EXPORTING

CULTURE

AND

CLASS

The Young International Freight Forwarder of the Year 2005
ACKNOWLEDGEMENTS

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INTRODUCTION

Freight Forwarding is the management of international transportation, ensuring that items arrive safely at the correct location, on time, in good condition, and at the lowest feasible cost.

M&B Specialist Shipping, are an international freight forwarding company which I have created for the purposes of this dissertation. They specialise in the relocation of high value, culturally important and irreplaceable items, for private individuals, cultural organisations and government bodies. By being structured as several highly specialised departments we strive to offer the highest standards of professionalism, knowledge and experience.

Through effective and regular communication between our knowledgeable staff members, our clients and our suppliers, we will define the customers’ requirements and recommend, from the many choices available, the most economical and straightforward solution, to ensure the safe keeping of the art work or valuables while in transit.

Recently M&B was contacted by a very rich private collector, Andrew Maynard. A repeat customer, Mr Maynard has awarded us the responsibility for the temporary movement of two very personal items from his home located in Henley-on-Thames in Oxfordshire (which is approximately 100 kilometres from London Heathrow Airport) to two separate locations within the locale of Buenos Aires, Argentina. (see Appendix no 1 – Map of routing UK to AR).

The first item is an unframed oil on canvas painting. “A Coastal View” was painted by the famous Welsh artist, Christopher Williams in 1912 (see Appendix “Exporting Culture and Class”)
2 – Christopher Williams Biography) and depicts the coastline around the Welsh village of Porth Y Nant (see Appendix 3 – A Coastal View). Originally bought by its current owner in 1985 from Phillips Auctioneers in Cardiff for £230¹ the painting has recently been valued at US$3.7 Million. Though unframed the Canvas being 35.5cm by 46 cm and 5cm thick weighs in at 6.5 Kilograms.

The work of art is being loaned to Museo Nacional De Artes Decorative, which is the main art museum in Buenos Aires, to be displayed as part of a retrospective on the cultural impact of Argentina’s significant population of Welsh immigrants² and must arrive in absolutely perfect condition no later than the last week of May 2006. (see Appendix no 4 – Painting Freight Quotation).

The second item is a vintage Bentley racing car from 1929³ (see Appendix no 5 – Bentley Racing Car). The Car is 4.75m long, 1.46m wide and with the 0.30m high windscreen folded flat to the body for the duration of the journey, 1.34m high, Our customer believes its value to be US$750 thousand⁴.

Our customer plans to run the vehicle in a historic race at the Autodromo Oscar Alfredo Galvez, celebrating Argentinean Formula One driver Fangio’s first race in 1929 the year of the Bentley’s production, during the last week of June 2006. (see Appendix no 6 – Car Freight Quotation).
SHIPPING AND TRANSPORTING OF THE WORK OF ART

Our Customer was correct to choose an expert in the field of transporting artworks. As with many specialist goods, transporting works of art overseas can be a major operation and often creates a set of unique considerations regarding the costs and planning of the movement, its documentation, the environment that the artwork will be housed within and the security and safekeeping of the work.

M&B sets out to offer a fully door to door service between any two locations in the world with personalized attention and RFID (Radio Frequency IDentity) tags to ensure real-time tracking of every shipment. We see our job as ending when the work of art arrives safely at its final destination and not when it leaves our facility. Because of this dedication we are very selective about our suppliers and carriers, working only with those most familiar with the delicate handling of artwork.

To avoid confusion prior to any artwork being loaned for exhibition it should be subject to a legally binding written agreement (see Appendix 7 –Conditions Governing Incoming Loans) The international standard for such a document is set in the ICOM Code of Ethics for Museums ⁵ and clarifies each party’s responsibilities during the entire period of both movement and exhibit. A detailed facilities report should also be completed to allow the lender to understand the characteristics of the building in which the piece will be displayed its security, surveillance and environmental systems. This should include a detailed overview of heating and ventilation, lighting, hanging

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systems, storage, transportation within the building and the procedures used to operate them. This should ensure to the satisfaction of the lender that the artwork will be treated at least as well as if it had stayed in its place of origin.

As the painting is being loaned to the National Museum of Fine Art (MNBA), the museum management team have agreed with Mr Maynard to cover all of the costs involved in both transporting the painting to the museum and returning it to his home. However due to the artworks great financial and emotional value, Mr Maynard as a private collector also requested that to limit his risk, he would select a UK agent to control the logistics of the loan.

Having contacted us we advised Mr Maynard to have a loan agreement drawn up between him and the museum, clearly stipulating that the goods are to be moved on EX-works terms, ex Henley on Thames. Mr Maynard will make the goods available to the museum at his premises, the museum being responsible for all costs of transportation and insurance.

No matter how much care and attention is utilised, there is always the chance of loss or damage to shipped cargo, be it an act of god such as fire, flood or storm damage or even a burglar circumnavigating security and artwork is no exception with the added risks of damage from light, humidity and variations in temperature. So insurance is employed to offer financial compensation and hopefully funds to affect whatever repairs to the work are available, though prudent, Insurance is not a substitute for security.
Our standard terms (see Appendix 8 – BIFA Standard Terms and Conditions) ensure that the responsibility for insurance covers door to door. In this case in line with our shipping agreement from the clients home to MNBA.

As the transport risk is for the account of the Museum, the insurance must be affected in Argentina.

