

**ATTENTION:** ERNEST ASANTE KORANKYE      **PHONE:** 902-957-1374      **E-MAIL:** ernest.korankye@asantefreight.com  
**COMPANY:** ASANTE FREIGHT LINES & EXPORTS      **FAX:**

<b>SHIPPER REFERENCE NUMBER:</b> <b>FORWARDER REFERENCE NUMBER:</b>	<b>SHIPMENT/BOOKING NUMBER</b> <b>S6-915917-00</b>
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**ISSUED BY:** Robin Pritchard      **DATE:** 2017-10-25      15:38      **E-MAIL:** RPritchard@aclcargo.com  
**LOCATION:** Halifax      **PHONE:** 8002251235      **FAX:** 8003948981

<b>SHIPPER REF #:</b> ASANTE FREIGHT LINES & EXPORTS 2 WILLOW LANE TRURO NS, CANADA B2N 1B5	<b>FORWARDER REF #:</b> ASANTE FREIGHT LINES & EXPORTS 2 WILLOW LANE TRURO NS, CANADA B2N 1B5
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<b>REF #:</b>	<b>REF #:</b>
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*The details of this booking confirmation were entered based on Customer furnished details.  
PLEASE REVIEW IT AND ADVISE OF ANY CHANGES.*

**UCR NUMBER:**  
**QUOTE NUMBER:** Q1-709156-01/1

<b>VESSEL:</b> ATLANTIC STAR/A- SVC	<b>VOYAGE:</b> 7349	<b>PORT</b>
<b>PORT OF LOAD:</b> HALIFAX	<b>ETD:</b> 2017-11-02	
<b>PORT OF DISCHARGE:</b> ANTWERP	<b>ETA:</b> 2017-11-11	
<b>PLACE OF DELIVERY:</b> Lagos - Ptml Tin Can Island, Nigeria	<b>MODE</b> Grimaldi	<b>TERM</b>

Qty	Size/Type	Commodity	Pcs/Pkg Type	Booked Weight
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1	40 ft./High Cube	VEHICLES / NON HAZ		10,000.00 KGS
<b>Equipment Pick Up Date:</b>		2017-10-25	<b>Time:</b> 13:00	
		<b>Reference:</b> S6-915917-00		
		<b>Address:</b> CERESCORP COMPANY		
		FAIRVIEW COVE CONTAINER TERMINAL		
		6708 BAYNE STREET		
		HALIFAX, B3K0A8, NS		
<b>Cargo Receiving Cut Off:</b>		2017-10-31	<b>Time:</b> 16:30	
		<b>Reference:</b> S6-915917-00		
		<b>Delivery Address:</b> CERESCORP COMPANY		
		FAIRVIEW COVE CONTAINER TERMINAL		
		6708 BAYNE STREET		
		HALIFAX, B3K0A8, NS		
<b>Merchant Haulage:</b>		<b>Haulier/Drayman:</b> ARMOUR TRANSPORTATION		
		689 EDINBURGH DRIVE		
		MONCTON		

**NOTES:**  
Canada Customs filing As a result of the CBSA requirement for PRN's (the CAED number, a stamped B 13A, or some other recognized reporting mechanism) on the Line's Stowage List 48 hours prior to load. For further information regarding reporting methods please visit

<http://www.cbsa-asfc.gc.ca/publications/pub/rc4116-eng.html> Failure to provide this information within the specified time frame will result in your cargo not loading to its intended vessel.

For 2007 new CAED requirements, NOTE ACL's carrier code is 9016. For UNIQUE CARRIER ASSIGNED CODE please use our Booking number, minus the hyphens, and the last 2 zeroes. For any queries regarding assignment of a container number in the event of a RoRo shipment, please use RORO999999.

TERMS and CONDITIONS - ACL quotations and bookings are made subject to all Tariff and Bill of lading Terms and Conditions. When cargo is booked with ACL, you agree to accept our Terms and Conditions. These Terms & Conditions may be inspected on our website [www.aclcargo.com](http://www.aclcargo.com). Click on the heading "Ship with ACL" and select "Bill of Lading Terms and Conditions" to view.

Africa Telex Release/Letter of Indemnity Administration Fee:

Cargo destined to West African ports will be subject to an Administration Fee of \$25 USD per Bill of Lading if and when ACL is required to handle telex releases or Letter of Indemnities authorizing release of cargo without presentation of the Original Bill of Lading.

AFRICA - NIGERIAN SHIPMENTS: Cars/Vans: Are restricted to a fifteen (15) year age limitation for Import into Nigeria for passenger vehicles which transport less than 10 passengers including the Driver. The determination of the automobile's age will be based on the vehicle's manufacturer date, taking into account the Month, Day and Year. NOTE: Personal effects are not allowed to be shipped in Automobiles, Motor Homes, Travel Trailers, boats or any other type of vehicles. ACL requires the CRI number and copies of the packing list and vehicle titles be submitted with your shipping instructions. Failure to provide this information will delay the return of your Bill of Lading and could result in a delay in the ultimate delivery of your freight. ACL does not permit any freight/cargo to move in vehicles (this restriction includes personal effects). Nigerian Import regulations require a packing list or letter declaring that the vehicle does not contain any cargo/freight. This packing list or letter must be presented with your shipping instructions. Bills of Lading will not be processed or released and cargo will not be transshipped to/or unladen in Lagos without this declaration. The Nigerian Federal Dept of Agriculture requires that all solid wood and other plant packing materials (including pallets, dunnage, packing blocks, crates grass straws, etc) entering Nigeria must be heat treated or fumigated and the treatment stated on the phytosanitary certificate. Non-conformance could result in destructions or fumigations of the goods or re exportation to the country of origin, at the expense of the importer/shipper. Additional information is available at [www.fao.org](http://www.fao.org) ALL shipments to Nigeria must be covered by an M form, to be obtained and filled out by the importer in Nigeria. This requirement does include commodities that do not require a CRI form. If a CRI form is necessary, the M form is also required as one document does not replace the other. LAGOS NIGERIA - USED ELECTRICALS no bookings of used electricals may be accepted to Nigeria. HOUSEHOLD / PERSONAL EFFECTS (IN CONTAINERS) Bookings for all used, second hand, personal and/or household effects, and/or bric a brac in containers for Nigeria will only be accepted on the basis that the bills of lading will be stamped with the following clause : Bill of Ladings must be claused : The shipper hereby guarantees that all goods shipped under this bill of lading do not contain used electrical or used electronic goods 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 Nigerian Government. Shipper also guarantees that all goods stuffed inside are in compliance with the Basel and Rotterdam Convention. For unpacked, second-hand units, Carrier is not responsible of dents, bends, scratches, bumps, pilferage, missing removable accessories and fittings and damages of any kind, even if not noticed before shipment.

