stage of the transport.
(B) Package or Shipping Unit Limitation
Where the Hague Ruler or any legislation making such Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless declared value has been noted in accordance with (C) below, be or became liable for any loss damage to or in connection with the Goods in an amount per package or shipping unit inexcess of the package or shipping unit limitation as laid down by such rules or legislation . Such limitation amount accordting to COGSA is US $ 500 and according to COGWA is Can$ 500. 11 no limitation amount is applicable under such declared value.
(C) AD Valorem: Declared Value of Package or Shipping Unit
The Carrier's liability may be increased to higher value by a declaration in writing of the value of the Goods by the Shipper upon deliverytb the Carrier of the Goods for shipment, sch higher value being inserted on the front of this Bill of Lading in the space provided and , if required by the Carrier extra freight paid .In such case, if the actual valueof the shall exceed such be declared value , the value shall nevertheless be deemed to be declared value and the Carrier's liability, if any, shall not exceed the declared value and partial loss or damage shall be adjusted pro rata and the basis of such declared value.
(D) Definitions of Package or Shipping Unit
IWhere a container is used to consolidate Goods and such Container is stuffed by the Carrier, the number of package or shipping units stated on the face of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units for the purposeof any limit of liability per package or shipping unit provided in any international convention or national law relating to the carriage of the Goods byDes . Except as aforesaid the Container shall be considered the Package or shipping unit
The words " shipping unit" shall mean each physical unit or piece of cargo not sipped in a package, Including articles or things of anydescription whatsoever, except Goods shipped in bulk, and irrespectived the weight or measurement unit emplyed in calculating freight charges . As to Goods shipped in bulk., the limitation provided in such convention or law which may applicable, and in no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.
(E) Rust etc.
It is agreed that superficial rust , oxidation or any like conditions due to moisture, is not a condition of damage but is inherent to the nature of the Goods and acknowledgement of receipt of t he Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.
(F) Notice of Loss or Damage
The Carrier shall be deemed prima facie 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 be have given in writing to the Carrier writing or to his represent ative at the place of delivery before or at the time of removal of the Goods into the custody of the person entitled to delivery thereof under this bill of Lading or, if the loss or Damage is not apparent within three consecutive days thereafter.
(G) Time-bar
The Carrier shall be discharged of all liability unless suit is inbrought in ghe proper forum and written notice thereof received by the Carrier within nine months after delivery of the Goods or of the date when the Goods should have been deelivered.In the event that such time period shall be found contrary to any convention or alw compulsorily applicablem, the period prescribed by such convention or law shall then apply but in that circumstances only.

7. MERCHANT'S RESPONSABILITY
(1) The description and particulers of the Goods set out on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier than the description and particulars including, but not limited to, of weight, content, measure,quantity,marks, numbers, and valueare correct.
(2) The Merchant shall comply with all applicable laws, regulations and requirements of customs, port and other authoritiesand shall bear and paid all duties, taxes, fines,imposts,expenses and losses incurred or suffered by reason thereof or by reason of any illegal ,incorrect or insufficient marking, numbering or addressing of the Goods .
(3) The Merchant undertakes that the Goods are packed in a manneradequate to withstand the ordinary risk of Carriage having regard to their nature and in compliance with all laws, regulations and requirements which applicable.
(4) No Goods which are or may become dangerous, inflammable or damaging or which are or may become liable to damage any property or person whatsoever shall be tendered to the Carried for Carriage without the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and characther of any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the articles are or are liable to become of a dangerous, inflammable or damaging nature, the samemay at any time be destroyed, disposed of, abandoned, or rendered harmless without compensation to the Merchant and without prejudicato the Carrier's right to Charges.
(5) The Merchant shall be liable for the loss damage, contamination,soling,detention or demurrage before, during and after the Carriage of property(including, bunot delimited to, Containers,) of the Carrier or any personor vessel (other than the Merchant) referred to in 5(2) above caused by the Merchant or any person acting on his behalf or of which the Merchant is otherwise responsible.
(6) The Merchant shall defend , indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 7 or from any cause in connection with the Goods for which the Carrier is not responsible.

8 CONTAINERS
(1) Goods may be stuffed by the carrier in or on Container and Goods may be stuffed with other Goods
(2) The term of this Bill of lading shall govern the responsability of the Carrier in connection with
or arising out of the supply of a Container to the Merchant , whetever supplied before or after the
Goods are received by the Carrier or delivered to the merchant.
(3) If a Container has benn stuffed by or on behalf of the Mercant
(A) the Carrier shall not be liablefor loss of or damageto the Goods
(I) caused by the manner in which the Container hass benn stuffed;
(II) caused by the unsuitability of the Goods for Carriage in Containers;
(III) caused by the unsuitability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this penagraph (III) sall ony apply if the unsuitability or defective conditionarose (a) witout any want of due diligence on the part of the Carrier or (b) woul have been apparent upon reasonable inspection by the Merchant at or prior to the timewhen the Container was stuffed.
If the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to sealed to Container
(B) the Merchant shall defend, indemnify and hold harmless the Carrier against any loss,damage,, claim, liabilityor expenses weh aever arising from one or more of the matters covered by
(A) above except for (A)(III)(a)above
(4) Where the Carrier is instructed to provide a Container in the absenceof a written request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or a quality

9 PARTIAL INVALIDITY
If any provision in this Bil of Lading is held to be invalid or unenforceable by any court or regulatory agengy of body, such invalidity or unenforceability shall attach only to such provision . Otherwisility of remaigning provisions shall not be effected thereby end this Bill of l Lading contract shall be carried out
has if such invalid or unenforceable provision were not contained here in.

10 TEMPERATURE CONTROLLED CARGO
(1) The Merchant undertakes not to tender for transportation anty Goods whom requir temperature control without previously given written notice (and tritling in the box on the front on this Bill of ladingif in this Bill of Lading has beeen prepared by the Merchant or a person acting on hi behalf) of their nature and particular temperature range to be maintained and in the case of tempeerturecontrolled Container stuffed by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its thermostatic controls have been properly set by the Merchant before receip of the Goods by the Carrier.
If the above requirements are not complied with the Carrier shall not be liable for any loss of o damage to the Goods caused by such non-compliance.
(2) The Carrier shall not be liable for any loss or damageto the Goods arising from defects derangement, breakdown, stoppageof, the temperature controlling machinery, plant, insulation o any apparatus of the Container provided that the Carrier shall before or at the beginning of t he Carriage exercise due diligence to maintain the refrigerated Container in an efficent state.

11. INSPECTION OF GOODS
If any time the Carrier or any person authorised by the Carrier shall be entitled, but under no obligation, to open any Container or Package at any time and to inspect the Goods.

12. MATTERS AFFECTING PERFORMANCE
(1) If any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficult, o disadvantage of any kind (including the condition of the Goods) whensoeverand howsoever arising(whether or not the Carriage has commenced) the Carrier may,
(A) without notice to the Merchant abandon the Carriage of theGoods and where reasonable possible police of the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem saleand convenient, whereupon the responsability of the Carrier in respect o such Goods shall cease.
(B) without prejudice to the Carrier's right subsequently the abandon the Carriage under(A) above continue the Carriage.
In any event t he Carrier shall be entitled to full Charges on Goods received for Carriage and the Merchant shall pay any adtional costs resulting from above mentioned circumstances.
(2) The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government o authority or any personacting or purporting to act as or on behalf of such governement authority.

13. METHODS AND ROUTE OF TRANSPORTATION
(1) The carrier may at any time and without notice to the Merchant use any means of transporta or storage whatsoever load or carry the Goods on any vessel whether named of the front hereof or not, transfert the Goods from one conveyance to another including transhipping or carrying the same on another vessel t han that named on the front hereof or by any another means of transport whatsoever : at any place unpack and remove Goods when, have been stuffed in or on Container and forward the same in any manner whtsoever proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertise route)and proceed to or stay at any place whtsoever once of more often and in any order, load or unload the Goods from any conveyance at any place(whetever or not the place is a port named on the front hereof a the intended Port of Loading or intended Port of Discharge) comply with any orders or recommendations given by any governement or authority or any person or body acting or purport ing to act as or on behalf of such governement or authority or having under the terms of the insurance o the conveyance employed by the Carrier the right to give orders or directions , permits the vessel to proceed with or without pilots, to tow or be towed or to be dry-docked permit the vessel to carried livestock, Goods of all kinds dangerous or otherwise, contraband explosives, munitions or warlk stores and sail armed or unarmed.
(2) The liberties set out in (1) above may be invoked by the Carrier for purposes whatsoever whether or not connected with the Carriage of the Goods. Anything done in accordance with (1) above or any delay arising there from shall be within the contractual Carriage any shall not be a deviation of whatsoevermature or degree.

14. DECK CARGO(AND LIVESTOCK)
(1) Goods of any description whether containerised or not may be stowed on or under deck without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck shall participate in Genera Average and such Goods (other than livestock) shall be deemed, to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague Visby Rules compulsorily applicable(such as COGSA or COGWA) to this Bill of Lading.
(2) Goods (not being Goods stuffed in or Containers other than open flats or palets) which are stanbd on the front of this Bill of Lading to be carried on deck and which are so carried (and livestock whether or not arried on the deck) are carried without responsibility on the part of the Container for loss damage of whtsoever nature arising carriage by sea on inland waterway whether cause by unseaworthiness o negligence or any other cause whatsoever. The Merchant shall defend indemnity any hold harmless the Carrier agaist all and any extra coast incurred for any reason whtsoever in connction with carriage of livestock.

15. DELIVERY OF GOODS
If delivery of the Goods or any port threof is not taken by th e Merchant at the time and place when and where the Carrier is entitled to call upontbe Merchant to take delivery thereof, the Carrier shall be entitled whitout notice to remove from a Container the Goods or that part there of if stuffed in or on Container and to store the Goods or that part ashore, afloat, in the open or under cover a the sol risk and expense of the Merchant. Such storage shall constitute due delivery hereunder and thereupon the liability of the Carrier in rewspect of the Goods or that part thereof shall cease.

16. BOTH-TOBLAME COLLISION
If the vessel on which the Goods are carried (the carryingvessel) comes into collision with any other vessel or object(the non -carrying vessel or object) as a result of the negligence of the non carrying vessel or object or the owner of thatwner of or person responsible for the non -carrying vessel or object the Merchant undertakes to defend , indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therefrom) any vessel or person in respect of any loss of or damage to, or any claim whtsoever of the Merchant paid or payble to the Merchant by the non-carrying vessel or object or the owner of, chater r of or person responsible for the non carrying vessel or object and set-off recouped or recoverde by such vessel, object or person(s) against the Carrier , the Carrying vessel or her owners or chaterers.

17. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/ Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clause a approved by BIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection
(2) Notwithstanding (1) above, he Merchant shall defend indemnity and hold harmless the Carrier in respect of any claim (and expense arising therefrom) of a General Average nature which may be made on the Carrier and shall provide such securityas may be required by the Carrier in this connection.
(3) The Carrier shall be under no obligation to take any step whtsoever to collect security for General Average contributions due to the Merchant.

18. CHARGES
(1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.
(2) The Charges have been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy therof and to inspect, rewsight , remeasure and revalue the goods and if the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charge(credit being given for the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.
(3) All Charges shall be paid without any set-off counter-claim deduction or stay of execution.

19.LIEN
The carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchants and General Average contributions to whom soever 2 and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and the Merchant 's expense and without any liability towards the Merchant.

20. VARIATION OF THE CONTRACT
No servant or agent of the Carrier shall have power to widve or vary any of the Terms hereof unless such waiver or variation is in writing and is specifically authorised or ratified in writing by a directore o officer of the Carrier who has the actual authority of the Carrier so to waive of vary.

21. JURISDICTION AND LAW CLAUSE
(The contrct evidence by or contained in the Bill of Lading is Governed by Hong,Kong law and any claime of dispute arising hereunder or in connection herewith shall be determined by Counts in Hong Kong and no other Counts.