MNBA will insure the work wall-to-wall under its fine art policy against risks of physical loss or damage from external cause while in transit and on location during the period of the loan. Insurance will be undertaken to offer a settlement in line with the recent valuation. The painting will only be released for shipment by its owner upon presentation in the UK of the original policy.

Due to its cultural and possibly national value, artwork of a certain age or monetary value requires an export license. Our client’s painting is over 50 years of age and its value is far greater than GBP91,200 so it will definitely require an export licence being raised before it arrives at the port of departure in the UK. As the forwarder M&B will apply to the UK government Department for Culture, Media and Sport for an export licence on the shipper’s behalf.

UK export licence applications take from 1 to 6 weeks. If the shipper cannot provide evidence with the licence application that the object arrived in the UK within the last 50 years, the application is referred to a government ‘Expert Adviser’ for comparison to the three Waverley Criteria. These attempt to quantify the artworks cultural, aesthetic and educational value, only if the
artwork passes all three, will an export license be granted (see Appendix 9 – Painting Export Licence).

Many smaller items of artwork are best packaged to our high standards and then hand carried by a member of our staff using a scheduled commercial airliner. This excludes the possibility of handling by non-specialist cargo personnel and provides easier control of humidity and temperature by being kept within relatively ambient conditions inside cars and the aircraft’s passenger cabin.

While ‘A Coastal view’ is to be moved unframed, M&B have a policy of not rolling and tubing oil paintings. Rolling an oil artwork, particularly one of this age, runs the risk of damaging the painted surface. Unfortunately without rolling, it would not qualify as hand luggage on any commercial airline as it could not fit into any onboard luggage bins.

Due to these considerations we have recommended transportation via air freight from Heathrow to Buenos Aires. To avoid double handling and the inherent increase in risk of damage during transit via other airports, we will only use direct services. British Airways are the only airline currently offering such a direct service to Buenos Aires from the UK and so have been selected for this shipment. (see Appendix 10 – Painting Booking Confirmation).

The temperature in aircraft cargo bays can vary from 5-35°C, it is therefore of utmost importance that packaging not only provides a prudent level of physical security but also the hygrometric and thermal conditions that the
painting has acclimatised to. For the movement, we have contracted one of our preferred suppliers to produce a reinforced multipoint lockable aluminium flight case, lined with closed cell polyethylene foam to avoid chemical contamination of the artwork. The foam offers a buffer to humidity and to physical shock; while the case has been reinforced internally with aluminium spars to circumvent any crush risk. The painting is first encased in a tight cover of lint free cotton fabric and then placed into a pre-cut aperture in the case’s foam lining. \( \text{(see Appendix 11 – Aluminium case and label).} \)

Upon M&B’s request, British Airways have confirmed that the painting will be loaded in an appropriate hold on the aircraft \( \text{(see Appendix 12 – Aircraft Environment) to maintain the temperature of 20^0C +/- 2^0C and humidity level of 55\%, +/- 5\%.} \)

To ensure that the work arrives in time for the last week in May and to reduce handling as much as possible, our delivery team made up of two driver operators with an unmarked temperature controlled air-ride vehicle equipped with GPS tracking and a tail lift, will attend Mr Maynard’s property on the 22nd May. The painting will be examined and photographed and an apparent defects report completed. As M&B is a regulated agent and our packers are fully qualified to perform security searches, cargo is hand searched during packing and confirmed secured for aircraft loading \( \text{(see Appendix 13 – Cargo Security Certificate).} \)

The painting will next be laid into the foam inlaid case, which will then be labelled with orientation, fragile and shipping labels and locked in the security sealed vehicle. The case will be directly delivered to BA Heathrow.
The painting’s high value has led us to suggest the rental of a cargo hold container (see Appendix 14 – Picture of an AKE) and the use of BA’s secure handling product. Our delivery team take the cased cargo to BA’s secure cargo area, and once all air freight documentation has been processed, it is loaded into the aircraft hold container which is secured with a seal as not to be accessed.

At the point of cargo load into the airport, an airline guard personally escorts the container to the plane, watches it being loaded and then remains at the aircraft side until it has departed from its stand.

At the point of destination the process operates in reverse. While on arrival at the museum, their specialist staff take over handling the artwork within the procedures outlined in the facilities report.

Not only does this dramatically increase the security of the painting but reduces any possible crush risk it could face in a public air hold container and saves the artwork case from spending up to eight hours in cargo halls at Heathrow and Buenos Aires, both of which are unlikely to be climate or environmentally controlled.

Before our drivers leave the customers property they fully confirm details of the case and painting including it’s total weight back to our office where documentation including a proforma invoice (see Appendix 15 – Painting Proforma
Invoice), packing list (see Appendix 16 – Painting Packing List) and airway bill (see Appendix 17 & 18 – Master and House AWB) are raised on behalf of the customer and transferred via EDI to be printed at our branch at Heathrow and originals delivered to BA Heathrow.

We will also take this opportunity to clear the painting through HM custom’s online system (NES) \(^8\), in this case using the Customer Procedures Code 23 00 21 for temporary exports (see Appendix 19 – Painting Customs Entry)

Upon departure of the cargo from the UK, a full pre-alert (see Appendix 20 – Painting Pre-Alert, Appendix 21– Painting Freight Invoice) is sent by M&B UK to our branch in Buenos Aires in order to expedite smooth and immediate customs clearance of the cargo. A fax of the commercial invoice can be used as a working copy for customs, but the original must be presented in order to complete entry.

M&B Buenos Aires has already been advised of the consignment heading their way and has been in communication with the Museum.

