

<div>Shipper</div> <div>MARK AMEGADZIE 13-538 HERRING COVE RD HALIFAX, NS B3R 1X4 PHONE: 9029891039 EMAIL: AMEGADZIE@YAHOO.COM</div>		<div>Ref#</div>	<div>Booking No. S314952812</div> <div>Ref. No.</div>	<div>Bl. No.</div> <div>S314952812</div>
<div>Consignee</div> <div>EMMANUEL KOMLAGAH PLATON GAS OIL GHANA LIMITED PMB CS 016, TEMA HEAVY INDUSTRIAL AREA ACCRA, TEMA, PHONE: +233242009825 EMAIL: AMEGADZIE@YAHOO.COM</div>				
<div>Notify</div> <div>EMMANUEL KOMLAGAH PLATON GAS OIL GHANA LIMITED PMB CS 016, TEMA HEAVY INDUSTRIAL AREA ACCRA, TEMA, PHONE: +233242009825 EMAIL: AMEGADZIE@YAHOO.COM</div>				
<div>Pre-carriage by</div>	<div>Place of acceptance</div>			
<div>Ocean vessel</div> <div>ATE1018 ATLANTIC SEA</div>	<div>Port of loading</div> <div>HALIFAX</div>			
<div>Port of discharge</div> <div>TEMA</div>	<div>Place of delivery</div>			

FCL/FCL

STUFFING, LASHING, SECURING, UNSTUFFING, STRIPPING AND UNLASHING OF THE CARGO LOADED INTO/ON CONTAINERS/MAFIS/ BOLSTERS/ FLATRACKS FOR MERCHANT'S ACCOUNT & RESPONSIBILITY. ONCE ACCEPTED, THE CONTAINERS/MAFIS/ BOLSTERS/ FLATRACKS IS TO BE CONSIDERED SUITABLE FOR THE INTENDED CARGO AND CARRIER CANNOT BE HELD RESPONSIBLE FOR ANY RELATED CIRCUMSTANCE/DAMAGE OR LOSS. MERCHANTS ARE RESPONSIBLE FOR THE TIMELY RETURN OF THE EMPTY CONTAINERS/ MAFIS AND LASHING/DUNNAGE MATERIAL TO THE SHIP DURING NORMAL VESSEL'S STAY OR TO CARRIER'S INDICATED DEPOT AT THE PORT OF DISCHARGE AT MERCHANT'S COST AND RISK.


AFTER UNSTUFFING, STRIPPING AND UNLASHING OF THE CONTAINERS/MAFIS/BOLSTERS/FLATRACKS IT IS MERCHANT'S ACCOUNT & RESPONSIBILITY TO TIMELY RETURN THE EMPTY CONTAINERS/ MAFIS AND LASHING/DUNNAGE MATERIAL ACCORDING TO CARRIER'S INSTRUCTIONS AT THE PORT OF DISCHARGE AT MERCHANT'S COST AND RISK. MERCHANT IS RESPONSIBLE TO RETURN CONTAINERS/MAFIS/ BOLSTERS/ FLATRACKS IN GOOD CONDITIONS, CLEANED AND WITHOUT RESIDUAL DUNNAGE/CARGO

AND OPEN TOP CONTAINERS WITH THE TARPULINE AND ROOF BOWS DULY MOUNTED.

SAID TO CONTAIN - SHIPPER LOAD, STOW, COUNT AND WEIGHT. QUALITY AND CONTENTS UNKNOWN AND NOT TALLIED OR CONTROLLED BY CARRIER. THE CARRIER IS NOT RESPONSIBLE FOR DAMAGES CAUSED BY SHIFTING OF CARGO INSIDE CONTAINER(S)/MAFIS/ BOLSTERS/ FLATRACKS. MERCHANT REMAINS RESPONSIBLE TO ENSURE THAT THE CARGO IS LOADED/LASHED AND SECURED IN ACCORDANCE WITH ACCEPTED PRACTICE TO WITHSTAND THE RIGOURS OF SEA TRANSPORTATION AT ALL TIMES AND TO AVOID DAMAGE TO THE CONTAINER(S)/MAFIS/ BOLSTERS/ FLATRACKS ITSELF. CARRIER AND/OR AGENTS RESERVE THE RIGHT TO COLLECT DEPOSITS AT PREVAILING RATES PRIOR TO RELEASE OF CONTAINERS TO AUTHORISED PARTIES.