Shipper	Ref.	Bill of Lading No.
AVANTIUM SRL Via Privata Cesare Battisti, 2 20122 Milano MI ITALY	04/26/300104	COCTG/000093

Barbarini&Foglia®
worldwide logistics

Consignee (if 'To Order' so indicate)
MITFORT SAS
CLL98 SUR 48-225 BG 105
055460 LA ESTRELLA ANTIOQUIA
NIT8110234788

Notify Party (No claim shall attach for failure to notify)
SAME AS CNEE

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T1 +57 314 3701786

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Freight payable at	Excess Value Declaration:refer to Clause 6 (4) (B)+(C) on reserve side
FREIGHT PREPAID	
Freight Details, Charges, etc.	RECEVEID by the Carrier the Goods as specified above in apparent good order and Condition unless othervise stated, to be transported to such place as agreed, authorised or permitted herein and subjectto all the terms and conditions appearing on the front and reserve of this Bill of Lading to which the Merchant agrees by accepting this Bill of Lading, any local privileges and custom 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 WITNESS whereof one (1) original Bill of Lading has been signed if not otherwise stated above, 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 of delivery order. Place and date of issue VENEZIA 19/02/2026 By BARBARINI & FOGLIA AS AGENT OF CARRIER

1. DEFINITIONS

"Carrier" means the Company stated on the front of this Bill of Lading as being the carrier and on whose behalf this Bill of lading has been signed.
"Merchant " includes the shipper,the consignee,the receiver of the Goods , the holder of this Bill of Lading any person owning or entitled to the possession of the Goods or this bill of Lading, any person having a present or
future interest in the Goods or any person acting on behalf of any of the above mentioned persons.
"Goods" includes the cargo supplied by the merchant and includes any Container no supplied by or on behalf of the Carrier.
"Container" includes any container, trailer, transportable tank, lithvan, flat, pallet or any similar article or transport used to consolidate Goods.
"Carriage" means the whole of the operations and services undertaken of performed by or on behalf of the Carrier in respect of the Goods.
"Combined Transport" arises where the Carriage called for this Bill of Lading is not port to Port of Shipment
"Port to Port Shipment" arisewhere the Place of Receipt and Delivery are not
indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery indicated are ports and the Bill of does not in the nomination of the Place of Receipt or the Place of Delivery on the front hereof specify any place or spot within the area of the port so nominated.
"Hague Rules" means the provision of the International Convention for Unification of certain Rules relating to »Bills of Leadingsignedat Brussels on the 25th August 1924.
"Hague"-Visby rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23d February 1968.
"COGSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936
"COGWA" means the Carriage of Goods by Water Act 1936 of Canada.
"Charges includes freight and all expensesand money obligations incurred and payable by the Merchant.
"Shipping Unit" includes freight unit and the term "unit" as used in the Hague Rulesand Hague Visby rules
"Person"includes an individual, ar partnership, a body corporate of other entity.
"Stuffed" includes filled, consolidated, packed, loaded or secured .

2. CARRIER'S TARIFF

The provisions of the Carrier's applicableTariff, if any, are incorporated herein Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a governement body with whom the Tariff has been filed. In the case of inconsistency between thi Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

3. WARRANTY

The Mercant warrants that agreeing to the terms hereof he is or is the agent of anchas the authority of the persons owning or entitled to the possession of the Goods or any person who has a present or future interest in the Goods.

4. NEGOTIABILITY AND TITLE TO THE GOODS

(1) This Bill of Lading shall be non -negotiableunless made out"to order"in which event it shall be negotiable and shall constitute title to the Goods and the holdershall be entitled to the receive or to transfert the Goods herein described.
(2) This Bill of Lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods are herein described. However proof to the contrary shall not be admissible when thi Bill of Lading has been negotiated or transfered for valuable consideration to a third party acting in goods faith.

5. CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS

(1) The carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage
(2) The Mercatt undertakes that no claim or allegation shall be made against any person or vessel whatsoever other than the carrier, including, but not limited to, the carrier's seavants or agent, any independent contractor and his servants or agents, and allothers by twhom the whole or any part of the Carriage, whether directly or indirectly, is procured performed or undertaken, which imposes or attemps to impose any such person or vessel any liability whatsoever in connection withthe Goods or the Carriage and if any claim or allegation should nevertheless be made to defend, indemnify and hold harmless the Carrier against all consequences thereof. Without prejudiceto the foregin every such person or vessel shall the benefit of all provisions herein benefiting the Carrier as if such provisions expressely for his benefit and in entering into this contract the Carrier , to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract.
(3) The Mercant shall defend, indemnify and hold harmless the Carrier against any claim or liability(and any expense arising therefrom) arising from the Carriage of the Goods insofar as such claim or liability exceedes the Carrier's liability under thi Bill of Lading .
(4) The defences and limits or liability provided for in this Bill of Lading shall apply in any against the Carrier whether the action be found in Contract or in tott.

6 CARRIER'S RESPONSABILITY

(1).CLAUSE PARAMOUNT
(A) Subject to clause 13 below, this Bill of Lading in sofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague -Visby Rules compulsorily applicable (such as COGSA or COGWA) to the Bill of lading and the previsions of the Hague Rules or applicable legislation shall be deemed incorporated herein. THe Hague Rules (or COGSA or COGWA if this Bill of Ladfng is subject to U.S. or Canadian law respectively) shall apply to the carriage of Goods by inland waterways and reference to carriagebty sea in such Rulesor legislationshall be deemed to include reference to inland waterways . If and to the extent that the provisions of the Harter Act of the United States of America 1863 would otherwise be compulsorily applicable to regulate the Carrier's responsability for the Goods during any period prior to lading on or after discharge from the vessel the Carrier' s responsibilityshall instead be determined by the provisions of 6 (3) below, but if such provisions are found to be invalid such responsability shall be subject COGSA).
(B) The Carrier shall be entitled to (and nothing)in this Bill of lading shall operate to deprive or limit such entitlement) the full benefit of and rights to all limitations of and exclusions fromn liability and all rights conferred or authorised by any applicable law, statute or regulation of any country (including but not limited to, where applicableany provisions or sections 4281 to 4287, inclusive, of the Revised of the United States of America) and amendments threto and where applicable any provisions of the Revised Statutes of the United States of America) and without prejudice to the generality of the foregoing also any law, statute or regulation available to the Owner of the Vessel(s) on which the Goodsare carried.

(2) PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to the part of the Carriage from and during loading into the vessel up to and during discharge from the vessel and the Carrier Shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage even though for the whole Carriage have been charged by the Carrier. The Mercant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, storage, handling or anyother services in respect of the Goods prior to landing and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with otherson any terms whatsoever including terms less favourable than the terms in this Bill of lading.

(3) COMBINED TRANSPORT

Save as is otherwise provided in this Bill of Lading, the Carrier shall be liable for loss of or damage to the Goods occuring from the time that the Goods are taken into his charge until the time or delivery to the extent set out below.
(A)Where the stage of the Carriage whre the loss or damager occured cannot be proved:
(I) The Carrier shall be entitled to rely upon all exclusions from liability under the Rules or legislations that would have been applied under 6(1) (A) above had the loss or damage occured at sea or, if there was no carriage by sea, under the Hague Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively).
(II) Where under (I) above the Carrier is not l iable in respect of some of the factor causing the loss or damage he shall only be liable to the extent that those factors for which he is liable have contributed to the loss or damage.
(III) Subject to (6) (C) below where the Hague o Rules any legislation applying such Rules or the Hague-Visby Rules (such as COGSA or COGWA) is not compulsorily applicable, the Carrier's liability shall not exceed US $ 2. 00 per Kilod the Goods lost, damage or in respect of which the claim arises or the value of such Goods, whichever is the lesser .
(IV) The Value of the goods shall be determined according to the Commodity exchange price at the place and time of delivery to the Merchant or at the place and time whe they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quality, as such place and time.

(B) Where the stage of Carriage where the loss or damage occured can be proved:
(I) the liabilityof the Carrier shall be determined by the provisions contained in any International convention or national law the country which provisions:
(a) cannot be departed from by private contract to the detriment of the Merchant , and
(b) would have applied if the Merchant had made a separate and directcontract with the Carrier in respectof the particularstage of Carriage where the lossor damage occured and had receivid as evidence t here of any particulardocumentwhich must be issued in order to make such International convention or national law applicable.
(II) with respect to the transportation the United States of America or in Canada to the Port of Loading or from the Port of discharge, the responsibility of t he Carrier shall be pesoure transportationby carrier's
(one of more) and such transportation shall be subject to the inland carriers contracts of carriageand tariffs and any law compul sorily applicable. The Carrier guarantees the fulfilment of such inland carriers obligations under their contracts and tariff;
(III) Where neithet (I) or(II) above apply, any liability of the Carrier shall be determinedd by 6 (3) (A) above

(4) GENERAL PROVISIONS

(A) Delay, Consequential Loss
Save as otherwise provided herein , the Carrier shall in no circumstances be liable for direct , indirector consequential loss or damagecaused by delay or any other cause whatsoever and howsoever caused. Without prejudice to the foregoing,if the Carrier is found for delay, liability shall be limited to the freight applicableto the relevant stage of the transport.
(B) Package or Shipping Unit Limitation
Where the Hague Ruler or any legislation making such Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless declared value has been noted in accordance with (C) below, be or became l iable for any loss damage to or in connection with the Goods ina n amount per package or shipping unit lnexcess of the package or shipping unit limitation as laid down by such rules or legislation. Such limitation amount according to COGSA is US $ 500 and according to COGWA is Can$ 500. I f no limitation amount is applicable under such declared value.
(C) AD Valorem: Declared Value of Package or Shipping Unit
The Carrier's liability may be increased to higher value by a declaration in writing of the value of the Goods by the Shipper upon deliveryto the Carrier of the Goods for shipment, sch higher value being inserted on the front of this Bill of Lading in the space provided and , if required by t he Carrier extra freight paid .In such case, if the actual valuesd the shall exceed such be declared value , the value shall nevertheless be deemed to be declared value and the Carrier's liability, if any, shall not exceed the declared value and partial loss or damage shall be adjusted pro rata and the basis of such declared value.
(D) Definitions of Package or Shipping Unit
Whereas container is used to consolidate Goods and such Container is stuffed by the Carrier, the number of package or shipping units stated on the face of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units for the purposesof any limit of liability per package or shipping unit provided in any international convention or national law relating to the carriage of the Goods bySea . Except as aforesaid the Container shall be considered the Package or shipping unit
The words " shipping unit" shall mean each physical unit or piece of cargo not sipped in a package, including articles or things of anydescription whatsoever, except Goods shipped in bulk, and irrespectiveof the weight or measurement unit emplyed in calculating freight charges. As to Goods shipped in bulk , the limitation provided in such convention or law which may applicable, and in no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.
(E) Rust etc.
It is agreed that superficial rust , oxidation or any like conditions due to moisture, is not a condition of damage but is inherent to the nature of the Goods and acknowledgement of receipt of t he Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.
(F) Notice of Loss or Damage
The Carrier shall be deemed prima facie 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 be have given in writing to the Carrier writing or to his represent ative at the place of delivery before or at the time of removal of the Goods into the custody of the person entitled to delivery thereof under this bill of Lading or, if the loss or Damage is not apparent within three consecutive days thereafter.
(G) Time-bar
The Carrier shall be discharged of all liability unless suit is mbrought in ythe proper forum and written notice thereof received by the Carrier within nine months after delivery of the Goods or the date when the Goods should have been deolivered.In the event that such time period shall be found contrary to any convention or ahe compulsorily applicablem, the period prescribed by such convention or law shall then apply but in that circumstances only.

7. MERCHANT'S RESPONSABILITY

(1) The description and particulars of the Goods set out on the face hereof are furnished by the Merchant and the Marchant warrants to the Carrier than the description and particulars including, but not limited to, of weight, content, measure,quantity,marks, numbers, and valuare correct..
(2) The Merchant shall comply with all applicable laws, regulations and requirements of customs, port and other authoritiesand shall bear and paid all duties, taxes, fines,imposts,expenses and losses incurred or suffered by reason thereof or by reason of any illegal ,incorrect or insufficient marking, numbering or addressing of the Goods.
(3) The Merchant undertakes that the Goods are packed in a manneradequate to withstand the ordinary risk of Carriage having regard to their nature and in compliance with all laws, regulations and requirements which applicable.
(4) No Goods which are or may become dangerous, inflammable or damaging or which are or may become liable to damage any property or person whatsoever shal be tendered to the Carried for Carriage without the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and characther of any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the articles are or are liable to become of a dangerous, inflammable or damaging nature, the samemay at any time be destroyed, disposed of, abandoned, or rendered harmless without compensation to the Merchant and without prejudiceto the Carrier's right to Charges.
(5) The Merchant shall be liable for the loss damage, contamination,soiling,detention or demurrage before, during and after the Carriage of property(including, bunnd delimited to, Containers) of the Carrier or any personor vessel (other than the Merchant) referred to in 5(2) above caused by the Merchant or any person acting on his behalf or of which the Marchant is otherwise responsible.
(6) The Merchant shall defend , indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 7 or from any cause in connection with the Goods for which the Carrier is not responsible.