Argentina abides by the WTO Agreement \(^9\) on Customs Valuation. Companies wishing to import products into Argentina must be registered in the National Registry of Importers and Exporters. Being a National museum our consignor has long been a member of this register. Prior to registering with customs the importer is required to have a tax payer identification number known as CUIT \(^10\) – Cleve Unica de Identification Tributaria.

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Argentina is not included in the A.T.A. (Temporary Admission) Carnet \textsuperscript{11} program therefore the Temporary Admission Regime (TAR) \textsuperscript{12} should be used for this cargo.

The Argentinean government is as concerned about the loss of cultural works from its country as the UK parliament. The international circulation of works of art from Argentina is governed in Law No. 24.633 and its regulatory Decree No. 1321/97, under which “the temporary import of the works of art is exempt from import duties. The provisions of the legal regime are applicable solely to works of art of living artists or artists who have died in the preceding 50 years,”

Unfortunately as Christopher Williams, died before 1956, this law is not applicable. Alternatively an application for a permit could be submitted to the Visual Arts Directorate of the Secretariat of Culture of Argentina and provided that the painting passed their certification, an exemption from the guarantee should be honoured by Argentinean customs.

Otherwise the painting will be subject to a general temporary importation regime and would attract an import tax of 4%, statistics tax 0% and 21% VAT which would have to be guaranteed by the national state.

The legislation is lengthy and confusing and due to the recent “cultural boom” in the country, the Secretary of Culture held a meeting with Argentinean
Customs on Monday, 24 April 2006 to clarify the more obscure aspects of the legislation.
Vehicles can either be shipped in containers, which are either loaded for sole use or shared with other small and light cargo or on specialised vessels designed for RORO operation. Due to the nature of our customer’s vehicle it’s value, size, relative fragility, concourse condition and the customer’s assurance that race equipment and spare parts will be supplied locally in Argentina and so will not need to travel with the car, the only suitable and financially acceptable option is to ship it in a 20GP sole use container. (see Appendix 22 – Picture of 20 GP)

M&B have chosen Maersk line for shipping of the car to Argentina. Maersk offer a regular service, sailing every 7 days and take approximately 21 days to transit the Atlantic. Being almost a week shorter in their transit time than most shippers they reduce the vehicle’s exposure to the high salt air during the crossing of the Atlantic, by almost a quarter. (see Appendix 23 – Car Booking Confirmation)

For UK inland movements of Classic or Vintage vehicles, M&B prefer to send a container-lift lorry to the customer’s property so that the customer can act as advisor, offering suggestions on for example which of the highest load bearing areas of his highly specialised vehicle’s chassis can be used as lashing points. When the layout of the customer’s property is too confined we always retain the services of a specialist vehicle movement company. So in Mr
Maynard’s case a fully covered specialist car transporter *(see Appendix 24 – Car Transporter)* will attend the customer’s property and after undertaking a detailed pre-shipment condition report in the presence of and signed by our client, the vehicle will be loaded and locked into the transporter and driven to our depot. One set of keys are kept with the vehicle, while Mr Maynard is advised to take his spare set with him to Argentina.

As the cut off for the chosen sailing is on 27 May, M&B have requested that the transporter attend our client’s property on the 25 May.

By containerising the vehicle at our inland depot, we can reduce to a minimum the possibility of salt ingress from seawater or coastal air into the container and onto the vehicles sensitive painted and metal surfaces. *(see Appendix 25 – Car Loading manifest)*

To further protect the vehicle we have requested that our shipping line partner not only steam cleans but fully dries the container to ensures that it arrives at out depot in a suitable state and reduces the risk of in-transit condensation from a wet timber floor. Wooden bars are fitted both laterally across the front of the container’s interior and down the length of the container as rails just below the width of the car offering support against lateral movement of the car. Offset to give most space on the driver’s side of the loaded vehicle and these are all nailed down with the nail heads sitting proud to allow easy removal at the end of the journey. The container is placed on a height adjustable dock and lined up with the back of the car transporter.
Having invited Mr Maynard to attend the containerisation and so be party to the decisions regarding the lashing and securing of his vehicle, the ratchet straps are attached to the four corners of the vehicle’s chassis. Once attached the lashes will cross and compress the suspension to reduce any possible bounce in the car.

After all but a litre of fuel has been drained from the vehicle and the battery disconnected, the car is carefully manually handled into the container and the hole in the tonneau cover is sealed. The ratchet straps are then reverse secured to the container flooring rings diagonally opposite where they are mounted to the chassis. The wheels are locked into position by previously fumigated wooden chocks which are then nailed into the floor of the container to hold them in place. A final rear lateral wooden rail, placed before the straps are tightened is nailed into place (see Appendix 26 – Packing Declaration). Non-rubbing padding is placed around the folded and subsequently secured windscreen to avoid any vibration induced damage to screen or engine cowling.

Numbered security seals are attached to the locked doors so that with the exception of any local customs inspection, no one may have access to the vehicle until it reaches its final destination.

A dangerous goods note (see Appendix 27 – Car Dangerous Goods Note) will be prepared by an M&B export co-ordinator and signed by the shipping line’s
subcontracted driver, who will have witnessed the container being loaded and sealed.

M&B also prepare an Invoice and a packing list on the customer’s behalf. *(see Appendix 28 and 29 – Car Invoice and Packing List)*

As M&B will have previously cleared the cargo for export through HM Custom’s online CHIEF system using CPC 230021 *(see Appendix 30 – Car NES)*, we are able to supply the UCR generated by CHIEF to Maersk, as the container makes its way from our depot to the port and they are then in a position to ship the container.

