

<b>Shipper</b>	<b>Ref#</b>
PLATFORM 7 HORSELYDOWN LANE LONDON SE1 2LN	

<b>Booking No.</b> S310508492
<b>Ref. No.</b>

<b>Bl. No.</b> S310508492
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<b>Consignee</b>
SOCIAL ACTION 33 OROMINEKE LANE D LINE PORT HARCOURT, RIVERS STATE NIGERIA +234 8034053707


"UNPACKED AND UNPROTECTED, VESSEL, LINE OR ITS AGENTS ARE NEITHER RESPONSIBLE FOR DENTS, SCRATCHES AND/OR ANY OTHER DAMAGE TO THE VEHICLE(S), NOR FOR THEFT OF REMOVABLE FITTINGS AND/OR ACCESSORIES AND/OR CONTENTS OF ANY KIND, EVEN IF ITEMISED IN THIS BILL OF LADING. SHIPPER HAS BEEN ADVISED PRIOR TO SHIPMENT, NOT TO LEAVE ANY OBJECTS OR PERSONAL BELONGINGS INSIDE THE VEHICLE, UNLESS AT THEIR OWN RISK "

THE SHIPPER HEREBY GUARANTEES THAT ALL GOODS SHIPPED UNDER THIS BILL OF LADING DO NOT CONTAIN WASTE USED ELECTRICAL OR WASTE 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.

'We the Carriers/Agents shall not be responsible for the missing or incorrect 'M-Form' No. The liability remains with the Shipper/Consignee.'

CARRIER/AGENTS SHALL NOT BE RESPONSIBLE FOR MISSING OR INCORRECT YEAR OF MANUFACTURE, THE LIABILITY REMAINS WITH THE SHIPPER/CONSIGNEE.

CONTINUED AFTER GOODS IDENTIFIED



<b>Notify</b>
VHI CARGO NO 1 AKILO CLOSE (BESIDE FOODMART) OFF AKILO ROAD, OGBA-IKEJA, LAGOS MOBILE: +234 8032241768 EMAIL: geokazteam@gmail.com

<b>Pre-carriage by</b>

<b>Place of acceptance</b>

<b>Ocean vessel/substitute</b>	GAB0215
GRANDE ABIDJAN	

<b>Port of loading</b>
TILBURY

<b>Port of discharge</b>
LAGOS - TIN CAN ISLAND

<b>Place of delivery</b>

**PARTICULARS AS FURNISHED BY THE SHIPPER**

Marks and Nos	Quantity	Kind of packages; description of goods	Weight kg.	Measurement CBM
MAFI NUMBER: FRGC1000626	1	NON MOTORIZED DISPLAY VEHICLE (BUS) SAID TO BE LOADED WITH: 8 BARRELS 1 WHITE BANNER BLANKETS BOX CONTAINING PAIRS OF PROTECTIVE GLOVES SPARE ALLEN KEYS AND SPARE BOLTS FOR BANNER FOOT PUMP, CHOCK (LOADED ONTO 1 X 40FT MAFI UNIT)	1,500.00 KGS	67.200 CBM
<p>'The Merchant remains responsible to ensure that the unit is loaded, and the cargoes contained therein lashed and secured in accordance with accepted practice to withstand the rigours of sea transportation at all times.' It is Mandatory for full chassis numbers to be shown on all bills of lading to Lagos all fines for missing or incorrect chassis numbers will be for the account of the Shipper.</p> <p>'The merchant remains responsible at all times to ensure that the units and any contents contained therein are shipped in strict compliance with the regulations in force at the port of destination at the time of shipment. The merchant is fully responsible for any such failing and hereby indemnifies the carrier against all and any claims and consequences arising from such their actions.'</p> <p>'Shipping Company Agency Releasing charges-As per the Shipping Lines Releasing Tariff (copy available upon request). Payable at destination'</p> <p>'Shippers/Forwarders to be held fully responsible for any direct or indirect damage for the Line and Shipowners, their employees, especially Masters, Crews, Agents resulting from any false declaration and/or incorrect goods description.'</p> <p>'CARRIER NOT RESPONSIBLE FOR PARTIAL/INCOMPLETE OR INCORRECT CHASSIS NUMBERS. THE LIABILITY REMAINS WITH THE SHIPPER/CONSIGNEE.</p> <p>EQUIPMENT Imp Demurrage TERMS (AT PORT OF DISCHARGE) 40 ft./Mafi, 100 Tons 2.5 M 10 CALENDAR DAYS FREE THEREAFTER FOLLOWING CONTAINER Imp Demurrage APPLIES: THEREAFTER: NGN 10000 PER DAY</p>				
<b>CARRIER'S RECEIPT</b>				
Total No. of Packages: 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.

<b>DRAFT</b>	
<b>Place and date of issue</b>	<b>Liverpool 06/08/2015</b>
<b>Ocean freight payable at</b>	<b>Liverpool</b>
<b>Shipped on board date</b>	<b>06/08/2015</b>
<b>No of original B/Ls</b>	<b>Three(3)</b>
<b>Signature ( Agent of above mentioned carrier )</b> <b>Grimaldi Agencies U.K., Ltd.</b>	
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. 2b) -3 -4 -5 -7 -8 -9 -10 -11a) -11b) -14a) -14b) -15a) -15b) -17 -19 -20 of which he declares his knowledge	