8 CONTAINERS

(1) Goods may be stuffed by the carrier in or on Container and Goods may be stuffed with other Goods
(2) The term of this Bill of lading shall govern the responsability of the Carrier in connection with
or arising out of the supply of a Container to the Merchant , whatever supplied before or after the
Goods are received by the Carrier or delivered to the merchant.
(2) if a Container has benn stuffed by or on behalf of the Mercant
(A) the Carrier shall not be liablefor loss of or damageto the Goods
(I) caused by the manner in which the Container haas benn stuffed;
(II) caused by the unsuyability of the Goods for Carriage in Containers;
(III) caused by the unsuitability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (III) sall ony apply if the unsuitability or defective conditionarose (a) wlbout any want of due diligence on the part of the Carrier or (b) woul have been apparent upon reasonable inspection by the Merchant at or prior to the timewhen the Container was stuffed;
If the Container is not sealed at the commencement of the Carriage except wlhre the Carrier has agreed to sealed be Container
(B) the Merchant shall defend, indemnify and hold harmless the Carrier against any loss,damage, claim, liabilityor expense with ower arising from one or more of the matters covered by
(A) above except for (A)(II)(a)above.
(4) Where the Carrier is instructed to provide a Container in the absenceof a written request to the contrary; the Carrier is not under an obligation to provide a Container of any particular type or a quality

9 PARTIAL INVALIDITY

If any provision in this Bill of Lading is held to be invalid or unenforceable by any court or regulatory agengy of body, such invalidity or unenforceavility shall attach only to such provision . Othevalidity of remaining provisions shall not be effected thereby and this Bill of l Lading contract shall be carried out
has if such invalid or unenforceable provision were not contained here in.

10 TEMPERATURE CONTROLLED CARGO

(1) The Merchant undertakes not to tender for transportation anty Goods whom requir temperature control without previsously given written notice (and trilling in the box on the front on this Bill of ladingif in this Bill of Lading has beeen prepared by the Merchant or a person acting on hi behalf) of their nature and particular temperature rango to be maintained and in the case of tempeeturecontrolled Container stuffed by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its thermostatic controls have beeen properly set by the Merchant before receip of the Goods by the Carrier.
If the above requirements are not complied with the Carrier shall not be liable for any loss of o damage to the Goods caused by such non-compliance.
(2) The Carrier shall not be liable for any loss or damageto the Goods arising from defects derangement, breakdown, stoppageof, the temperature controlling machinery, plant, insulation o any apparatus of the Container provided that the Carrier shall before or at the beginning of t the Carriage exercise due diligence to maintain the refrigerated Container in an efficent state.

11. INSPECTION OF GOODS

If any time the Carrier or any person authorised by the Carrier shall be entitled, but under no obligation, to open any Container or Package at any time and to inspect the Goods.

12. MATTERS AFFECTING PERFORMANCE

(1) If any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficult, o disadvantage of any kind (including the condition of the Goods) whetsoeverand however arising(whether or not the Carriage has commenced) the Carrier may.
(A) without notice to the Merchant abandon the Carriage of theGoods and where reasonable possible palce of the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem saleand convenient, whereupon the responsibility of the Carrier in respect o such Goods shall cease.
(B) without prejudice to the Carrier's right subsequently the abandon the Carriage under (A) above continue the Carriage.
In any event t he Carrier shall be entitled to full Charges on Goods received for Carriage and the Merchant shall pay any adtional costs resulting from above mentioned circumstances.
(2) The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government o authority or any personacting or purporting to act as or on behalf of such governement authority.

13. METHODS AND ROUTE OF TRANSPORTATION

(1) The carrier may at any time and without notice to the Merchant use any means of transporta or storage whatsoever load or carry the Goods on any vessel whether named of the front hereof or not; transfert the Goods from one conveyance to another including transhipping or carrying the same on another vessel t han that named on the front hereof or by any another means of transport whatsoever : at any place unpack and remove Goods when, have been stuffed in or on Container and forward the same in any manner whtsoever proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertise route)and proceed to or stay at any place whatsoever once of more often and in any order, load or unload the Goods from any conveyance at any place(whelever or not the place is a port named on the front hereof a the intended Port of Loading or intended Port of Discharge) comply with any orders or recommendations given by any governement or authority or any person or body acting or purport ing to act as or on behalf of such governement or authority or having under the terms of the insurance o the conveyance employed by the Carrier the right to give orders or directions , permits the vessel to proceed with or without ptors, to tow or be towed or to be dry-docked permit the vessel to carried livestock, Goods of all kinds dangerous or otherwise, contraband explosives, munitions or warlik stores and sail armed or unarmed.
(2) The liberties set out in (1) above may be invoked by the Carrier for purposes whatsoever whether or not connected with the Carriage of the Goods. Anything done in accordance with (1) above or any delay arising there from shall be within the contractual Carriage any shall not be a deviation of whatsoevernature or degree.

14. DECK CARGO(AND LIVESTOCK)

(1) Goods of any description whether containerised or not may be stowed on or under deck without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck shall participate in Genera Average and such Goods (other than livestock) shall be deemed, to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague Visby Rules compulsorily applicable(such as COGSA or COGWA) to this Bill of Lading.
(2) Goods (not being Goods stuffed in or Containers other than open flats or pallets) which are starded on the front of this Bill of Lading to be carried on deck and which are so carried(and livestock whether or not arried on the deck) are carried without responsability on the part of the Container for loss damage of whtsoever nature arising carriage by sea on inland waterway whether cause by unseaworthiness o negligence or any other cause whatsoever. The Merchant shall defend indemnify any hold harmless the Carrier agaist all and any extra coast incurred for any reason whtsoever in conction with carriage of livestock.

15 . DELIVERY OF GOODS

If delivery of the Goods or any part tnreof is not taken by th e Merchant at the time and place when and where the Carrier is entitled to call upontne Merchant to take delivery thereof, the Carrier shall be entitled whitout notice to remove from a Container the Goods or that part there of If stuffed in or on Container and to store the Goods or that part ashore, afloat, in the open or under cover a the tol risk and expense of the Merchant. Such storage shall constitute due delivery hereunder and thereupon the liability of the Carrier in reevspect of the Goods or that part thereof shall cease.

16. BOTH-TOBLAME COLLISION

If the vessel on which the Goods are carried (the carryingvessel) comes into collision with any other vessel or object(the non -carrying vessel or object) as a result of the negligence of the non carrying vessel or object or the owner of charterer of or person responsible for the non -carrying vessel or object the Merchant undertakes to defend , indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therefrom) any vessel or person in respect of any loss of or damage to, or any claim whtsoever of the Merchant paid or payble to the Merchant by the non-carrying vessel or object or the owner of, charter r of or person responsible for the non carrying vessel or object and set-off recouped or recoverde by such vessel, object or person(s) against the Carrier , the Carrying vessel or her owners or chatarers.

17. GENERAL AVERAGE

(1) The Carrier may declare General Average which shall be adjustable according to the York/ Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clause a approved by BIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection
(2) Notwithstanding (1) above, he Merchant shall defend indemnity and hold harmless the Carrier in respect of any claim [and expense arising therefrom) of a General Average nature which may be made on the Carrier and shall provide such securityas may be required by the Carrier in this connection.
(3) The Carrier shall be under no obligation to take any step whatsoever to collect security for General Average contributions due to the Merchant.

18. CHARGES

(1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.
(2) The Charges have been calculated on the basis of particulars furnished by or on behalf of the Mechant. The Carrier shall be entitled to production of the commercial Invoice for the Goods or true copy thereof and to inspect, reweight , remeasure and revalue the goods and if the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charge(credit being given for the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.
(3) Al Charges shall be paid without any set-off counter-claim deduction or stay of execution.

19.LIEN

The carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchants and General Average contributions to whom soever 2 and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and the Marchant 's expense and without any liability towards the Merchant.

20. VARIATION OF THE CONTRACT

No servant or agent of the Carrier shall have power to widve or vary any of the Terms hereof unless such waiver or variation is in writing and is specficaly authorised or ratified in writing by a directore o officer of the Carrier who has the actual authority of the Carrier so to waive of vary.

21. JURISDICTION AND LAW CLAUSE

IThe contract evidence by or contained in the Bill of Lading is Governed by Hong-Kong law and any claims of dispute arising hereunder or in connection herewith shall be determined by Counts in Hong Kong and no other Counts.

MINISTERIO DE DEFENSA NACIONAL
COMANDO GENERAL DE LAS FUERZAS MILITARES
EJÉRCITO NACIONAL
BATALLÓN DE INTENDENCIA No 1 "LAS JUANAS"

Al contestar, cite este número

Radicado No. 2026692000274301: MDN-COGFM-COEJC-SECEJ-JEMGF-COLOG-BRLOG1-BAINT-EJE-29.61

Bogotá, D,C, 12 de febrero de 2026

Control
Al contestar cite radicado:
2026-201-00171-R
Fecha: 2026-02-13 Hora: 09:31:41
Remitente(s): Carlos Ernesto Perez Cardona
Destinatario(s): DIRECCIÓN GENERAL
Folios: 19
Adjuntos/Anexos:0

Señora Coronel
ANA MARIA LUQUERNA RODRÍGUEZ
Directora General
FONDO ROTATORIO DE LA POLICÍA (FORPO)
Carrera 66 a Nº43-18
Bogotá, D.C.

Asunto: Envió conceptos viabilidad prorroga
Contrato de Compraventa No. 138-1-25

Respetuosamente me permito enviar concepto del comité técnico evaluador y supervisor del CONTRATO DE COMPRAVENTA No. 138-1-25 cuyo objeto es ADQUISICIÓN Y PUESTA EN FUNCIONAMIENTO DE MAQUINARIA INDUSTRIAL PARA LA PLANTA DE ZAPATERÍA DEL BATALLÓN DE INTENDENCIA NO. 1 "LAS JUANAS" DEL EJERCITO NACIONAL-LOTE 2 MAQUINARIA DE MONTAJE DE CALZADO PLATA DE ZAPATERIA" para prórroga solicitada por el contratista, así;

A continuación, se relaciona la documentación soporte, así;

- solicitud contratista.
- Solicitud concepto comité técnico evaluador No. 2026692004021343 de fecha 11 de febrero del 2026.
- Concepto comité técnico evaluador No. 2026692004061623 de fecha 11 de febrero de 2026.
- Concepto supervisor No. 2026692000271971 de fecha 12 de febrero de 2026.

Respetuosamente,

Mayor. CARLOS ERNESTO PEREZ CARDONA
Ejecutivo y Segundo Comandante Batallón de Intendencia No. 1 "Las Juanas"
Supervisor Contrato de Compraventa No 138-1-25

Anexo: (Diecinueve 19 Folios útiles)

Proyecto: T.O.2 Tatiana Cortes
Gestor Administración de Producción BAINT

MINISTERIO DE DEFENSA NACIONAL
COMANDO GENERAL DE LAS FUERZAS MILITARES
EJÉRCITO NACIONAL
BATALLON DE INTENDENCIA No 1 "LAS JUANAS"

Al contestar, cite este número

Radicado N° **2026692004061623**: MDN-COGFM-COEJC-SECEJ-JEMGF-COLOG-BRLOG1-BAINT-EJE-S3-29.25

Bogotá, D.C, 11 de febrero de 2026

Señor Mayor
CARLOS ERNESTO PEREZ CARDONA
Supervisor del contrato No.138-1-25
Batallón De Intendencia N°1 "las Juanas"
Carrera 46 N° 20C - 79 Puente Aranda
Bogotá, D.C.

Asunto: Viabilidad de prorroga

Con toda atención me permito dar respuesta al Oficio con radicado N° 2026692004021343 con fecha 11 de febrero con Asunto: Solicitud Viabilidad Prorroga (COMITÉ) CONTRATO DE COMPRAVENTA No. 138-1-25. Sobre la solicitud enviada por el señor **DANIEL BOTERO CARDONA**, identificado con cédula No. 8.032.278, de envigado, representante legal de **UNION TEMPORAL ITALFORT 2025** identificado con **NIT. 902.018.252-0** con domicilio en la ciudad de Bogotá D.C. sobre la viabilidad de prórroga del **CONTRATO DE COMPRAVENTA No. 138-1-25 PROCESO DE SELECCIÓN ABREVIADA PARA LA ADQUISICIÓN DE BIENES Y SERVICIOS DE CARACTERÍSTICAS TÉCNICAS UNIFORMES POR SUBASTA INVERSA NO. SUBASTA 015-2025"** cuyo objeto es **"ADQUISICIÓN Y PUESTA EN FUNCIONAMIENTO DE MAQUINARIA INDUSTRIAL PARA LA PLANTA DE ZAPATERÍA DEL BATALLÓN DE INTENDENCIA N.1 "LAS JUANAS" DEL EJÉRCITO NACIONAL LOTE 2: MAQUINARIA DE MONTAJE DE CALZADO PLANTA DE ZAPATERÍA.". HASTA EL 27 DE MARZO DEL 2026** debido que el lote adjudicado en su totalidad son máquinas para confección de zapatería de la marca AVANTIUM S.R.L. procedentes de Italia.