The UCR is passed to the shipping line as part of M&B’s formal export shipping instructions which are used by the line to complete their master bill of lading. *(see Appendix 31 – Shipping Instructions)* Once the vessel has left the UK port, the carrier is able to issue a “shipped on board” negotiable bill of lading, *(see Appendix 32 – Maersk BL)* this is a legal document which confirms both to the forwarder and Customs at both ends of the transit that the shipping line has taken on responsibility (albeit limited) for the goods and that they are definitely on board the vessel.

Upon receipt M&B finalise their shipping documents and produce 3 Original negotiable house bills of lading, 2 of which are delivered to our client. These are known as negotiable because whoever holds the bills has the legal right of ownership of the goods. *(see Appendix 33 – Ocean HBL)*
On 14th January 2005 the EU Insurance Mediation Directive came into force in the UK. While many companies feel the high cost of registering with the UK Financial Services Authority and keeping within its tight standards prohibitive; M&B welcomed this further development of European logistics processes, with its positive effect on increasing the professional reputation of the logistics community and immediately registered. Amongst other benefits our customers now have the security of knowing that our staff have been properly trained prior to offering advice on insurance and what is more that a solid complaints procedure is also in place.

For Mr Maynard’s shipment we have applied a comprehensive, all risk, Voyage Policy as the insurance will cover only that specific shipment. (see Appendix 34 – Insurance Certificate)

M&B continue to use Lloyds of London as our underwriters being the original insurance organisation and a keystone of the Institute of London Underwriters. Our relative locality to them has benefited us as our open channels of communication ensure that there is no misunderstanding during the undertaking of an insurance schedule or on occasion the disbursing of a claim.

As discussed transiting a vehicle between two countries generates a number of shipping documents, but it also creates the need for vehicle specific documentation, such as proof of ownership.
While the vehicle was first constructed significantly prior to January 1973 and so is exempt from UK vehicle excise duty (otherwise known as road tax), it does still need to be registered with the DVLA \(^{16}\) and display a tax disc, unless it has been registered as being kept permanently off of UK public roads.

As the vehicle is leaving the United Kingdom for less than 12 months, Mr Maynard will have to provide DVLA documentation to show that he is the registered owner of the vehicle, in the form of a V5C registration document. This document replaced the old V5 certificate in June 2005.

As the export is temporary and the vehicle is still registered in GB, Mr Maynard also has to ensure that the annual tax disc covers the entire period that the vehicle will be out of the country. It's also important to have a current Ministry of Transport MOT Certificate to prove the roadworthiness of the vehicle.

While covered on track by his racing club insurance, if Mr Maynard intends to drive the car outside of the race track in Argentina he will also need to ensure that his UK Car Insurance covers him comprehensively against any damages and legal actions. A GB Symbol must be mounted at the rear of the vehicle and the headlights adjusted for right hand driving. A Green Card from his roadside recovery company is also advised with a vehicle of this age, where parts will be difficult to come by.
In any case Mr Maynard will also need to apply for an International driving permit if he does not already have one.

Due to the age and value of the car, an export licence is required by UK Customs and Excise (see Appendix 35 – Car Export Licence).

While the car is in transit our Argentina office starts import procedures. (see Appendix 36 – Car Ocean Pre-alert & Appendix 37 – Car Freight Invoice)

There are two possibilities for temporarily importing the Bentley.

Firstly by “carnet de passage en douane”, which allows the temporary transit of a vehicle from the country it is owned to another, without having to leave a cash deposit at the border. The Carnet is in essence an international guarantee bond that will pay government taxes, customs duties and any fines, should the vehicle not leave the country within an agreed number of days.

The document which is normally in the form of a 5 or 7 page booklet contains information about the vehicles owner and very detailed specifications of the vehicle, including it’s make, model and colour; engine capacity, seating layout, registration, chassis numbers and value. Each page is used to document one cross border movement, with the customs authority taking one half of the page when the vehicle enters the country and stamping the other when the vehicle leaves.
Carnets are tourist documents and allow up to a maximum stay of 8 months, but the visiting owner must arrive within the three months before or one month after the vehicle’s arrival. If the vehicle arrives into the country first, it will await the owner or his legal representative before starting customs clearance.

The RAC or Royal Automobile Club is the only organisation in the UK authorised to issue carnets. While M&B are able to offer help with applying to the RAC for the carnet the owner is required to provide the security deposit, based on the age and value of the vehicle and the country that it will be visiting. In the case of Argentina the security deposit is a sum equivalent to 300% of the car’s market value.

While the RAC accepts security deposits by Insurance policy, Banker’s letter of Indemnity or cash deposit, the deposit for Mr Maynard’s Bentley at approximately GBP1.28 Million is excessive to say the least.

The second option is a temporary import, authorized by Argentinean customs for a limited period of time. Normally in the case of entries into racing competitions this period is 30 to 60 days. However the local customs office will require a cash deposit or bank guarantee to cover the payment of customs duties and taxes in case the exporter defaults and does not remove the car from Argentina (Custom duty: 35%, Statistics Tax 0,50%, VAT 21%, Add. VAT 5%, Advanced Incomes Tax: 11%).
Under this method the importation procedures must be started several weeks before the arrival of the car in Argentina as it can take 14 days for the request to be processed and an importation authority to be offered.

Clearance takes from 2 to 5 work days after the container’s arrival.

