

Shipper	Ref#
ENEMUO KINGSLEY NNAMDI 13A DUNLEA STREET ST JOHN'S, NL PHONE: 17099865050 EMAIL: ENEMUONNAMDI@GMAIL.COM	

Booking No. S315495492
Ref. No.

Bl. No. S315495492

Consignee
EMENIKE GOODNESS CHIOMA NO 10, FOLA OJUKUTU STREET BY AVENUE BUS STOP, AGO PALACE WAY OKOTA, LAGOS, NIGERIA / TEL: +2347033790476 EMAIL: CHIOMAEMENIKE01@GMAIL.COM

Notify
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Pre-carriage by	Place of acceptance

Ocean vessel AST1918	Port of loading
ATLANTIC STAR	HALIFAX

Port of discharge	Place of delivery
LAGOS - TIN CAN ISLAND	

* 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.

CONTINUED AFTER GOODS DESCRIPTION



PARTICULARS AS FURNISHED BY THE SHIPPER

Marks and Nos	Quantity	Kind of packages; description of goods	Weight kg.	Measurement CBM
CARRIER CODE: 90UC ACLU9738118 Seal #(s): 509993 TARE WEIGHT: 3790 Kgs	1	40 ft. High Cube Shippers Load Stow and Count 4 UNITS SLAC 2004 HONDA CR-V VIN JHLRD78893C817276 2004 TOYOTA COROLLA VIN 2T1BR32E63C768939 2005 TOYOTA COROLLA VIN 2T1BR32E95C552859 2005 PONTIAC VIBE VIN 5Y2SM638X5Z452154 CAED: 01S586PC775620180900217	5,340.000 KGS	50.008 CBM
<p>IT IS SHIPPERS RESPONSIBILITY TO ENSURE THAT:</p> <p>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.</p> <p>B) NO UNDECLARED HAZARDOUS MATERIALS IS STUFFED INSIDE THIS CONTAINER, WHETHER CONTAINED INSIDE ANY VEHICLE OR ELSEWHERE.</p> <p>C) VEHICLES COMPLY WITH REGULATIONS IN FORCE AT PORT OF DESTINATION.</p> <p>* CARRIER AND/OR AGENTS RESERVE THE RIGHT TO COLLECT DEPOSITS AT PREVALUING RATES PRIOR TO RELEASE OF CONTAINERS TO AUTHORISED PARTIES.</p> <p>* 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.</p> <p>* 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</p>				

CARRIER'S RECEIPT
 Total No. of Containers: 1

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.

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.

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.

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.

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.

DRAFT	
Place and date of issue	09/27/2018
Ocean freight payable at	Shipped on board date
Virginia Beach	09/27/2018
No of original B/Ls	Signature (Agent of above mentioned carrier)
Three(3)	

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

Ocean vessel: POL: HALIFAX
 POD: LAGOS - TIN CAN ISLAND
 AST1918 - ATLANTIC STAR
 Pre-carriage by:

Booking No. S315495492
 Ref. No.

Bl. No.
 S315495492

PARTICULARS AS FURNISHED BY THE SHIPPER

Marks and Nos	Quantity	Kind of packages; description of goods	Weight kg.	Measurement CBM
<p>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.</p> <p>THE SHIPPER HEREBY GUARANTEES THAT ALL GOODS SHIPPED UNDER THIS BILL OF LADING DO NOT CONTAIN WASTE USED ELECTRICAL OR WASTE USED ELECTRONIC GOODS OR/AND CANNOT BE CONSIDERED TOXIC OR HARMFUL/HAZARDOUS WASTE AND DO NOT CONTAIN ANY OZONE DEPLETING SUBSTANCE OR ANY OTHER PROHIBITED GOODS DETAILED BY THE GOVERNMENT OF THE PORT OF DISCHARGE. SHIPPER ALSO GUARANTEES THAT ALL GOODS STUFFED INSIDE ARE IN COMPLIANCE WITH THE BASEL AND ROTTERDAM CONVENTION.</p> <p>WHERE THE 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.</p> <p>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</p> <p>THE CARRIER IS NOT RESPONSIBLE FOR MISSING OR INCORRECT FORM M NUMBER, BA NUMBER AND/OR CTN NUMBER.</p> <p>CARRIER RESERVES THE RIGHT TO COLLECT A NIGERIAN PORT RECOVERY CHARGE AT PORT OF DISCHARGE</p> <p>ALL COSTS AND PENALTIES WHICH MAY ARISE AS A RESULT OF THE FAILURE TO LOAD ON PALLETS SHALL BE BORNE BY THE MERCHANT</p> <p>THE PRIVACY POLICY APPLIED TO PERSONAL INFORMATION COLLECTED BY THE COMPANY TO EXECUTE THIS CONTRACT IS AVAILABLE AT THE FOLLOWING LINK - https://www.grimaldi.napoli.it/privacy/Info_Cargo_Grimaldi_EN.pdf</p> <p>EQUIPMENT Imp Demurrage TERMS (AT PORT OF DISCHARGE)</p> <p>40 ft./High Cube</p> <p>14 CALENDAR DAYS FREE</p> <p>THEREAFTER FOLLOWING CONTAINER Imp Demurrage APPLIES:</p> <p>THEREAFTER: NGN 15000 PER UNIT/DAY</p>				

DRAFT

Signature (Agent of above mentioned carrier)

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