Por parte del **COMITÉ TÉCNICO EVALUADOR**, se emite concepto favorable para otorgar la prórroga al Contrato de Compraventa No. 138-1-25, suscrito con la sociedad **UNION TEMPORAL ITALFORT 2025.**, cuyo objeto contractual es la 'Adquisición y puesta en funcionamiento de maquinaria industrial para la planta de zapatería del Batallón de Intendencia No. 1 'Las Juanas' del Ejército Nacional, **LOTE 2: MAQUINARIA DE MONTAJE DE CALZADO PLANTA DE ZAPATERÍA.". HASTA EL 27 DE MARZO DEL 2026**

Escaneado con CamScanner

Al contestar, cite este número

Radicado N° 2026692004061623 MDN-COGFM-COEJC-SECEJ-JEMGF-COLOG-BRLOG1-BAINT- EJE-S3-29.25

Lo anterior se fundamenta en las situaciones técnicas expuestas relacionadas con la maquinaria destinada a la planta de zapatería del BAINT, la cual requiere procesos de parametrización mecánica y electrónica especializada, indispensables para su correcta operación y puesta en marcha conforme a los estándares del fabricante y a las necesidades operativas de la Unidad.

Adicionalmente, el contratista presentó los soportes remitió el cronograma por periodo vacacional de la casa fabricante AVANTIUM S.R.L., ubicada en Italia, los cuales fueron verificados por este Comité y evidencian el arribo de la maquinaria, así como el cumplimiento de los trámites administrativos necesarios para su ingreso al país. Dichas circunstancias han generado la necesidad de contar con un tiempo adicional para la ejecución de las actividades contractuales, con el fin de garantizar la correcta, completa y oportuna ejecución del objeto contractual.

Además, se deben tener en cuenta los siguientes parámetros contractuales para el recibido a satisfacción de los equipos, trámite administrativo para dar de alta e ingresar en la línea de producción de la planta de zapatería del Batallón de Intendencia N°1 "Las Juanas"

ENTREGA DE LOS BIENES: El contratista deberá garantizar la instalación de los equipos en la planta de producción de zapatería del Batallón de Intendencia No. 1 "Las Juanas", realizando las conexiones requeridas para su puesta en funcionamiento, incluyendo pruebas operativas, ajustes y calibraciones necesarias, de acuerdo con los requerimientos técnicos y productivos de la planta.

PUESTA A PUNTO DE LOS EQUIPOS: Dicha actividad deberá ejecutarse en la planta de zapatería del BAINT, cumpliendo con las condiciones técnicas exigidas y en coordinación previa con el supervisor del contrato, sin que se generen costos adicionales para el Batallón de Intendencia No. 1 "Las Juanas".

REQUERIMIENTO DE ACCESORIOS: Deberá incluir los accesorios de conexión neumática y eléctrica (clavijas y tomas), acordes a las acometidas existentes en la Unidad. Todos los accesorios deberán ser entregados debidamente empacados y protegidos, conforme a las normas y estándares aplicables establecidos por el fabricante.

TRANSFERENCIA DE CONOCIMIENTO: Personal técnico de mantenimiento
La capacitación tendrá una intensidad mínima de cuarenta (40) horas, e incluirá como mínimo los siguientes temas: Mantenimiento de primer y segundo escalón.

Scanned with CamScanner

Programación de la maquinaria (creación y manipulación de programas o software, cuando aplique). Identificación y solución de errores y fallas electrónicas. Interpretación de manuales operativos y de partes. Identificación de consumibles y herramientas adecuadas para el mantenimiento. Personal operativo Se realizará una transferencia de conocimiento con una intensidad mínima de cuarenta (40) horas, que incluya como mínimo: Mantenimiento de primer escalón. Limpieza, lubricación, operación y cuidado del equipo. Precauciones y recomendaciones para la correcta manipulación de la maquinaria. La capacitación será impartida por personal vinculado directamente con el contratista con la casa matriz del fabricante.

CONCLUSIÓN

Con base en el análisis técnico realizado, la verificación de los soportes presentados por el contratista, las condiciones logísticas y administrativas asociadas al arribo e instalación de la maquinaria, así como la necesidad de garantizar la correcta parametrización, puesta en funcionamiento y transferencia de conocimiento, se concluye que es técnica y operativamente viable otorgar la prórroga solicitada.

En consecuencia, **EL COMITÉ TÉCNICO EVALUADOR CONSIDERA PROCEDENTE AUTORIZAR LA PRÓRROGA DEL CONTRATO DE COMPRAVENTA NO. 138-1-25 HASTA EL 27 DE MARZO DE 2026,** con el fin de asegurar el cumplimiento integral del objeto contractual y la adecuada operación de la maquinaria en la planta de zapatería del Batallón de Intendencia No. 1 "Las Juanas".

Respetuosamente,

TE. CAMILO ANDRES RODRIGUEZ
Comité técnico evaluador

TO. TANIA CAROLINA HERNANDEZ
Comité técnico evaluador

TO. BRAYAN SEBASTIAN LASERNA
Comité técnico evaluador

Anexos: UNO (Cuatro 04 Folio)

Escaneado con CamScanner

Al contestar, cite este número

Radicado No. 2026692004021343: MDN-COGFM-COEJC-SECEJ-JEMGF-COLOG-BRLOG1-BAINT-EJE-29.61

Bogotá, D,C, 11 de febrero de 2026

Señores
BATALLON DE INTENDENCIA No 1 LAS JUANAS
Comité Técnico Evaluador
Carrera 46 N°20 C -79 Puente Aranda
Bogotá, D.C

Asunto: Solicitud Viabilidad Prorroga No. 2 (COMITÉ)
Contrato de Compraventa No.138-1-25

Con toda atención me permito solicitar al COMITÉ TÉCNICO EVALUADOR el concepto técnico de viabilidad de prórroga No. 2 del CONTRATO DE COMPRAVENTA No. 138-1-25 PROCESO DE SELECCIÓN ABREVIADA PARA LA ADQUISICIÓN DE BIENES Y SERVICIOS DE CARACTERÍSTICAS TÉCNICAS UNIFORMES POR SUBASTA INVERSA NO. SUBASTA 015-2025" cuyo objeto es "ADQUISICIÓN Y PUESTA EN FUNCIONAMIENTO DE MAQUINARIA INDUSTRIAL PARA LA PLANTA DE ZAPATERIA DEL BATALLÓN DE INTENDENCIA NO. 1 "LAS JUANAS" DEL EJERCITO NACIONAL-LOTE 2 MAQUINARIA DE MONTAJE DE CALZADO PLATA DE ZAPATERIA" por valor de CINCO MIL SEISCIENTOS DIEZ MILLONES CIENTO SESENTA Y CINCO MIL CIENTO SESENTA Y CINCO PESOS CON NOVENTA Y NUEVE CENTAVOS ($ 5.610.165.165,99) IVA INCLUIDO Y LOS DEMAS IMPUESTOS QUE SE DERIVEN, respecto a la solicitud enviada por el señor DANIEL BOTERO CARDONA, identificado com cédula No. 8.032.278, representante legal de M UNION TEMPORAL ITALFORT 2025 identificado con NIT. 902.018.252-0, en el cual solicita prorroga **HASTA EL 27 DE MARZO DEL 2026**, así;

14

Radicado No. 2026692004021343 MDN-COGFM-COEJC-SECEJ-JEMGF-COLOG-BRLOG1-BAINT-29.61

SOLICITUD CONTRATISTA

MILFORT

UNIÓN TEMPORAL ITALFORT 2025

Bogotá, D.C. 06 de febrero de 2026

Señores
FONDO ROTATORIO DE LA POLICÍA – FORPO
SEÑOR MAYOR
CARLOS ERNESTO PEREZ CARDONA
Supervisor Contrato de Compraventa No.138-1-25.
Ciudad

REFERENCIA: Solicitud ajuste en la fecha de ejecución para la prórroga No 1 del contrato de compraventa no 138-1-25 contrato de compraventa para la adquisición y puesta en funcionamiento de maquinaria industrial para la planta de zapatería del batallón de intendencia n° 1 "las juanas" del ejército nacional lote 2: maquinaria de montaje de calzado planta de zapatería.

Yo, **DANIEL BOTERO CARDONA**, identificado con Cédula de Ciudadanía No. 8.032.278 de Envigado, con domicilio principal en la Estrella, Antioquia, en calidad de representante legal de la **UNIÓN TEMPORAL ITALFORT 2025**, con Nit No. 902.018.252-0 legalmente constituida, con dirección electrónica: licitaciones@milfort.com.co; licitaciones2@milfort.com.co; ital.insumos@gmail.com por medio de la presente, solicito formalmente **un ajuste al plazo de ejecución** del contrato 138-125 y la prórroga No 1 del 31 de diciembre de 2025, el cual fue fijado para el 14 de febrero de 2026, con el fin de que la fecha de terminación sea concordante con los términos y tiempos expuestos en nuestra solicitud de prórroga y que ésta quede en los mismos términos y plazo final autorizado para el contrato, es decir, el 27 de marzo de 2026.

Esta petición se fundamenta en la certificación emitida por el fabricante italiano AVANTIUM S.R.L, el cual el día de hoy nos envía el reporte estado y actual de la MAQUINARIA DE MONTAJE DE CALZADO PLANTA DE ZAPATERÍA y su registro fotográfico donde se muestran que ya están listas para su trasporte y empaque, así: (...)

"Señores

Milfort

Por medio de la presente, Avamtium certifica que las siguientes máquinas han sido despachadas para su envío al cliente final en Colombia:

Dos (2) montadoras de cuños modelo AV58E
Una (1) montadora de puntas modelo X78ZTI

Informamos que las máquinas fueron recogidas el día 11 de febrero de 2026 por el agente de carga designado y se encuentran en proceso de traslado al puerto de embarque, quedando a la espera de su respectivo embarque, cuya fecha estimada de salida es el día 20 de febrero de 2026.

El tiempo de tránsito marítimo estimado es de entre treinta y cinco (35) y cuarenta (40) días, con destino al puerto de Cartagena, Colombia, donde posteriormente la mercancía deberá surtir el proceso de legalización ante la

aduana nacional colombiana.

La presente certificación se expide con el fin de informar al Ejército Nacional de Colombia sobre el estado actual de las máquinas, para los fines administrativos y contractuales correspondientes." (...)

Una situación de logística internacional que impide garantizar la entrega y puesta en marcha para el próximo **14** de febrero; por otro lado, se debe tener en cuenta los tiempos de nacionalización en Colombia ante la autoridad aduanera DIAN, la cual ocupa un tiempo mínimo de 6 días hábiles en verificación e inspección de la mercancía para darla de lata y poder pagar los impuestos a los que haya lugar. Por lo tanto, resulta imperativo alinear el cronograma de actividades a la disponibilidad real de los suministros para asegurar el cumplimiento óptimo del objeto contractual.

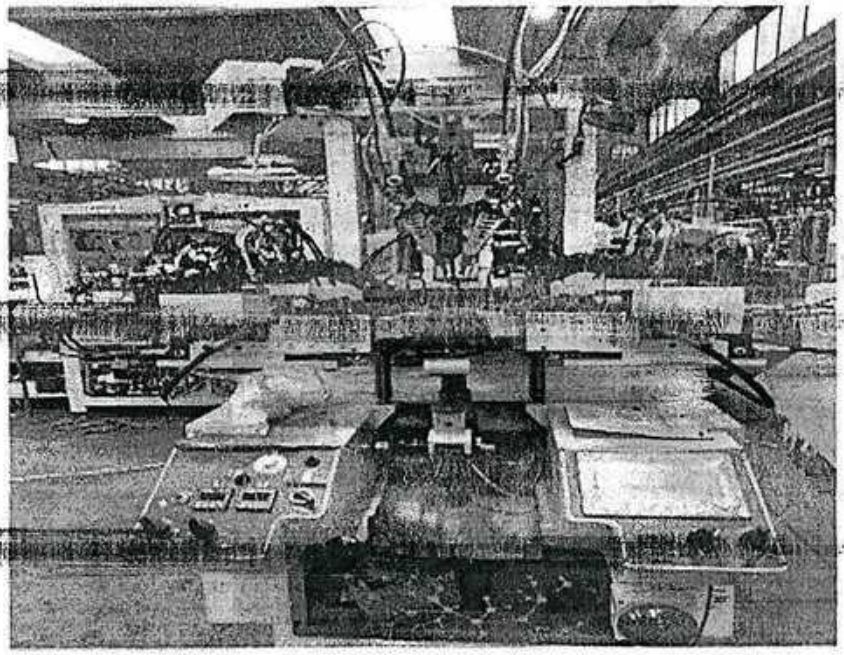
Así las cosas, los tiempos proyectados para la entrega de maquinaria de montaje de calzado planta de zapatería serían los siguientes:

