



SAFARI CARGO

More than shipping

LIMITED POWER OF ATTORNEY / AUTHORIZATION LETTER

I, the undersigned,

Company/Individual's Name _____

Address _____

Tel: _____

EIN# Or Passport # _____

Date _____

Signature _____

Authorize and designate **Safari Cargo, LLC.** and its agents to act as a forwarding agent for export control and customs purposes and to sign any Shipper's Export Declaration (SED), or transmit such export information electronically, which may be required by law or regulation in connection with the exportation or transportation of any merchandise on behalf of said U. S. Principal Party in Interest. The U.S. Principal Party in Interest certifies that necessary and proper documentation to accurately complete the SED or transmit the information electronically is and will be provided to Safari Cargo, LLC. The U.S. Principal Party in Interest further understands that civil and criminal penalties may be imposed for making false or fraudulent statements or for the violation of any United States laws or regulations on exportation and agrees to be bound by all statements of said agent based upon information or documentation provided by exporter to Safari Cargo, LLC.



713-732-7399
281-271-9029



info@safaricargollc.com
www.safaricargollc.com



7141 Office City Dr. STE 230
Houston, Texas 77087



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SAFARI CARGO, LLC ROLE AND THE CARRIER'S LIABILITY

Thank you for shipping with SAFARI CARGO,LLC. We appreciate your business and want to provide the highest quality service at all times. Please be assured that while every effort is made to ensure safe delivery of your goods, sometimes loss and/or damage does occur.

While SAFARI CARGO,LLC. arranges for the transportation of your goods, by law, it is the carrier who bears responsibility for loss or damage to your freight. The carrier's liability for freight moving over the ocean is governed by the Carriage of Goods by Sea Act (COGSA). Under the terms of COGSA, the most you could recover from shipping lines in the event they are proven negligent is \$500 for each customary freight unit (CFU). Measurement of the CFU is widely defined, and it can vary from one container to one pallet.

COGSA is centered on the liability of the carrier. At the heart of the concept of carrier liability is the idea that the carrier is not responsible for paying claims if they did not cause or contribute to the loss. In the event that SAFARI CARGO,LLC. acts as an NVOCC and assumes carrier liability, recovery in the event of a claim is still limited by COGSA in the bill of lading terms and conditions.

In an effort to better define carrier liability, Hague-Visby rules were created to define 17 circumstances under which the carrier cannot be held liable. If a loss is caused by any one of the following defenses; the ocean carrier will not pay for any part of the loss.

- Any neglect default of error of the carrier in navigation or of management of the ship
- Fire
- Perils or dangers of the sea (storms etc.)
- Inherent defect, quality or vice of the goods
- Quarantine restrictions
- Acts or omissions of the shipper or
- Strikes, lockouts or labor shortage
- Riots or civil commotions
- Act of God
- Act of War or public enemies
- Insufficient packing
- Arrest, restraint or seizure
- Defects not discoverable by due diligence
- Attempting to save life or property at sea

This summary provided for informational purposes. It does not grant or extend coverage. All coverage is governed by the terms and conditions set forth in the policy (available upon request). Safari Cargo is not the insurance company. Safari Cargo purchases insurance for its clients from Navigators.

Insurance Conditions are specified as follows:

Warrant professionally packed and containerized. If any of these warranties are breached, coverage is reverted to F.P.A. only. Warrant pre-condition survey with pictures taken of all four sides of vehicle. If warranty is breached, coverage excludes marring, denting, chipping, scratching, electrical and or mechanical derangement, rust, oxidation, discoloration and corrosion. No coverage while under own power. Coverage for manufacturer permanently installed items only. Each loss or occurrence subject to a deductible.

Please tell us how you would like to proceed:

- I wish to insure this shipment. Please contact us to discuss our options.
- I do not wish to insure this shipment and I understand that my recovery will be limited in the event of loss

Signature, Title/Date

Printed Name

By submitting this form I affirm that I am the owner of the cargo being shipped or I have been granted a power of attorney to act on the owners behalf.

I understand and agree that it is mine, as shippers, responsibility to know the import laws and regulations of the country of final destination. I confirm that the container will be picked up by the receiver within 30 calendar days of the arrival. In case the cargo is not picked up on time, I waive all rights to the cargo and agree for it to be auctioned out in order to cover demurrage charges and custom fines.

Signature, Title/Date

Printed Name



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IMPORTANT NOTES

➤ INFORMATION ABOUT VEHICLE

Fuel must be drained from the car, to contain less than 1/4 of the tank 5 liters (1.320 gallons)

➤ CUSTOMS INSPECTION

If an import or export shipment is selected by the U.S. Customs for examination, a shipper of the goods is responsible for all the fees associated with it. Safari Cargo, LLC. is not responsible for any charges or complications that might arise while dealing with the U.S. Customs.

➤ CHARGES AT THE PORTS OF DESTINATION

Please be informed that the ocean freight charge that you pay in the United States for shipping your cargo doesn't cover the local destination port charges. Destination port charges such as destination handling charge, import customs clearing charge, agency fees have to be paid to an agency at the port of destination. Please consult agencies in your country of destination about these charges before you ship your cargo.

➤ DOCUMENTATION AMENDMENT FEES

For every change requested by a shipper after a Bill of Lading is submitted to the Ocean Carrier, there will be a documentation amendment charges from \$50.00 to \$300.00, depending which Ocean Carrier is used.

I have read and agreed with the notes above

Customer's name: _____

Customer's signature: _____

Date: _____



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END-USER STATEMENT

The information supplied herein is required and will be used by SAFARI CARGO, LLC. to determine the appropriate export authorization. The export authorization is in compliance with the U.S. State Department's International Traffic in Arms Regulations. (ITAR 22 CFR 120-130) or U.S. Department of Commerce's Export Administration Regulations (EAR), 15 CFR 768-799.

Please provide accurate and complete information:

END USE:

Describe specific purpose for which the material is required, including specific Program/End Item: _____

FOREIGN END-USER:

The non U.S. entity that receives and ultimately uses the exported or re-exported item, even after being incorporated into a higher level assembly. The end-user is not a forwarding agent or intermediary, but may be the purchaser or the ultimate consignee.

Enter the complete name and full address (no PO Box) of the foreign end-user

Name: _____

Address: _____

City/Postal Code: _____

Country: _____

I, the undersigned, hereby certify that all of the representations made herein are true and correct, and that the above-mentioned commodity(s) are for the end-use and end-user, to the best of my knowledge and belief.

Signature: _____

Name: _____

Date: _____

Title: _____

Compagny. _____



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