All containerized cargo destined to Nigeria must be palletized, failure to palletize containerized cargo may result in penalties and additional costs which will be borne by the merchant.

AFRICA - SHIPPING TERMS, CONTAINER SHIPMENTS Cargo will be shipped on prepaid freight terms only. For ACL customers without credit terms, cargo will be held at the port of Halifax until freight has been paid. For all others, irrespective of credit standing to other ACL destinations, credit terms are 10 days. Cargo will be held at the port of Antwerp. Cargo which exceeds 7 days at the port of Halifax will be assessed a demurrage fee of \$150.00 per week or part thereof. Cargo which exceeds 21 days at the port of Antwerp will be assessed a demurrage fee of \$5.00 per day. Packing Lists are required for shipments of Personal Effects/Household goods and Relief Goods and should be presented to ACL when shipping instructions are submitted. Bookings are subject to space availability.

NIGERIA, LAGOS: We have been advised that the Nigerian Shippers' Council is implementing an Advanced Cargo Declaration (ACD) for Nigerian import and export shipments to be managed by Transport Port Management System (TPMS). The new system covers both import and export cargoes. For full instructions, including timelines for registration and full compliance, shippers should refer to the portal website <http://acdigeria.com>

ALL NIGERIA BOUND CONTAINERIZED CARGO SHALL BE PALLETIZED. ALL COST AND PENALTIES WHICH MAY ARISE AS A RESULT OF THE FAILURE TO LOAD CONTAINERIZED CARGO ON PALLETS, SHALL BE BORNE BY THE MERCHANT

**TERMS & CONDITIONS:**

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TRANSHIPMENT: ACL shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay. For shipments where ACL is responsible for transshipment, we will not be responsible for any delays of the transshipment carrier, including those encountered by the oncarrier due to waiting times, weather conditions, port congestion, acts of terrorism, or acts of God. For Grimaldi transshipment, ACL's policy is to issue negotiable Original Bills of Lading to transshipment destinations in West Africa and the Mediterranean. For Non-Grimaldi transshipment, ACL's policy is to issue non negotiable bills of lading to transshipment destinations; however, if the shipper's interests must be protected with negotiable Original Bills of Lading, we must be advised in advance of the booking, in order to check with the on-carriage provider to see if it would be possible, or if any service charges will be levied to accommodate this request.

CONTAINER PAYLOAD: A container that exceeds the maximum payload which is clearly identified on the container door will not be loaded on our vessel. Non-compliant containers must be removed from the terminal and contents repacked. All associated costs incurred will be for account of the cargo interest. It is also important to note that in many countries the permissible weight limits for road and rail transportation are lower than the maximum payload a container can afford.

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VEHICLES, MACHINERY AND ENGINES IN CONTAINERS: Per IMDG amendment 35, (Jan 1, 2012) any vehicle, equipment or machine powered by an internal combustion engine which is fuelled by flammable liquid (gasoline or diesel) or flammable gas (propane, butane and others) must be booked and shipped by sea as hazardous cargo UN 3166, Class 9, when moving in containers. Examples include, but are not limited to, large items such as motor cars, trucks, boats, excavators or smaller machine items such as lawnmowers and chainsaws etc. This regulation applies also to shipments of engines. Shipper must provide a Dangerous Goods declaration and Container Packing Certificate and container must display class 9 placards. (Exceptions below): Cargo moving under Special Provision 962 of this rule shall be classified as HAZARDOUS and move as class 9 but is exempt from placarding or labeling if the following criteria are met: -No signs of leakage from fuel cells, batteries, engines or fuel tank. -Fuel tank cannot be more than ¼ full (flammable liquid cannot exceed 250 liters) and the battery is disconnected or protected from short circuit -Hazardous declarations are required with a reference to SP962. Cargo may be exempted from this rule and move as NON-HAZARDOUS freight if the following criteria of Special Provision 961 are met: -Fuel tanks are emptied of all fuel and installed batteries are disconnected or protected from short circuit -Declaration of SP962 must be submitted to ACL on Dock Receipt and Shipping Instructions. The shipper must include the statement "VEHICLE BLOCKED AND BRACED WE UNDERSTAND AND AGREE THAT THE STOWAGE OF MORE THAN 2 VEHICLES PER 40 FOOT CONTAINER, OR MORE THAN ONE PER 20' CONTAINER, IS PROHIBITED. WE ALSO UNDERSTAND AND AGREE THAT NO VEHICLE MAY BE SUSPENDED FROM THE CONTAINER TOP RAILS BY CHAINS OR ANY OTHER MATERIAL OR DEVICE".

**Remarks:**