CONTINUED AFTER GOODS DESCRIPTION

9



000149 528121

PARTICULARS AS FURNISHED BY THE SHIPPER

Marks and Nos	Quantity	Kind of packages; description of goods	Weight kg.	Measurement CBM
CARRIER CODE: 90UC GCNU4751620 Seal #(s): 411955 TARE WEIGHT: 3840 Kgs	1	40 ft. High Cube Shippers Load Stow and Count 5 UNITS SLAC 2012 NISSAN VERSA VIN: 3N1BC1CP5CL363225 BELONGS TO: EMMANUEL KOMLAGAH PHONE: +233242009825 2008 PONTIAC VIBE VIN: 5Y2SL67898Z420684 BELONGS TO: PEREZ OTOO PHONE: +233249497548 2009 TOYOTA COROLLA VIN: 2T1BU40E39C052080 BELONGS TO: EMMANUEL AMARTEIFIO PHONE: +233501097288 2009 TOYOTA MATRIX VIN: 2T1KE40E99C004077 BELONGS TO: EMMANUEL AMARTEIFIO PHONE: +233501097288 1 LOT OF SPARE PARTS CAED:	6,916.000 KGS	50.008 CBM
<div>CARRIER'S RECEIPT</div> <div>Total No. of Containers: 1</div>				

Shipped in apparent good order and conditions (unless otherwise noted herein) the total number or quantity of containers or other packages or units indicated above stated by the Shipper to comprise the cargo specified above, for transportation subject to all the terms hereof (including the terms on the reverse, hereof and the terms of the Carrier's applicable tariff) from the place of acceptance or the port of loading, whichever applicable, to the port of discharge or place of delivery whichever applicable. On presentation of one original of this bill of Lading (duly endorsed) to the Carrier, by or on behalf of the Holder, the rights and liabilities arising in accordance with the terms hereof shall (without prejudice to any rule or common law or statute rendering them binding upon the Shipper, Holder and Carrier) become binding in all respect between the Carrier and Holder as though the Contract contained herein or evidenced hereby had been made between them. In witness whereof the number of original Bills of Lading stated herein all of this tenor and date has been signed, one of which being accomplished the others to stand void.

<div>With reference to new vehicles, cars, vans and trucks, it is expressly agreed that any and all claims for loss or damage of any kind whatsoever shall be considered, handled, settled or otherwise disposed of in accordance with the contracts entered into between the Carrier and the Shipper. In any event and in all cases where the goods transported are new vehicles, cars, vans and trucks, the Shipper will, inter alia, be bound by the Carrier's pre-shipment surveys, irrespective of whether or not a clean Bill of Lading has been issued and irrespective of whether claims are brought by Receivers or Shippers, their underwriters and any other third party holder. The Carrier is not liable in any way for any type of accessories inside the vehicle(s), nor for any damage to upholstery and fittings.</div>	
<div>Particulars relating to weight, measure, marks, number, quality, contents and value, are furnished by Shipper and neither the Carrier, his Agents or Servants have verified the same nor does the Carrier accept the same as being correct or adequate.</div>	
<div>Containers/Mafi owned/managed by sea carrier and hired by shippers. Free hire during sea carriage and for three days (or any other period in accordance with port regulations/practice) after discharge, thereafter detention/demurrage/hire charges are payable by receivers/consignees, in accordance with port regulations/rules and at rates specified by sea carrier, until returned in sound/clean/swept condition.</div>	
<div>In the event that the goods are not collected or are abandoned by the receivers/consignee, or detention/hire charges are not paid by the receivers/consignees, the shippers shall be jointly and severally liable for the payment of detention/hire charges and any other charges including warehousing costs, taxes, fines and all other incidental expenses.</div>	

<div>DRAFT</div>	
<div>Place and date of issue</div> <div>Virginia Beach</div>	<div>06/08/2018</div>
<div>Ocean freight payable at</div> <div>Virginia Beach</div>	<div>Shipped on board date</div> <div>06/08/2018</div>
<div>No of original B/Ls</div> <div>Three(3)</div>	<div>Signature (Agent of above mentioned carrier)</div>
<div>In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its stipulations, whether written, typed, printed, stamped or otherwise incorporated, as fully as if they were all signed by the Merchant. The Shipper according to and by the effect of articles 1341 and 1342 of the Italian Civil Code declares specifically to approve the conditions of this Bill of Lading Nos. 2 -3 -4 -5 -6 -7 -8 -9 -10 -11a) -11b) -12 -13c) -14 -15 -17 -18 -19 -20 of which he declares his knowledge</div>	

Ad valorem value

Page 1 of 2

Ocean vessel: POL: HALIFAX POD: TEMA ATE1018 - ATLANTIC SEA Pre-carriage by:	Booking No. S314952812	Bl. No. S314952812
	Ref. No.	