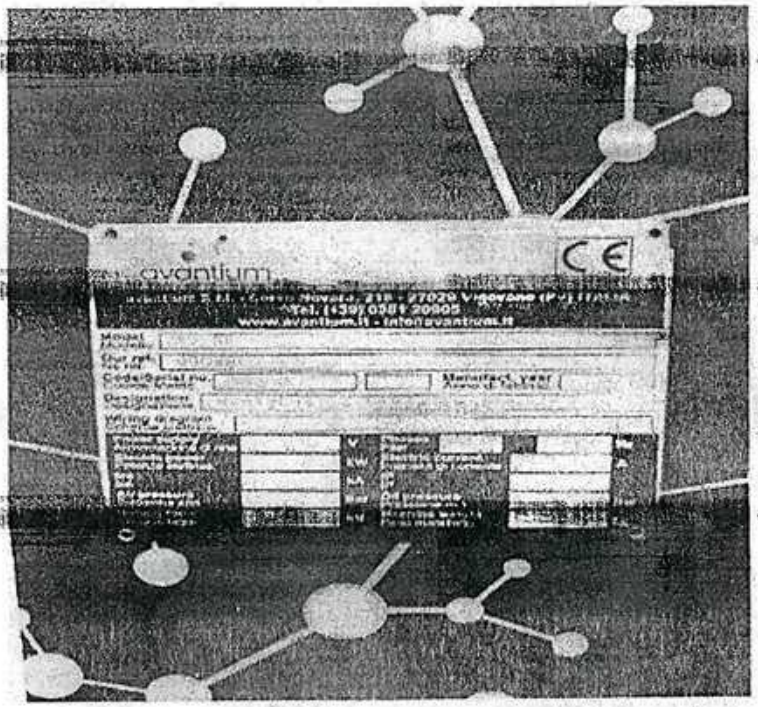
Actividad	Fecha Proyectada	Responsable
Proceso de traslado al puerto de embarque	11 de febrero de 2026	Avamtium Agente de Carga Designado ANDES
Proceso de embarque al buque trasportador	20 de febrero de 2026	Avamtium Agente de Carga Designado ANDES
Tránsito marítimo a Colombia	20 de febrero 2026 al 21 de marzo 2026	Agente de Carga Designado ANDES
Nacionalización en Colombia	21 de marzo al 26 de marzo 2026	UNIÓN TEMPORAL ITALFORT 2025
Entrega a la entidad	27 de marzo 2026	UNIÓN TEMPORAL ITALFORT 2025

Agradecemos de antemano su colaboración y quedamos a la espera de una decisión favorable por parte de ustedes y manifestamos estar prestos a la presentación del anexo modificatorio de la garantía de cumplimiento según ampliación del plazo del contrato.

Estamos llevando a cabo nuestros máximos esfuerzos para reducir los tiempos y dar avance al cumplimiento de las obligaciones contractuales en mención.

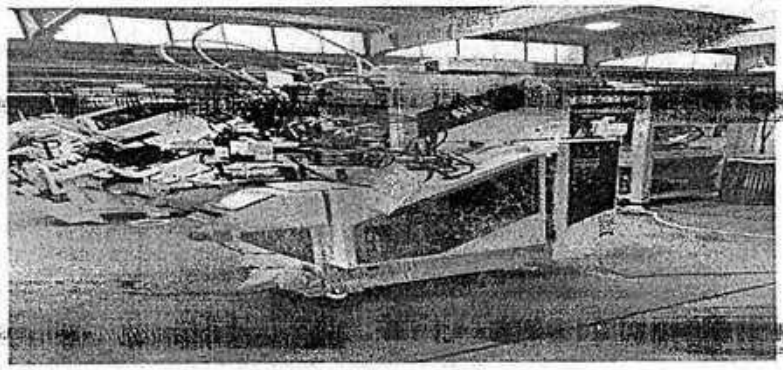
Anexos: registro fotográfico de las máquinas y carta certificación del fabricante

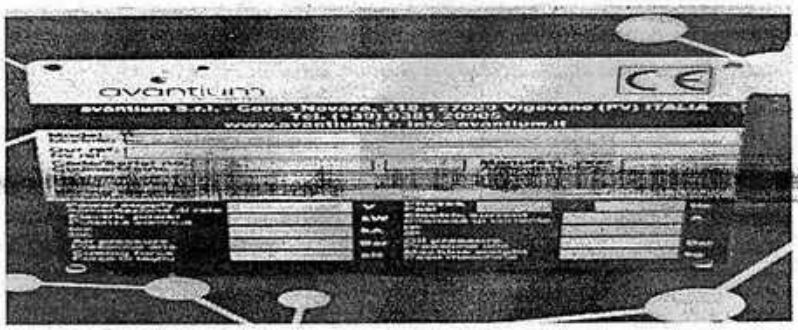



avantium
CE

MILFORT

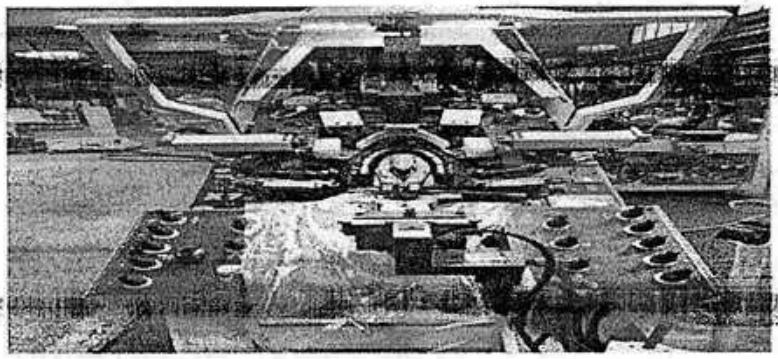
UNIÓN TEMPORAL ITALFORT 2025





MILFORT

UNIÓN TEMPORAL ITALFORT 2025



Respetuosamente,

DANIEL BOTERO CARDONA
C.C. 8.032.278 de Envigado
REPRESENTANTE LEGAL
UNIÓN TEMPORAL ITALFORT 2025
NIT No. 902.018.252-0

Radicado No. 2026692004021343 MDN-COGFM-COEJC-SECEJ-JEMGF-COLOG-BRLOG1-BAINT-29.61

SOPORTE EMPRESA FABRICANTE AVANTIUM

avantium

AVANTIUM S.R.L.
27029 Vigevano (PV) - Strada [illegible]
Tel. +39 0381 [illegible]
E-mail: [illegible]

CERIM ATOM MB

Señores

Miltfort

Por medio de la presente, Avamtium certifica que las siguientes máquinas han sido despachadas para su envío al cliente final en Colombia:

Dos (2) montadoras de cuños modelo AV58E

Una (1) montadora de puntas modelo X78ZTI

Informamos que las máquinas fueron recogidas el día 11 de febrero de 2026 por el agente de carga designado y se encuentran en proceso de traslado al puerto de embarque, quedando a la espera de su respectivo embarque, cuya fecha estimada de salida es el día 20 de febrero de 2026.

El tiempo de tránsito marítimo estimado es de entre treinta y cinco (35) y cuarenta (40) días, con destino al puerto de Cartagena, Colombia, donde posteriormente la mercancía deberá surtir el proceso de legalización ante la aduana nacional colombiana.

La presente certificación se expide con el fin de informar al Ejército Nacional de Colombia sobre el estado actual de las máquinas, para los fines administrativos y contractuales correspondientes.

Atentamente,

Paolo Marchesi

Nombre. PAOLO MARCHESI
Delegado Casa Matriz
AVANTIUM de CERIM y AtomMB

avantium

Messrs.

MILTFORT SAS NIT 811023478-8
CLL98 SUR 48-225 BG 105
055460 , LA ESTRELLA ANTIOQUIA ,
Colombia

Vigevano, 11/02/2026

ENVIO POR MAR FCL - 1*20 box - POD CARTAGENA

Con la presente comunicamos que las siguientes maquinarias:

N.3 WOODEN CASES MARKED

AVANTIUM SRL/LA ESTRELLA ANTIOQUIA

Containing:

CASE N.1 – N.1 MACHINE X78SZTI
SERIAL NUMBER 25220

CASE N.2 – N.1 MACHINE AV58E
SERIAL NUMBER 383E0

CASE N.3 – N.1 MACHINE AV58E
SERIAL NUMBER 483E0

fueron recogidas el día de hoy 11/02/2026 por el Agente de carga para su despacho al puerto, en un container 20 pies.

El agente de carga nos ha comunicado la siguiente información, actualizada al día de hoy:

- **La fecha estimada de embarque es prevista para el día 20 de Febrero 2026**
- **El tiempo de tránsito estimado es de aproximadamente 35 días.**
- **El puerto de destino es el puerto de Cartagena, Colombia, y posteriormente la mercancia debe surtir el proceso de legalización ante la aduana nacional.**

Será nuestro cuidado informarles de cualquier actualización relativa al envío, segun informaciones actualizadas por el Agente de carga.

Saludos cordiales
AVANTIUM SRL

Vigevano, 11/02/2026

Shipper
PH: +34 933 66 80 55
QUANTUM SRL
Strada Novara, 215 27029
Vigevano (PV) - Italia
ITALIA
CONTACTO: MICHELA POLETTI
EMAIL: michela.poletti@quantum.it
TELEFONO: +39 0381 20905

Consignee (If "To Order" so indicate)
MILFORT
NIT: 811023478
CALLE 98 SRV #45-225 BODEGA 105
LA ESTRELLA - ANTIOQUIA - COLOMBIA
LA ESTRELLA, COLOMBIA
TELEFONO: (604) 448 3490
CONTACTO: SALOME CUARTAS RENDON
EMAIL: AuxComext3@milfort.com.co

Notify party (No claim shall attach for failure to notify)
MILFORT
NIT: 811023478
CALLE 98 SRV #45-225 BODEGA 105
LA ESTRELLA - ANTIOQUIA - COLOMBIA
LA ESTRELLA, COLOMBIA
TELEFONO: (604) 448 3490
CONTACTO: SALOME CUARTAS RENDON
EMAIL: AuxComext3@milfort.com.co

BILL OF LADING

Bill/Lading Number
SMDE00337399

COPY

ORIGINAL BILL REQUIRED AT DESTINATION

ANDES
INTERPORT LOGISTICA

Received by the Carrier, the Goods as specified below in apparent good order and condition unless otherwise stated, to be transported to such place as agreed, authorised or permitted herein and subject to all the terms and conditions appearing on the front and reverse of this Bill of Lading to which the Merchant agrees by accepting this Bill of Lading, any local privileges and customs note notwithstanding.
The particulars given below as stated by the shipper and the weight, measure, quantity, condition, contents and value of the Goods are unknown to the Carrier.
In WITNESS whereof one (1) original Bill of Lading has been signed if not otherwise stated below, the same being accomplished the stated, the others 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.

Vessel	Port of Loading	Excess Value Declaration
CMA CGM BETTER WAYS / ODVOGSLMA	GENOVA, ITALY	

Port of Discharge	Destination (if on carriage)	Freight Payable at	No. of Originals
CARTAGENA, COLOMBIA	CARTAGENA, COLOMBIA	CARTAGENA, COLOMBIA	3 (THREE)

Marks and Numbers	Number and Kind of packages / Description of Goods	Gross Weight Kgs	Measurement M³
N/M	1 x 20GP CONTAINER STC 3 Package(s) 1 PACK	3825 KG	14.16 M3

000240
MACHINE X78SZTI
PAESE ORIGINE MERCE / GOODS ORIGIN : IT
SERIAL NUMBER 25220
COMPLETE WITH N.1 TOOLING (WIPERS, MOVABLE WIPERS PARTS, LAST SUPPORT, TEFLON)
SH CODE:70.611.15

000580
MACHINE AVSSE
PAESE ORIGINE MERCE / GOODS ORIGIN : IT
SERIAL NUMBER 3530
COMPLETE WITH LONG LASTING KIT - IRON FINGERS
SH CODE:62.497.10

000580
MACHINE AVSSE
PAESE ORIGINE MERCE / GOODS ORIGIN : IT
SERIAL NUMBER 4530
COMPLETE WITH LONG LASTING KIT - IRON FINGERS
SH CODE:62.497.10

Consol Ref#: CMDE00320069

INCOTERM: EXW

SHIPPED ON BOARD

Continuation Page Follows

Bill of Lading must be surrendered to
ANDES LOGISTICS COLOMBIA SAS
CRA 45 # 12 SUR 245 OF 607
EDIFICIO ORIZONTE TORRE 2
MEDELLIN ANT
COLOMBIA
Phone: +57 311 6741907

Freight Details, Charges, etc

Place and Date of Issue
GENOVA, ITALY 09-Feb-26

AS CARRIER

Place of Receipt	Place of Delivery
GENOVA, ITALY	CARTAGENA, COLOMBIA

Total No. of Packages in words
ONE CONTAINER(S)
Date

LAW AND JURISDICTION CLAUSE
The Contract evidenced by or contained in this Bill of Lading shall be governed by the law in Colombia and any claim or dispute arising hereunder or in connection herewith, shall (unless precluded to the Carrier's rights to commence proceedings in any other jurisdiction) be subject to the jurisdiction of the Courts of Colombia.