Having cleared customs the container is taken off the quay and delivered to the race track in Buenos Aires. The car is driven out of the box and an inspection report drawn up.
CONCLUSION

As 21st century tourism and technology shrinks the world and organisations such as the WTO look to standardise interaction across the planet, it’s an easy assumption that taking possessions with you, on your travels should by now be simple.

But for various reasons, this is not always the case. The simplest movement can always hold hidden depths.

Governments, rightly seek to protect from profiteering, the cultural heritage of their countries and the economies that they have worked so hard to develop, which in many parts of the world are still very fragile.

However it is not only governments that seek to protect investment, individual and corporate customers too, have the intrinsic right, of confidence in both the physical and legal protection of their property.

Only through the continuing development of a customer-centric, educated, professional and self-regulating international freight industry can the world’s cultural treasures be experienced by a global audience
NOTES

1 ‘A coastal view’- Was painted by the famous welsh artist Christopher Williams' in 1912. In our scenario it is owned by a private collector. In reality it was purchased by The National Library of Wales in Aberystwyth from a Phillips auctioneers event at Cardiff in November 1985, for £230. The painting depicts a stretch of the North Welsh coast near the village of Porth Y Nant.

2 Welsh Immigrants- In 1865 the mimosa sailed from Liverpool bound for Argentina with 153 Welsh immigrants. Desperate to find someway to fight the oppression of the welsh language an economy It had been decide to setup an overseas “colony” away from British influence. The Argentinian government gave the Welsh a 100 mile square plot of land in the South of the country and ‘Y Wlada’ was begun. There are now approximately 20,000 Argentineans descended from the Welsh immigrants with 5,000 able to speak Welsh. A major culture revival began with the Welsh First Ministers visit in 2001.

3 The 4½ litre “Blower” Bentley - So called due to the Roots type Supercharger mounted prominently on the engine cowling, is one of only 55 originally produced at the request of Tom Birkin, one of the “Bentley boys” and to the utter disgust of the well known hater of supercharger’s William Owen Bentley. Sir William had lost control of the company some 4 years earlier. Unfortunately the poor reliability of the Bentley’s
supercharger ensured that in this form the Bentley 4½ never won a major race. However the rarity of the car has ensured its place in the hearts of many the most famous collector of the car being Ralph Lauren. Whose car is pictured in the appendix of this dissertation?

4 This being significantly more that the approximate 630 thousand US$ raised by the last auction of a vehicle of this type by Bonham's Auctioneers in September 2005.

5 The ICOM Code of Professional Ethics for Museums- is a means of professional self-regulation. It sets minimum standards of conduct and performance to which all museum professional staff throughout the world may reasonably aspire. At the same time it also provides a clear statement of what the public may justifiably expect from the museum profession. The code was adopted unanimously by the 15th General Assembly of ICOM meeting in Buenos Aires, Argentina on 4 November 1986. It was amended by the 20th General Assembly meeting in Barcelona (Spain) on 6 July 2001, and revised by the 21st General Assembly meeting in Seoul (Republic of Korea) on 8 October 2004.

6 EX-works (EXW) (named place) (Any mode of transport)- The seller must place the goods at the disposal of the buyer at the seller's premises or another named place not cleared for export and not loaded on any collecting vehicle. As defined in Incoterms or the International Commercial Terms, the globally recognised standard terms for describing
international trade, as originally defined in 1936 by the International Chamber of Commerce in Paris. The set of terms was significantly updated in the form of **Incoterms 2000**

7 **The Waverley Criteria**- An expert Adviser may object to the granting of a licence if he believes that an object satisfies one or more of the Waverly Criteria (named after the Chairman of a 1950 committee which was appointed to consider and advise on an export policy):

   - **Waverley One** – is it so closely connected with our history and national life that its departure would be a misfortune?
   - **Waverley Two** – is it of outstanding aesthetic importance?
   - **Waverley Three** – is it of outstanding significance for the study of some particular branch of art, learning or history?

8 **NES (New Export System)**- An electronic CHIEF based system developed to meet the needs of HM Customs and the export trade by modernizing export procedures to countries outside the EC. Exporters of goods, including those goods that are leaving the European Community (EC) via other EC Member States, must lodge an export declaration with Customs before the goods leave the UK. The New Export System was implemented at all UK maritime ports on 27 October 2002

9 **WTO (World Trade Organization)** - An international body whose purpose is to promote free trade by persuading countries to abolish import tariffs and other barriers. The WTO is the only international agency overseeing the rules of international trade. It polices free trade
agreements, settles trade disputes between governments and organises trade negotiations.

10 **CUIT - Tax Payer Registration Code Number** - All companies engaged in importing or exporting must be registered with the Federal Revenue Administration (AFIP) in order to obtain the C.U.I.T. number (Clave unica de Identification Tributaria). The C.U.I.T. number or tax payer I.D. is required to register with customs and with other intervening government agencies such as SENASA and ANMAT.

11 **ATA Carnet** - Temporary export document that eliminates the need for a Customs declaration at border points and the deposit of a guarantee, bond, or cash deposit in the country of temporary importation. It can be used for a trip covering more than one country and include numerous exits and re-entries in the country of origin during the period of validity of the document (i.e. one year).

12 **TAR (Temporary Admission Regime)** - The TAR allows duty free admission of goods for exhibits. The exports must be completed within the stipulated time as set by customs in accordance with the type of imported merchandise, maximum of 6 months. Failure to re-export goods will result in a fine. Merchandise may suffer changes, which increase or lower its value, but no export charges will be levied when goods remain unchanged. If value is increased, charges will apply to the added value. The transfer of property, possession, or use is not
permitted. A bond is required to cover the value of import charges for the goods. The bond / bank guarantee will be refunded when the goods are re-exported.