PARTICULARS AS FURNISHED BY THE SHIPPER

Marks and Nos	Quantity	Kind of packages; description of goods	Weight kg.	Measurement CBM
IT IS SHIPPERS RESPONSIBILITY TO ENSURE THAT : A) VEHICLES STUFFED INTO THIS CONTAINER MEET IMDG SPECIAL PROVISION 962 AND HAVE BEEN COMPLETELY DRAINED OF FUEL AND RUN UNTIL STALLED, BATTERIES ARE DISCONNECTED, TAPED BACK AND PROPERLY SECURED TO PREVENT MOVEMENT IN ANY DIRECTION. WINDOW TO BE PARTLY OPENED TO ALLOW AIR CIRCULATION. B) NO UNDECLARED HAZARDOUS MATERIALS IS STUFFED INSIDE THIS CONTAINER, WHETHER CONTAINED INSIDE ANY VEHICLE OR ELSEWHERE. C) VEHICLES COMPLY WITH REGULATIONS IN FORCE AT PORT OF DESTINATION. IT IS THE MERCHANT'S RESPONSIBILITY TO ENSURE THAT ALL CARGO IS REMOVED FROM TERMINAL AFTER DISCHARGE WITHIN THE TIME ALLOWED BY LOCAL REGULATION. ANY CARGO REMAINING ON QUAY AFTER THIS PERIOD MAY BE SUBJECT TO GOVERNMENT SEIZURE AND SOLD AT PUBLIC AUCTION. NEITHER THE CARRIER NOR ITS AGENTS ACCEPT ANY RESPONSIBILITY FOR ANY LOSS /COST INCURRED. MERCHANTS ARE FULLY RESPONSIBLE FOR ANY DIRECT OR INDIRECT DAMAGE (INCLUDING DUTIES, FINES AND OR PENALTIES AND OR ANY OTHER RELATED COST/CONSEQUENCE) TO THE CARRIER, SHIPOWNERS, THEIR EMPLOYEES, AGENTS RESULTING FROM ANY FALSE/INCORRECT/INCOMPLETE DECLARATION AND/OR GOOD DESCRIPTION OF FOR UN-COMPLIANCE WITH THE REGULATIONS IN FORCE AT THE PORTS OF LOADING/DISCHARGE/TRANSIT/TRANSHIPMENT AT THE TIME OF SHIPMENT. WHERE THC AND/OR SIMILAR LOCAL TERMINAL CHARGES ARE APPLICABLE AT PORT OF LOADING/DISCHARGE THESE ARE TO BE PAID TO LINE'S AGENTS AS PER TARIFF IN FORCE AT PORT. SHIPPER HEREBY GUARANTEES THAT ALL GOODS SHIPPED UNDER THIS BILL OF LADING ARE GAS FREE AND/OR DO NOT CONTAIN USED REFRIGERATORS, FREEZERS OR AIR-CONDITIONING EQUIPMENT AND CANNOT BE CONSIDERED TOXIC OR HARMFUL/HAZARDOUS WASTE AND DO NOT CONTAIN ANY OZONE DEPLETING SUBSTANCE MENTIONED IN EUROPEAN COUNCIL REGULATION NO. 2037/2000, OR ANY OTHER PROHIBITED GOODS DETAILED BY THE LOCAL GOVERNMENT OF PORT OF DISCHARGE THE CARRIER IS NOT RESPONSIBLE FOR ANY MISSING OR INCORRECT I.D.F. NUMBER. THE RESPONSIBILITY REMAINS WITH THE MERCHANTS. SHIPPER'S LOAD STOW AND COUNT FCL/FCL EQUIPMENT Imp Demurrage TERMS (AT PORT OF DISCHARGE) 40 ft./High Cube 7 CALENDAR DAYS FREE THEREAFTER FOLLOWING CONTAINER Imp Demurrage APPLIES: DAY 8 UPTO AND INCLUDING DAY 14:USD 44 PER UNIT/DAY DAY 15 UPTO AND INCLUDING DAY 21:USD 70 PER UNIT/DAY THEREAFTER: USD 96 PER UNIT/DAY		01S586PC775620180600117		

All clauses and conditions mentioned on page one are applicable to the goods and details printed on this page.

DRAFT

Signature (Agent of above mentioned carrier)