The shipper declares to the truth according to clauses 10, 11 and 12 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in the respect of loss of or damage to the goods and delay.

CONTINUATION PAGE **BILL OF LADING : SMDE00337399**

Consignor AVANTIUM SRL Corso Novara, 218 27029 Vigevano (PV) - Italia ITALIA CONTACTO: MICHELA POLLETI EMAIL: michela.poletti@avantium.it TELEFONO: +39 0381 20905	**Consignee** MILFORT NIT: 811021178 CALLE 98 SRJ #48-225-BODEGA 105 LA ESTRELLA - ANTIOQUIA - COLOMBIA LA ESTRELLA, COLOMBIA TELEFONO: (604) 448 3490 CONTACTO: SALOME CUARTAS RENDON EMAIL: AuxComext3@milfort.com.co
Notify Party MILFORT NIT: 811021478 CALLE 98 SRJ #48-225-BODEGA 105 LA ESTRELLA - ANTIOQUIA - COLOMBIA LA ESTRELLA, COLOMBIA TELEFONO: (604) 448 3490 CONTACTO: SALOME CUARTAS RENDON EMAIL: AuxComext3@milfort.com.co Phone: Faxt	**Goods Collected From** GENOVA, ITALY **Goods Delivered To** CARTAGENA, COLOMBIA **Gross Weight** 3825 KG **Package Quantity** 3 PKG (OUTER)
	ETD 20-Feb-26 **ETA** 10-Mar-26 **Volume** 14.16 M3

N. 3 CASES MARKED:
AVANTIUM SRL LA ESTRELLA ANTIOQUIA
N.1 - N.2 - N.3
G.W. 3825 KG
N.W. 3100 KG

Container	Seals	Type	Weight	Tare	Gross	Volume	Packages	Mode
	-	20GP	3825 KG	2280 KG	6105 KG	14.16 M3	3 PKG	-

De acuerdo a lo solicitado por el contratista se requiere evaluar la situación y soportes y dar respuesta con el concepto técnico evaluador.

BALANCE CONTRATO DE COMPRAVENTA

BALANCE DEL CONTRATO		
Valor Total Contrato	$ 5.610.165.165,99	
Valor Total por Ejecutar		$ 5.610.165.165,99
TOTAL CONTRATO	$ 5.610.165.165,99	$ 5.610.165.165,99

NIVEL DE EJECUCION Y AVANCE

NIVEL DE EJECUCION - CONTRATO		
% de Ejecución Financiera Cancelado	% Ejecución Servicios/Bienes	% Pendiente Por Ejecutar
0,00 %	0,00 %	100%

Respetuosamente

Mayor. CARLOS ERNESTO PEREZ CARDONA
Ejecutivo y Segundo comandante Batallón de Intendencia No. 1 "Las Juanas"
Supervisor Contrato de Compraventa No. 138-1-2025

Anexo: (cinco 05 Folios)

Proyecto: TO.2 Tatiana Reyes
Gestor Administración de Producción BAINT

18

Al contestar, cite este número

Radicado No. 2026692000271971: MDN-COGFM-COEJC-SECEJ-JEMGF-COLOG-BRLOG1-BAINT-29.61

Bogotá, D,C, 11 de febrero de 2026

Señora Coronel
ANA MARIA LUQUERNA RODRÍGUEZ
Directora General
FONDO ROTATORIO DE LA POLICÍA (FORPO)
Carrera 66 a Nº43-18
Bogotá, D.C.

Asunto: Concepto Viabilidad Prorroga (SUPERVISOR)
Contrato de Compraventa No.138-1-25

Respetuosamente me permito enviar el concepto como supervisor del CONTRATO DE COMPRAVENTA No. 138-1-25 PROCESO DE SELECCIÓN ABREVIADA PARA LA ADQUISICIÓN DE BIENES Y SERVICIOS DE CARACTERÍSTICAS TÉCNICAS UNIFORMES POR SUBASTA INVERSA NO. SUBASTA 015-2025" cuyo objeto es "ADQUISICIÓN Y PUESTA EN FUNCIONAMIENTO DE MAQUINARIA INDUSTRIAL PARA LA PLANTA DE ZAPATERÍA DEL BATALLÓN DE INTENDENCIA NO. 1 "LAS JUANAS" DEL EJERCITO NACIONAL-LOTE 2 MAQUINARIA DE MONTAJE DE CALZADO PLATA DE ZAPATERIA" por valor de CINCO MIL SEISCIENTOS DIEZ MILLONES CIENTO SESENTA Y CINCO MIL CIENTO SESENTA Y CINCO PESOS CON NOVENTA Y NUEVE CENTAVOS ($ 5.610.165.165,99) IVA INCLUIDO Y LOS DEMAS IMPUESTOS QUE SE DERIVEN, respecto a la solicitud enviada por el señor DANIEL BOTERO CARDONA, identificado com cédula No. 8.032.278, representante legal de UNION TEMPORAL ITALFORT 2025 identificado con NIT. 902.018.252-0 en el cual solicita prorroga HASTA EL 27 DE MARZO DEL 2025, así;

CONTINUATION PAGE

BILL OF LADING - SMDE00337399

Consignor
AVANTIUM SRL
Corso Novara, 218 27029
Vigevano (PV) - Italia

ITALIA
CONTACTO: MICHELA POLLETI
EMAIL: michela.poletti@avantium.it
TELEFONO: +39 0381 20905

Notify Party
MILFORT
NIT: 811023478
CALLE 98 SRU #48-225-BODEGA 105
LA ESTRELLA - ANTIOQUIA - COLOMBIA
LA ESTRELLA, COLOMBIA
TELEFONO: (604) 448 3490
CONTACTO: SALOME CUARTAS RENDON
EMAIL: AuxComext@milfort.com.co

Phone:

Fax:

Consignee
MILFORT
NIT: 811023478
CALLE 98 SRU #48-225-BODEGA 105
LA ESTRELLA - ANTIOQUIA - COLOMBIA
LA ESTRELLA, COLOMBIA
TELEFONO: (604) 448 3490
CONTACTO: SALOME CUARTAS RENDON
EMAIL: AuxComext@milfort.com.co

Goods Collected From
GENOVA, ITALY

Goods Delivered To
CARTAGENA, COLOMBIA

Gross Weight
3825 KG

Package Quantity
3 PKG (OUTER)

ETD 20-Feb-26

ETA 19-Mar-26

Volume
14.16 M3

N.3 CASES MARKED:
AVANTIUM SRL/LA ESTRELLA ANTIOQUIA
N.1 - N.2 - N.3
G.W. 3825 KG
N.W. 3100 KG

Container	Seals	Type	Weight	Tare	Gross	Volume	Packages	Mode
	-	20GP	3825 KG	2280 KG	6105 KG	14.16 M3	3 PKG	

SOLICITUD CONTRATISTA

MILFORT

UNIÓN TEMPORAL ITALFORT 2025

Bogotá, D.C, 06 de febrero de 2026

Señores
FONDO ROTATORIO DE LA POLICÍA – FORPO
SEÑOR MAYOR
CARLOS ERNESTO PEREZ CARDONA
Supervisor Contrato de Compraventa No.138-1-25.
Ciudad

REFERENCIA: Solicitud ajuste en la fecha de ejecución para la prórroga No 1 del contrato de compraventa no 138-1-25 contrato de compraventa para la adquisición y puesta en funcionamiento de maquinaria industrial para la planta de zapatería del batallón de intendencia n. 1 "las juanas" del ejército nacional lote 2 maquinaria de montaje de calzado planta de zapatería.

Yo, DANIEL BOTERO CARDONA, identificado con Cédula de Ciudadanía No 8.032.278 de Envigado, con domicilio principal en la Estrella, Antioquia en calidad de representante legal de la UNIÓN TEMPORAL ITALFORT 2025, con Nit No 902.018.252-0 legalmente constituida, con dirección electrónica licitaciones@milfort.com.co; licitaciones2@milfort.com.co; ital.insumos@gmail.com por medio de la presente, solicito formalmente un ajuste al plazo de ejecución del contrato 138-125 y la prórroga No 1 del 31 de diciembre de 2025, el cual fue fijado para el 14 de febrero de 2026, con el fin de que la fecha de terminación sea concordante con los términos y tiempos expuestos en nuestra solicitud de prórroga y que ésta quede en los mismos términos y plazo final autorizado para el contrato, es decir, el 27 de marzo de 2026.

Esta petición se fundamenta en la certificación emitida por el fabricante italiano AVANTIUM S.R.L, el cual el día de hoy nos envía el reporte estado y actual de la MAQUINARIA DE MONTAJE DE CALZADO PLANTA DE ZAPATERIA y su registro fotográfico donde se muestran que ya están listas para su trasporte y empaque, así: (...)

"Señores

Milfort

Por medio de la presente, Avamtium certifica que las siguientes máquinas han sido despachadas para su envío al cliente final en Colombia:

Dos (2) montadoras de cuños modelo AV58E
Una (1) montadora de puntas modelo X78ZTI

Informamos que las máquinas fueron recogidas el día 11 de febrero de 2026 por el agente de carga designado y se encuentran en proceso de traslado al puerto de embarque, quedando a la espera de su respectivo embarque, cuya fecha estimada de salida es el día 20 de febrero de 2026.

El tiempo de tránsito marítimo estimado es de entre treinta y cinco (35) y cuarenta (40) días, con destino al puerto de Cartagena, Colombia, donde posteriormente la mercancía deberá surtir el proceso de legalización ante la

aduana nacional colombiana.

La presente certificación se expide con el fin de informar al Ejército Nacional de Colombia sobre el estado actual de las máquinas, para los fines administrativos y contractuales correspondientes." (...)

Una situación de logística internacional que impide garantizar la entrega y puesta en marcha para el próximo **14 de febrero**; por otro lado, se debe tener en cuenta los tiempos de nacionalización en Colombia ante la autoridad aduanera DIAN, la cual ocupa un tiempo mínimo de 6 días hábiles en verificación e inspección de la mercancía para darla de lata y poder pagar los impuestos a los que haya lugar. Por lo tanto, resulta imperativo alinear el cronograma de actividades a la disponibilidad real de los suministros para asegurar el cumplimiento óptimo del objeto contractual.

Asi las cosas, los tiempos proyectados para la entrega de maquinaria de montaje de calzado planta de zapatería serian los siguientes:

Actividad	Fecha Proyectada	Responsable
Proceso de traslado al puerto de embarque	11 de febrero de 2026	Avamtium Agente de Carga Designado ANDES
Proceso de embarque al buque trasportador	20 de febrero de 2026	Avamtium Agente de Carga Designado ANDES
Tránsito marítimo a Colombia	20 de febrero 2026 al 21 de marzo 2026	Agente de Carga Designado ANDES
Nacionalización en Colombia	21 de marzo al 26 de marzo 2026	UNIÓN TEMPORAL ITALFORT 2025
Entrega a la entidad	27 de marzo 2026	UNIÓN TEMPORAL ITALFORT 2025

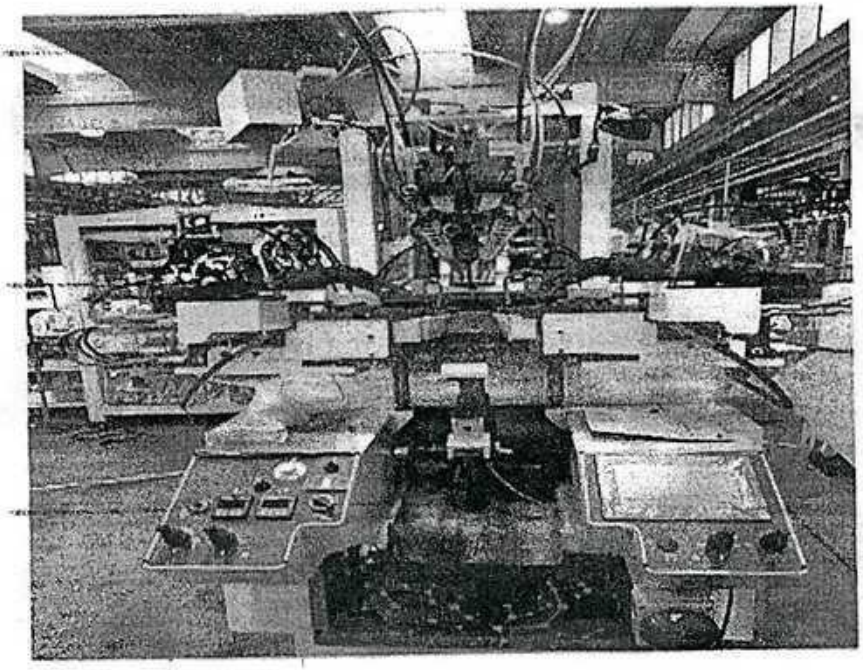
Agradecemos de antemano su colaboración y quedamos a la espera de una decisión favorable por parte de ustedes y manifestamos estar prestos a la presentación del anexo modificatorio de la garantía de cumplimiento según ampliación del plazo del contrato.