13 **RORO Ship (Roll On Roll Off)** - Freight ship or ferry with facilities for vehicles to drive on and off (roll-on roll-off); a system of loading and discharging a ship whereby the cargo is driven on and off on ramps. Equipped with large openings at bow and stern and sometimes also in the side, the ship permits rapid loading and discharge with hydraulically operated ramps providing easy access. Fully loaded trucks or trailers carrying containers are accommodated on the deck.

14 **CHIEF (Customs Handling of Import and Export Freight)** is one of the largest and most advanced Customs declaration processing systems in the world, providing a sound technological platform for Customs & Excise and international trade. Its sophisticated computer software controls and records the UK’s international trade movements, whether by land, sea, or air and links with several thousand businesses. CHIEF uses the latest technology and is designed to cope with continuous growth in international trade. While it enhances our control of imports and exports it also improves the service we provide to the international trade community and reduces overall administrative costs. It includes: electronic processing, calculation of duties, currency and quantity conversions, and automated consignment clearance.
CPC (Customs Procedure Code) is used for both imports and exports to identify the nature of the movement of the goods. It is made up of three pairs of numbers and each pair identifies the applied procedure, the previous procedure (if applicable) and further classifies the nature of the movement. Once the correct procedure code has been determined the CPC should be quoted in box 37 of the SAD (C88) at both imports and exports.

UCR (Unique Consignment Number) – a reference number allocated by the CHIEF for all import and export consignments.

DVLA The Driver and Vehicle Licensing Agency is an Executive Agency of the Department for Transport (DfT). The Agency is accountable to the Secretary of State and Ministers and, through them, to Parliament and the public, for efficient and effective management of the Agency and its responsibilities. Its primary aims are to facilitate road safety and general law enforcement by maintaining registers of drivers and vehicles, and to collect vehicle excise duty (car tax).
BIBLIOGRAPHY

LITERATURE:
Croners Reference Book for Exporters

WEBSITES:
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www.unedocsuk.co.uk
www.rac.co.uk
Appendices
Appendix 1 - Map Routing UK to AR
Christopher Williams RBA (1873 - 1934)
Maesteg Artist & Portrait Painter

1873

Born on January 7th in Commercial Street Maesteg, Christopher David Williams was the son of Evan and Mary Williams. His father came from Llanillwch, near Carmarthen, and owned a grocery shop in Commercial Street, which had an enormous teapot hanging above the window, and was known locally as "Siop Williams Tebot". Because his mother had died, Christopher was sent to live in Brown Street, Nantyffyllon, with Mrs Phoebe Williams. Later he moved back to live at the "Teapot Shop". Known as "Christie" to his school friends, he attended Llynfi Ironworks School, where his drawing class teacher Jeremiah Williams realised he had a brilliant future as an artist.

1886

At the age of 13, he was sent to Monkton House boarding school in Cardiff.

1889

When he was 16 years old, he left Cardiff, and went to Oswestry High School.
**Appendix 2 Christopher Williams Biography, page 2**

1891

In the last year at Oswestry, he visited the Walker Art Gallery in Liverpool, and was spellbound when he saw the figure painting "Perseus and Andromeda" by Lord Leighton. This increased his determination to become an artist, and not a doctor. After much argument, his father decided to support him in his chosen career. He studied with Mr F.J.Kerr (1856 - 1928) who taught art at home in Slaughterhouse Road in Neath, and at the Neath Technical Institute.

1893

He won a scholarship, which entitled him to three years free tuition at the Royal College of Art.

1896

He gained free entry to the Royal Academy Schools. Living in Kensington, within easy reach of art galleries and studios, he continued to be influenced by the painters Lord Leighton and G.F.Watts who was a Welshman.

1899

For his first portrait commission, he painted "Mrs Sackville Evans" who was a friend of his in London.

1902

"Paolo and Francesca" was his first painting to be exhibited at the Royal Academy.

1903

"Evan Williams, the Artist's Father" his oil on canvas portrait was shown at the Royal Academy, together with "The Orangery, Margam".

1904

On 21st September he married Emily Appleyard in All Saints Church, Scarborough. They went on an extended honeymoon to Italy, returning home via Venice at the end of their year away.
1905

On 13th October their first son Gwyn was born in Kensington.

1908

Ivor their second son was born.

In his first public address, at the Llangollen National Eisteddfod, he criticised the lack of facilities for art students in Wales. He thought politicians and wealthy mine owners should help in providing "art for the masses, not for the classes only". Later his interest in socialism led him to become a member of the Fabian Society.

1911

Visited Paris in April. In July, he received a commission from King George V to work on a commemorative painting of the Investiture of Edward, Prince of Wales at Caernarfon. As well as attending the ceremony, he visited Buckingham Palace, where the Royal Family sat for him in order to complete the detail of the picture. He completed two versions of this painting.

He painted the first of three portraits of Lloyd George in the summer of 1911. Lloyd George described Christopher as "one of the most gifted artists Wales has produced".

Christopher also started to work on "Deffroad Cymru : The Awakening of Wales".

1915

Painted "Branwen", one of three subjects he completed from the "Mabinogion", the others being "Ceridwen" (1910), and "Blodeuwdedd" (1930). "Branwen" marked the start of his concern for the purity of colour, and in this oil painting he limited himself to using red, yellow, and blue.

