



MOTOR VEHICLE SHIPPING CONTRACT

Please answer all seven questions in full, sign and date the bottom otherwise this could result in the delay to your consignment.

Question (1) Please provide your name & address in the UK Shippers Name & Address	Question (2) Please provide the receivers name & address at destination Receivers Name & Address
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
Home Tel: <input type="text"/>	Home Tel: <input type="text"/>
Mobile Tel: <input type="text"/>	Mobile Tel: <input type="text"/>
E-mail: <input type="text"/>	E-mail: <input type="text"/>

Question (3) Please indicate arrival destination port:
PORT OF DESTINATION:

Question (4) Please provide make & model of motor vehicle
VEHICLE MAKE & MODEL: **REG NO:**

Question (5) Please indicate the agreed shipping charge to arrival destination port excluding all local charges at destination port
FREIGHT CHARGE: £

Question (6) Please indicate where you would like to pay the shipping charges. **Please note that if you are paying at destination you will be subject to an agency fee of 5%**
FREIGHT PAYABLE: UK DESTINATION

MARINE TRANSIT INSURANCE

It is advisable that your vehicle is insured whilst in transit and we can arrange this on your behalf subject to the terms of the policy, vehicle condition report and upon receipt of the completed insurance proposal form. A total loss & theft only insurance cover can be arranged at a charge of 2.5% on the declared value which includes our mediation fee of 0.6%. Insurance premium tax (IPT) must be charged on all policies issued which is currently set at 5% of the insurance charge. The minimum charge payable for insurance is £25.00 + (IPT)

Question (7)
DO YOU REQUIRE MARINE INSURANCE WHILST IN TRANSIT: YES NO
Declared Value: £

IF MARINE INSURANCE COVER HAS NOT BEEN TAKEN THROUGH DOLPHIN MOVERS, PLEASE NOTE THAT YOUR VEHICLE IS PARKED ON SITE AND SHIPPED TO FINAL DESTINATION AT OWNERS OWN RISK AND WE WILL NOT ACCEPT ANY LIABILITY WHATSOEVER FOR LOSS, DAMAGE AND BREAKAGE TO UNINSURED VEHICLES OR ANY OF ITS CONTENTS.

Payment can be made by cash, cheque, credit or debit card. If credit card it will be subject to a 2% credit surcharge fee

I authorise Dolphin Movers Ltd to debit my credit / debit card as follows:

Amount £ Type of Credit / Debit Card

Card No

Valid From Expiry Date Issue No (Debit/Switch Only)

Signature Date / /

Name (BLOCK CAPITALS)

ALL BUSINESS CARRIED OUT IS SUBJECT TO OUR LINER BILL OF LADING CONDITIONS OF CARRIAGE (CODE NAME CONLINBILL) THAT WILL BE SUPPLIED TO YOU ON DEPARTURE OF YOUR VEHICLE OR IF REQUIRED CAN BE MADE AVAILABLE TO YOU WHEN SIGNING THIS CONTRACT.

LINER BILL OF LADING

(Liner terms approved by The Baltic and International Maritime Conference)
Code Name: "CONLINEBILL"

Amended January 1st 1950. August 1st 1952. January 1st 1973. July 1st 1974. August 1st 1976. January 1st 1978.

1. Definition.

Wherever the term "Merchant" is used in this Bill of Lading, it shall be deemed to include the Shipper, the Receiver, the Consignee, the Holder of the Bill of Lading and the Owner of the cargo.

2. General Paramount Clause.

The Hague Rules contained in the International Convention of the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment shall apply to this contract. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.

Trades where Hague-Visby Rules apply:

In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968. The Hague-Visby Rules apply compulsorily, the provisions of the respective legislation shall be considered incorporated in this Bill of Lading. The Carrier takes all reservation possible under such applicable legislation, relating to the period before loading and after discharging and while the goods are in the charge of another Carrier, and to deck cargo and live animals.

3. Jurisdiction.

Any dispute arising under this Bill of Lading shall be decided in the country where the carrier has his principal place of business, and the law of such country shall apply except as provided elsewhere herein.

4. Period of Responsibility.

The Carrier or his Agent shall not be liable for loss of or damage to the goods during the period before loading and after discharge from the vessel, howsoever such loss or damage arises.

5. The Scope of Voyage.

As the vessel is engaged in liner service the intended voyage shall not be limited to the direct route but shall be deemed to include any proceeding or returning to or stopping or slowing down at or off any ports or places for any reasonable purpose connected with the service including maintenance of vessel and crew.

6. Substitution of Vessel, Transhipment and Forwarding.

Whether expressly arranged beforehand or otherwise, the Carrier shall be at liberty to carry the goods to their port of destination by the said or other vessel or vessels either belonging to the Carrier or others, or by other means to transport, proceeding either directly or indirectly to such port and to carry the goods or part of them beyond their port of destination, and to tranship, land and store the goods either on shore or afloat and reship and forward the same at Carrier's expense but at Merchant's risk. When the ultimate destination at which the Carrier may have engaged to deliver the goods is other than the vessel's port of discharge, the Carrier acts as Forwarding Agent only.

7. Lighterage.

Any lighterage in or off ports of loading or ports of discharge to be for the account of the Merchant.

8. Loading, Discharging and Delivery.

of the cargo shall be arranged by the Carrier's Agent unless otherwise agreed.

Landing, storing and delivery shall be for the Merchant's account.

Loading and discharging may commence without previous notice.

The Merchant or his Assign shall tender the goods when the vessel is ready to load and as fast as the vessel can receive and – but only if required by the Carrier – also outside ordinary working hours notwithstanding any custom of the port. Otherwise the Carrier shall be relieved of any obligation to load such cargo and the vessel may leave the port without further notice and deadfreight is to be paid. The Merchant or his Assign shall take delivery of the goods and continue to receive the goods as fast as the vessel can deliver and – but only if required by the Carrier – also outside ordinary working hours notwithstanding any custom of the port. Otherwise the Carrier shall be at liberty to discharge the goods and any discharge to be deemed a true fulfilment of the contract, or alternatively to act under Clause 16. The Merchant shall bear all overtime charges in connecting with tendering and taking delivery of the goods as above.

If the goods are not applied for within a reasonable time, the Carrier may sell the same privately or by auction.

The Merchant shall accept his reasonable proportion of unidentified loose cargo.

9. Live Animals and Deck Cargo.

shall be carried subject to the Hague Rules as referred to in Clause 2 hereof with the exception that notwithstanding anything contained in Clause 19 the Carrier shall not be liable for any loss or damage resulting from any act, neglect or default of his servants in the management of such animals and deck cargo.

10. Options.

The port of discharge for optional cargo must be declared to the vessel's Agents at the first of the optional ports not later than 48 hours before the vessel's arrival there. In the absence of such declaration the Carrier may elect to discharge at the first or any other optional port and the contract