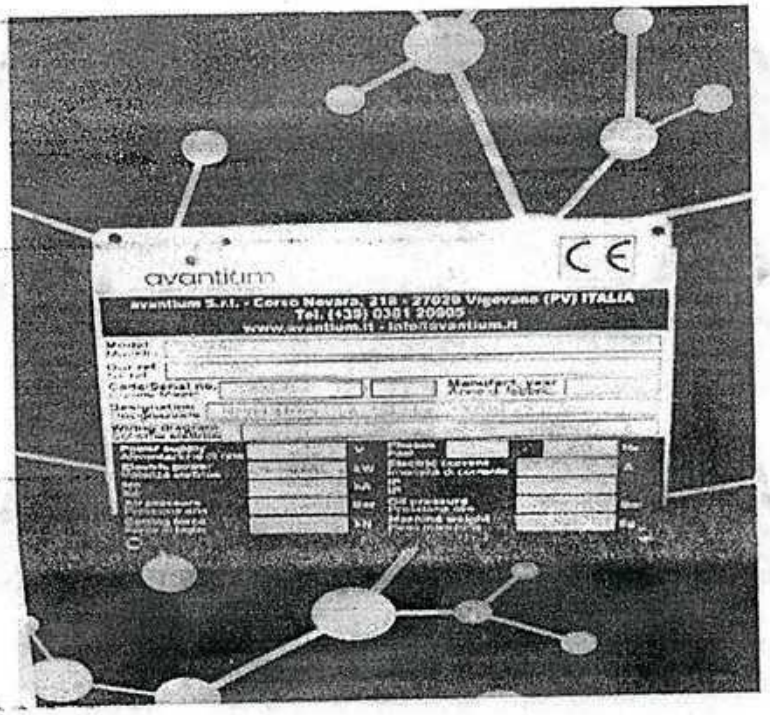
Estamos llevando a cabo nuestros máximos esfuerzos para reducir los tiempos y dar avance al cumplimiento de las obligaciones contractuales en mención.

Anexos: registro fotográfico de las máquinas y carta certificación del fabricante

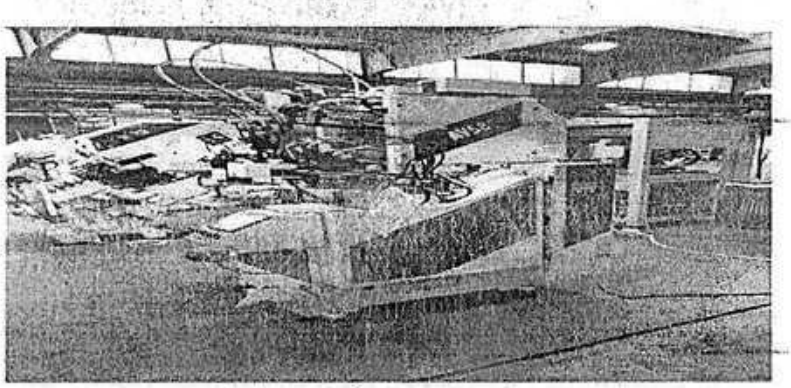
MILFORT

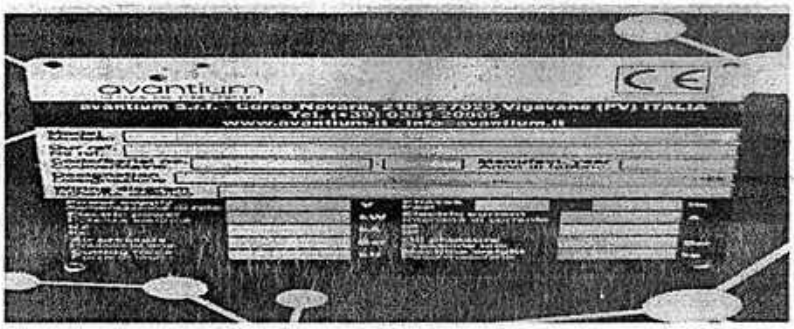
UNIÓN TEMPORAL ITALFORT 2025



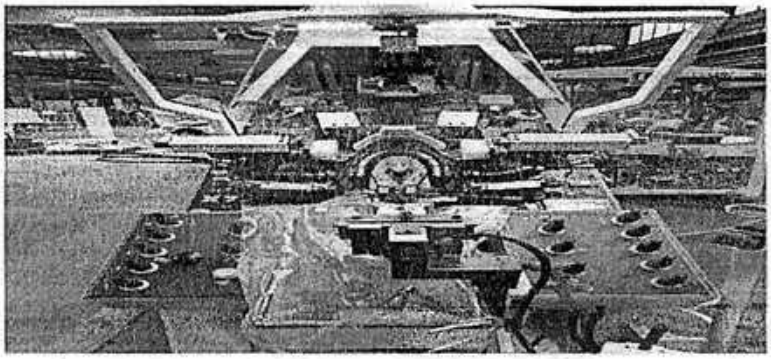


MILFORT UNIÓN TEMPORAL ITALFORT 2025





MILFORT UNIÓN TEMPORAL ITALFORT 2025



Respetuosamente,

DANIEL BOTERO CARDONA
C.C. 8.032.278 de Envigado
REPRESENTANTE LEGAL
UNIÓN TEMPORAL ITALFORT 2025
NIT No. 902.018.252-0

Radicado No. 2026692000271971 MDN-COGFM-COEJC-SECEJ-JEMGF-COLOG-BRLOG1-BAINT-29.61

SOPORTE EMPRESA FABRICANTE AVANTIUM

avantium

AVANTIUM SRL

CERIM ATOM

Señores

Miltfort

Por medio de la presente, Avamtium certifica que las siguientes máquinas han sido despachadas para su envío al cliente final en Colombia:

Dos (2) montadoras de cuños modelo AV58E

Una (1) montadora de puntas modelo X78ZTI

Informamos que las máquinas fueron recogidas el día 11 de febrero de 2026 por el agente de carga designado y se encuentran en proceso de traslado al puerto de embarque, quedando a la espera de su respectivo embarque, cuya fecha estimada de salida es el día 20 de febrero de 2026.

El tiempo de tránsito marítimo estimado es de entre treinta y cinco (35) y cuarenta (40) días, con destino al puerto de Cartagena, Colombia, donde posteriormente la mercancía deberá surtir el proceso de legalización ante la aduana nacional colombiana.

La presente certificación se expide con el fin de informar al Ejército Nacional de Colombia sobre el estado actual de las máquinas, para los fines administrativos y contractuales correspondientes.

Atentamente,

Paolo Marchesi

Nombre. PAOLO MARCHESI

Delegado Casa Matriz

AVANTIUM de CERIM y AtomMB

avantium

Messrs.

MILTFORT SAS NIT 811023478-8
CLL98 SUR 48-225 BG 105
055460 , LA ESTRELLA ANTIOQUIA ,
Colombia

Vigevano, 11/02/2026

ENVIO POR MAR FCL - 1*20 box - POD CARTAGENA

Con la presente comunicamos que las siguientes maquinarias:

N.3 WOODEN CASES MARKED

AVANTIUM SRL/LA ESTRELLA ANTIOQUIA

Containing:

CASE N.1 – N.1 MACHINE X78SZTI
SERIAL NUMBER 25220

CASE N.2 – N.1 MACHINE AV58E
SERIAL NUMBER 383E0

CASE N.3 – N.1 MACHINE AV58E
SERIAL NUMBER 483E0

fueron recogidas el dia de hoy 11/02/2026 por el Agente de carga para su despacho al puerto, en un container 20 pies.

El agente de carga nos ha comunicado la siguiente información, actualizada al dia de hoy:

- **La fecha estimada de embarque es prevista para el dia 20 de Febrero 2026**
- **El tiempo de tránsito estimado es de aproximadamente 35 dias.**
- **El puerto de destino es el puerto de Cartagena, Colombia, y posteriormente la mercancia debe surtir el proceso de legalización ante la aduana nacional.**

Será nuestro cuidado informarles de cualquier actualización relativa al envío, segun informaciones actualizadas por el Agente de carga.

Saludos cordiales
AVANTIUM SRL

Vigevano, 11/02/2026

Shipper PH: +34 933 68 80 85

AVANTIUM SRL
Corso Novara, 216 27029
Vigevano (PV) - Italia

ITALIA
CONTACTO: MICHELA POLLETTI
EMAIL: michela.polletti@avantium.it
TELEFONO: +39 0381 20905

BILL OF LADING

Bill Lading Number
SVDE00337399

COPY

ORIGINAL BILL REQUIRED AT DESTINATION

ANDES
INTEGRACIÓN LOGÍSTICA

Consignee (If "To Order" so indicate)

MILFORT
NIT: 811023478
CALLE 95 SUR #48-225-BODEGA 105
LA ESTRELLA - ANTIOQUIA - COLOMBIA
LA ESTRELLA, COLOMBIA
TELEFONO: (604) 445 3490
CONTACTO: SALOME CUARTAS RENDON
EMAIL: AuxComext@milfort.com.co

Received by the Carrier, the Goods as specified be ow in apparent good order and condition unless otherwise stated, to be transported to such place as agreed, authorised or permitted herein and subject to all the terms and conditions appearing on the front and reverse of this Bill of Lading to which the Merchant agrees by accepting this Bill of Lading, any local privileges and customs notwithstanding.
The particulars given below as stated by the shipper and the weight, measure, quantity, condition, contents and value of the Goods are unknown to the Carrier.
In WITNESS whereof one (1) orig nal Bill of Lading has been signed if not otherwise stated below, the same being accomplished the other(s), 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.

Notify party (No claim shall attach for failure to notify)

MILFORT
NIT: 811023478
CALLE 95 SUR #48-225-BODEGA 105
LA ESTRELLA - ANTIOQUIA - COLOMBIA
LA ESTRELLA, COLOMBIA
TELEFONO: (604) 445 3490
CONTACTO: SALOME CUARTAS RENDON
EMAIL: AuxComext@milfort.com.co

Vessel	Port of Loading	Excess Value Declaration
CMA CGM SETTER MAYS / 0DV0GS1MA	GENOVA, ITALY	

Port of Discharge	Destination (if on-carriage)	Freight Payable at	No. of Originals
CARTAGENA, COLOMBIA	CARTAGENA, COLOMBIA	CARTAGENA, COLOMBIA	3 (THREE)

Marks and Numbers	Number and Kind of packages; Description of Goods	Gross Weight Kgs	Measurement M³
N/M	1 x 20GP CONTAINER STC 3 Package(S) 1 PACK 000240 MACHINE X785ZTI PAESE ORIGINE MERCE / GOODS ORIGIN : IT SERIAL NUMBER 25220 COMPLETE WITH N.1 TOOLING (WIPERS, MOVABLE WIPERS PARTS, LAST SUPPORT, TEFLON) SH CODE:70.611,15 000580 MACHINE AV58E PAESE ORIGINE MERCE / GOODS ORIGIN : IT SERIAL NUMBER 3836O COMPLETE WITH LONG LASTING KIT - IRON FINGERS SH CODE:62.497,10 000580 MACHINE AV58E PAESE ORIGINE MERCE / GOODS ORIGIN : IT SERIAL NUMBER 4836O COMPLETE WITH LONG LASTING KIT - IRON FINGERS SH CODE:62.497,10	3825 KG	14.16 M³

Consol Ref: CMDE00320069
SHIPPED ON BOARD

Continuation Page Follows...

INCOTERM: EXW

Bill of Lading must be surrendered to:
ANDES LOGISTICS COLOMBIA SAS
CRA 46 # 32 SUR 145 OF 807
EDIFICIO CALDERO TORRE 2
MEDELLIN ANT
COLOMBIA
Phone: +57 311 6741907

Freight Details Charges, etc.

Place and Date of Issue
GENOVA, ITALY 09-Feb-26

AS CARRIER

Place of Receipt	Place of Delivery	Total No. of Packages received
GENOVA, ITALY	CARTAGENA, COLOMBIA	ONE CONTAINER(S)

LAW AND JURISDICTION CLAUSE
The Contract evidenced by or contained in this Bill of Lading shall be governed by the law in Colombia and any claims or dispute arising hereunder or in connection herewith shall (without prejudice to the Carrier's rights to commence proceedings in any other jurisdiction) be subject to the jurisdiction of the Courts of Colombia.

Date

The Merchant's attention is drawn to the fact that according to Clauses 10, 11 and 12 of this Bill of Lading, the liability of the Carrier is limited in the interest of loss of or damage to the Goods and Cargo.