1916

Asked by Lloyd George to paint the "Charge of the Welsh Division at Mametz Wood", Christopher visited the front in November, and this painting portrays all the horror and futility of war that he felt.
1917

This year saw the completion of the following compositions: - "The Red Dress", a picture of the artist's wife at Barmouth Island, "Near Merthyr Mawr" and "Winter in Glamorgan" also called "Kenfig Wood".

1925

From this date until 1932 Christopher was a member of the Art Committee of the National Museum of Wales. During these last years of his life, his works continued to be accepted regularly by the Royal Academy, and he continued to promote interest in the visual arts in Wales.

1934

On 18th July, his sons Gwyn and Ivor presented "Paolo & Francesca" and Christopher's portrait of his father to a large gathering at Maesteg Town Hall. Christopher was not well enough to attend, and died the next evening, after having read the telegram saying that the ceremony at Maesteg had gone well. After the funeral service in London, his ashes were scattered on the hillside at Llangynwyd, a place he had loved from boyhood. Mrs Williams and her sons attended the ceremony and the service was conducted by Christopher's old friend the Rev Samuel Williams.

POSTSCRIPT

Gwyn his elder son became a brilliant astronomer, and Ivor became a well known painter in his own right.

In 1994, seventeen of his works were restored and put on permanent display, six in Maesteg Town Hall, and the rest in the Borough Council Civic Offices in Bridgend. Christopher Williams thought Art needed a higher profile in the first years of the 20th Century; surely he deserves greater recognition for his contribution to the world of Art.
Appendix 2 Christopher Williams Biography, page 5

Sources


Bridgend Library & Information Service Local Studies biographical file [for Press cuttings].
Appendix 3 Painting
"Coastal View"
**FREIGHT QUOTATION**

<table>
<thead>
<tr>
<th>Details of charges</th>
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<tr>
<td><strong>M&amp;B Standard Export Services:</strong></td>
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<tr>
<td>Full museum specification case (estimated size 64 x 23 x 58 cm, total weight 34 kg); labelling; exclusive collection from Oxfordshire OX14 3 BH (allowing 60 mins on site to wrap &amp; pack work into case); exclusive delivery to London Heathrow Airport</td>
<td>£1,101.00</td>
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<td>Export Documentation &amp; Customs Formalities; Export Airline Handling; Airline War Risk Surcharge;</td>
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<td>Airline Fuel Surcharge; Airfreight to Buenos Aires airport (based on 34 vol/kgs - British Airways - sole use container)</td>
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<td>Supervision of AKE loading by M&amp;B; including British Airways witness load and security handling fees.</td>
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<td>Argentinian agent's import and delivery services; including airline handling charges, customs clearance formalities, supervision of pallet unloading, exclusive collection from airport and delivery to museum</td>
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<td><strong>M&amp;B Optional Services:</strong></td>
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<td>Completion and submission of export licence application, assuming consignor provides all necessary documentation and/or photographs for completion of application</td>
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<td><strong>Grand Total</strong></td>
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Please note that the quote excludes any foreign import taxes and duties due upon entry into the destination country.

M&B Specialist Logistics (UK) Ltd is Authorised and regulated by the Financial Services Authority - Registration number 440281.

Terms of Trading are in Accordance with the M&B Specialist Shipping Trading Conditions, copy of which is available upon request. Above rates are subject to change without notice. Payment terms are upon receipt of invoice. Air freight rates are based on volumetric conversion 1 kilo or 6000 cu cms, whichever is the greater. Sea freight rates are based on volumetric conversion 1000 kilos or 1 cubic metre, whichever is the greater. Trailer rates are based on volumetric conversion 333 kilos or 1 cubic metre, whichever is the greater. Insurance will only be affected by M&B upon the written request of the Customer as a duly authorised representative of the owner.
Appendix 5 - Bentley Racing Car
## Freight Quotation

**Client:** Andrew Maynard  
**Date:** 13-Mar-06  
**Quote Ref:** E109495/2/MG  

**Location:**  
- **From:** Henley-on-Thames, RG9 1AB, United Kingdom  
- **To:** Racing Track, Buenos Aires, Argentina

**Cargo:** A 1929 Supercharged 4 1/2 litre Bentley Racing car  
**Length:** 4.75 m  
**Width:** 1.46 m  
**Height (screen down):** 1.34 m  
**Screen Height:** 0.3 m  
**Dry Kerb Weight:** 1995.80 kg  
**All up weight:** 2154.56 kg  
**Container Size:** 20 GP

### Details of Charges

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<td>M&amp;B Standard Export Services:</td>
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<td>Collection ex Henley on Thame, covered transport, including inspection report</td>
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<td>Warehouse handling, loading and securing of the car within a container</td>
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<td>Destination customs clearance, destination charges: terminals, delivery</td>
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**EGL Optional Services:**  
Insurance rate as requested based on the value of USD 750,000.00 = Premium USD 11,250.00 (in GBP 6478.64) and a 1% excess (USD 7500.00) plus an arrangement fee of GBP 35.00.  
Completion and submission of Carnet de Passage application, assuming consignor provides all necessary documentation  

£6,478.64  
£35.00  
£200.00

**Sub Total - M&B Optional Services**  
£8,713.64

**Total**  
£8,986.46

**VAT (at 17.5% where applicable)**  
£0.00

**Grand Total**  
£8,986.46

Please note that the quote excludes any foreign import taxes and duties due upon entry into the destination country.