CONTINUATION PAGE **BILL OF LADING - SMDE00337399**

Consignor AVANTIUM SRL Corso Novara, 215 27029 Vigevano (PV) - Italia ITALIA CONTACTO: MICHELA POLLETI EMAIL: michela.polleti@avantium.it TELEFONO: +39 0381 20905	**Consignee** MILFORT NIT: 811023478 CALLE 98 SRU #48-225-BODEGA 105 LA ESTRELLA - ANTIOQUIA - COLOMBIA LA ESTRELLA, COLOMBIA TELEFONO: (604) 448 3490 CONTACTO: SALOME CUARTAS RENDON EMAIL: AuxComext@milfort.com.co
Notify Party MILFORT NIT: 811023478 CALLE 98 SRU #48-225-BODEGA 105 LA ESTRELLA - ANTIOQUIA - COLOMBIA LA ESTRELLA, COLOMBIA TELEFONO: (604) 448 3490 CONTACTO: SALOME CUARTAS RENDON EMAIL: AuxComext@milfort.com.co Phone: Fax:	**Goods Collected From** GENOVA, ITALY — **ETD** 20-Feb-26 **Goods Delivered To** CARTAGENA, COLOMBIA — **ETA** 10-Mar-26 **Gross Weight** 3525 KG — **Volume** 14.16 M3 **Package Quantity** 3 PKG (OUTER)

N.3 CASES MARKED:
AVANTIUM SRL/LA ESTRELLA ANTIOQUIA
N.1 - N.2 - N.3
G.W. 3825 KG
N.W. 3100 KG

Container	Seals	Type	Weight	Tare	Gross	Volume	Packages	Mode
	-	20GP	3525 KG	2280 KG	6105 KG	14.16 M3	3 PKG	-

En atención a lo solicitado por el contratista, se llevó a cabo la revisión y evaluación de la situación expuesta, así como de los soportes documentales presentados para tal fin. Como resultado del análisis efectuado, se emite el presente concepto del supervisor, el cual se fundamenta en la información suministrada, las condiciones contractuales aplicables y los criterios técnicos correspondientes y basado en concepto del Comité Técnico Evaluador, con Oficio No. 2026692004061623 de fecha 11 de febrero del 2026:

".se fundamenta en las situaciones técnicas expuestas relacionadas con la maquinaria destinada a la planta de zapatería del BAINT, la cual requiere procesos de parametrización mecánica y electrónica especializada, indispensables para su correcta operación y puesta en marcha conforme a los estándares del fabricante y a las necesidades operativas de la Unidad.

Adicionalmente, el contratista presentó los soportes remitió el cronograma por periodo vacacional de la casa fabricante AVANTIUM S.R.L., ubicada en Italia, los cuales fueron verificados por este Comité y evidencian el arribo de la maquinaria, así como el cumplimiento de los trámites administrativos necesarios para su ingreso al país. Dichas circunstancias han generado la necesidad de contar con un tiempo adicional para la ejecución de las actividades contractuales, con el fin de garantizar la correcta, completa y oportuna ejecución del objeto contractual.

Además, se deben tener en cuenta los siguientes parámetros contractuales para el recibido a satisfacción de los equipos, trámite administrativo para dar de alta e ingresar en la línea de producción de la planta de zapatería del Batallón de Intendencia N°1

"Las Juanas"

ENTREGA DE LOS BIENES: *El contratista deberá garantizar la instalación de los equipos en la planta de producción de zapatería del Batallón de Intendencia No. 1 "Las Juanas", realizando las conexiones requeridas para su puesta en funcionamiento, incluyendo pruebas operativas, ajustes y calibraciones necesarias, de acuerdo con los requerimientos técnicos y productivos de la planta.*

PUESTA A PUNTO DE LOS EQUIPOS: *Dicha actividad deberá ejecutarse en la planta de zapatería del BAINT, cumpliendo con las condiciones técnicas exigidas y en coordinación previa con el supervisor del contrato, sin que se generen costos adicionales para el Batallón de Intendencia No. 1 "Las Juanas".*

REQUERIMIENTO DE ACCESORIOS: *Deberá incluir los accesorios de conexión neumática y eléctrica (clavijas y tomas), acordes a las acometidas existentes en la Unidad. Todos los accesorios deberán ser entregados debidamente empacados y protegidos, conforme a las normas y estándares aplicables establecidos por el fabricante.*

TRANSFERENCIA DE CONOCIMIENTO: *Personal técnico de mantenimiento La capacitación tendrá una intensidad mínima de cuarenta (40) horas, e incluirá como mínimo los siguientes temas: Mantenimiento de primer y segundo escalón. Programación de la maquinaria (creación y manipulación de programas o software, cuando aplique). Identificación y solución de errores y fallas electrónicas. Interpretación de manuales operativos y de partes. Identificación de consumibles y herramientas adecuadas para el mantenimiento. Personal operativo Se realizará una transferencia de conocimiento con una intensidad mínima de cuarenta (40) horas, que incluya como mínimo: Mantenimiento de primer escalón. Limpieza, lubricación, operación y cuidado del equipo. Precauciones y recomendaciones para la correcta manipulación de la maquinaria. La capacitación será impartida por personal vinculado directamente con el contratista con la casa matriz del fabricante…"*

En este sentido, se considera procedente y se OTORGA LA VIABILIDAD DE ACEPTACIÓN PARA REALIZAR LA PRÓRROGA DEL PLAZO CONTRACTUAL HASTA EL 27 DE MARZO DE 2026, debido a la situación expuesta por la Unión Temporal ITALFORT 2025, correspondiente al lote adjudicado No. 2: Maquinaria de montaje de calzado para la planta de zapatería, cuyo fabricante es extranjero, AVANTUIM S.R.L, con sede en Italia, **conforme** a lo manifestado y debidamente justificado.

Sin que ello implique modificación del objeto ni del valor del contrato, y siempre que se mantengan vigentes y se cumplan las demás obligaciones contractuales establecidas.

BALANCE CONTRATO DE COMPRAVENTA

BALANCE DEL CONTRATO		
Valor Total Contrato	$ 5.610.165.165,99	
Valor Total por Ejecutar		$ 5.610.165.165,99
TOTAL CONTRATO	$ 5.610.165.165,99	$ 5.610.165.165,99

NIVEL DE EJECUCION Y AVANCE

NIVEL DE EJECUCION - CONTRATO		
% de Ejecución Financiera Cancelado	% Ejecución Servicios/Bienes	% Pendiente Por Ejecutar
0,00%	0,00%	100%

Respetuosamente,

Mayor. CARLOS ERNESTO PEREZ CARDONA
Ejecutivo y Segundo Comandante Batallón de Intendencia No.1 "Las Juanas"
Supervisor Contrato de Compraventa No. 138-1-25

Proyecto: TO. 2 Tatiana Reyes
Gestor Administración de Producción BAINT

MINISTERIO DE DEFENSA NACIONAL
COMANDO GENERAL DE LAS FUERZAS MILITARES
EJÉRCITO NACIONAL
BATALLÓN DE INTENDENCIA No 1 "LAS JUANAS"

PATRIA HONOR LEALTAD

Al contestar, cite este número

Radicado No. 2026692000331951: MDN-COGFM-COEJC-SECEJ-JEMGF-COLOG-BRLOG1-BAINT-EJE-29.61

Control

Al contestar cite radicado:
2026-201-00196-R

Fecha: 2026-02-18 Hora: 04:05:11
Remitente(s): Carlos Ernesto Perez Cardona
Destinatario(s): DIRECCIÓN GENERAL
Folios: 2
Adjuntos/Anexos:0

Bogotá, D,C, 18 de febrero de 2026

Señora Coronel
ANA MARIA LUQUERNA RODRIGUEZ
Directora General Fondo Rotatorio de la Policía Nacional FORPO
Carrera 66 a N° 43-18
Bogota, D.C..

Asunto: Solicitud Estado Actual
Contrato de Compraventa No. 138-1-25

Con toda atención, en mi calidad de supervisor del Contrato de Compraventa No. 138-1-25 PROCESO DE SELECCIÓN ABREVIADA PARA LA ADQUISICIÓN DE BIENES Y SERVICIOS DE CARACTERÍSTICAS TÉCNICAS UNIFORMES POR SUBASTA INVERSA NO. SUBASTA 015-2025" cuyo objeto es "ADQUISICIÓN Y PUESTA EN FUNCIONAMIENTO DE MAQUINARIA INDUSTRIAL PARA LA PLANTA DE ZAPATERÍA DEL BATALLÓN DE INTENDENCIA NO. 1 "LAS JUANAS" DEL EJERCITO NACIONAL-LOTE 2 MAQUINARIA DE MONTAJE DE CALZADO PLATA DE ZAPATERIA" por valor de CINCO MIL SEISCIENTOS DIEZ MILLONES CIENTO SESENTA Y CINCO MIL CIENTO SESENTA Y CINCO PESOS CON NOVENTA Y NUEVE CENTAVOS ($ 5.610.165.165,99) IVA INCLUIDO Y LOS DEMAS IMPUESTOS QUE SE DERIVEN.

Por medio de la presente, me permito solicitar información y/o estado actual respecto al requerimiento N° 2026692000274301 de fecha 12 de febrero 2026, con asunto (Solicitud de prórroga N° 2) radicada ante el FONDO ROTATORIO DE LA POLICIA (FORPO) N° 2026-201-00171-R de fecha 12 de febrero 2026.

Respetuosamente,

Mayor CARLOS ERNESTO PÉREZ CARDONA
Ejecutivo y Segundo Comandante Batallón de Intendencia No. 1 "Las Juanas"
Supervisor de Contrato de Compraventa No. 138-1-25

Anexo: Uno (Uno 01 Folio)

Elaboró: TO 2 Tatiana Reyes
Gestor Administración de Producción

MINISTERIO DE DEFENSA NACIONAL
COMANDO GENERAL DE LAS FUERZAS MILITARES
EJÉRCITO NACIONAL
PATRIA HONOR LEALTAD BATALLÓN DE INTENDENCIA No 1 "LAS JUANAS"

Al contestar, cite este número

Radicado No. 2026692000409221: MDN-COGFM-COEJC-SECEJ-JEMGF-COLOG-BRLOG1-BAINT-29.61

Control

Al contestar cite radicado:
2026-201-00267-R

Fecha: 2026-02-26 Hora: 02:26:06
Remitente(s): Carlos Ernesto Perez Cardona
Destinatario(s): DIRECCIÓN GENERAL
Folios: 1
Adjuntos/Anexos:0

Bogotá, D. C. 26 de Febrero de 2026

Señora Coronel
ANA MARIA LUQUERNA RODRIGUEZ
Directora General Fondo Rotatorio de la Policía Nacional FORPO
Carrera 66 a N° 43-18
Bogotá, D.C..

Asunto: Solicitud Estado Actual
Contrato de Compraventa No. 138-1-25

Con toda atención, en mi calidad de supervisor del Contrato de Compraventa No. 138-1-25 PROCESO DE SELECCIÓN ABREVIADA PARA LA ADQUISICIÓN DE BIENES Y SERVICIOS DE CARACTERÍSTICAS TÉCNICAS UNIFORMES POR SUBASTA INVERSA NO. SUBASTA 015-2025" cuyo objeto es "ADQUISICIÓN Y PUESTA EN FUNCIONAMIENTO DE MAQUINARIA INDUSTRIAL PARA LA PLANTA DE ZAPATERÍA DEL BATALLÓN DE INTENDENCIA NO. 1 "LAS JUANAS" DEL EJERCITO NACIONAL-LOTE 2 MAQUINARIA DE MONTAJE DE CALZADO PLATA DE ZAPATERIA" por valor de CINCO MIL SEISCIENTOS DIEZ MILLONES CIENTO SESENTA Y CINCO MIL CIENTO SESENTA Y CINCO PESOS CON NOVENTA Y NUEVE CENTAVOS ($ 5.610.165.165,99) IVA INCLUIDO Y LOS DEMAS IMPUESTOS QUE SE DERIVEN.

Por medio de la presente, me permito solicitar información y/o estado actual respecto al requerimiento N° 2026692000274301 de fecha 12 de febrero 2026, con asunto (Solicitud de prórroga N° 2) radicada ante el FONDO ROTATORIO DE LA POLICIA (FORPO) N° 2026-201-00171-R de fecha 12 de febrero 2026, toda vez que con anterioridad se solicitó información mediante radicado No. 2026692000331951 de fecha 18 de febrero de 2026, pero a la fecha no se cuenta con una respuesta.

Respetuosamente,

Mayor CARLOS ERNESTO PÉREZ CARDONA
Ejecutivo y Segundo Comandante Batallón de Intendencia No. 1 "Las Juanas"
Supervisor de Contrato de Compraventa No. 138-1-25

Elaboró: TO 2 Tatiana Reyes
Gestor Administración de Producción

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