M&B Specialist Logistics (UK) Ltd is Authorised and regulated by the Financial Services Authority - Registration number 440281.

Terms of Trading are in accordance with the M&B Specialist Logistics Trading Conditions, copy of which is available upon request. Above rates are subject to change without notice. Payment terms are upon receipt of invoice. Air freight rates are based on volumetric conversion 1 kilo or 6000 cu cms, whichever is the greater. Sea freight rates are based on volumetric conversion 1000 kilos or 1 cubic metre, whichever is the greater. Trailer rates are based on volumetric conversion 333 kilos or 1 cubic metre, whichever is the greater. Insurance will only be affected by M&B upon the written request of the Customer as a duly authorised representative of the owner.
CONDITIONS GOVERNING INCOMING LOANS

Care and Handling

1. Museo Nacional De Artes Decorativo (MNBA) exercise the greatest care with respect to
   the work of art on loan (the “work”).
2. MNBA will not alter, clean or repair the work without prior express written permission
   of the Lender or except when the safety of the work makes such action imperative.

Packing and Transportation

1. The Lender certifies that the work is in good condition and will withstand ordinary
   strains of packing and transportation. Evidence of damage to the work at the time of
   receipt or while in MNBA’s custody will be reported immediately to the Lender. The
   work will be returned packed in the same or similar materials unless otherwise
   authorized by the Lender. Costs of transportation and packing will be borne by MNBA
   unless the loan is at the Lender’s request. Customs regulations will be adhered to in
   international shipments.

Insurance

1. Unless the Lender expressly elects to maintain his/her own insurance coverage, MNBA
   will insure the work wall-to-wall under its fine arts policy against risks of physical loss
   or damage from external cause while in transit and on locations during the period of the
   loan. The insurance coverage contains the usual exclusions of loss or damage due to
   such causes as wear and tear, gradual deterioration, moths, vermin, inherent vice, war,
   invasion, hostilities, insurrections, nuclear reaction or radiation, confiscation under of
   any government or public authority, risk of contraband or illegal transportations and/or
   trade and any repairing, restoration or retouching authorized by the Lender.
2. Insurance will be placed in the amount specified by the Lender which must reflect fair
   market value. In case of damage or loss, the insurance company may ask the Lender to
substantiate the insurance value. If the Lender fails to indicate an amount, MNBA will set a value for purposes of insurance only for the period of the loan. Argentina Government Arts and Artifacts Indemnity Act may be applicable to this loan. If so, the Lender agrees to said coverage at U.S. dollar valuation as specified in this loan agreement. If a work which has been industrially fabricated is damaged or lost and can be repaired or replaced to the artist’s specifications, MNBA’s liability shall be limited to the cost of such replacement. The Lender agrees that in the event of loss or damage, recovery shall be limited to such amount, if any, as may be paid by the insurer, hereby releasing MNBA and the Trustees, officers, agents and employees of MNBA from liability for any and all claims arising out of such loss or damage.

3. If the Lender chooses to maintain his or her insurance, MNBA must be supplied with a certificate of insurance naming MNBA as an additional insurer or waiving subrogation against MNBA. If the Lender fails to supply MNBA with such a certificate, this loan agreement shall constitute a release of MNBA from any liability in connection with the work. MNBA cannot accept responsibility for any error in the information furnished to the Lender’s insurer or for any lapses in coverage.

Reproduction and Credit
1. MNBA assumes the right, unless specifically denied by the Lender, to photograph, videotape, and reproduce the work of documentation, publicity, publication and educational purposes connected with this exhibition and to produce slides of the work to be distributed for educational use.
2. The work may be photographed by the general public without the use of flash or tripod.
3. Unless otherwise instructed in writing, MNBA will give credit to the Lender in any labels and publications as specified on the face of the agreement.

Ownership and Change in Ownership
1. The Lender hereby warrants that he/she has full legal title and copyrights to the work or that he/she is the duly authorized agent of the owner or owners of the work. The Lender will indemnity, defend and hold MNBA harmless from any losses, damages and expenses, including attorney’s fees, arising out of claims by individuals, institutions or other persons claiming full or partial title or copyright to the work.
2. The Lender will not notify MNBA promptly in writing of any change of ownership of the work whether by reason of death, sale, insolvency, gift or otherwise. If ownership shall change during the period of this loan, MNBA reserves the right to require the new owner, prior to the return of the work, to establish his or her right to possession by proof satisfactory to MNBA. The new owner shall succeed to Lender’s right and obligations...
under this agreement, including, but not limited to, the loan period and any insurance obligations.

Loan period, Extension, Return

1. The work shall remain in the possession of MNBA for the time specified on the reverse, but may be withdrawn from exhibition at any time by MNBA. The Lender agrees that he/she cannot withdraw the work during the period of this agreement without prior written consent of MNBA Director.

2. The term of this agreement shall apply to any extension of the loan period.

3. Unless the Lender requests otherwise in writing, MNBA will return the work only to the Lender and only at the address specified in this agreement. The Lender shall promptly notify MNBA in writing of any change of address. MNBA assumes no responsibility to search for a Lender who cannot be reached at the address specified in this agreement. The Lender will pay additional costs, if any, if the Lender requests the return of the work in another address.

Interpretation

1. This agreement constitutes the entire agreement between the Lender and MNBA and may be amended or modified only in writing signed by both parties. Any changes herein of printed text or written additions must bear the initial of both parties. This agreement shall be governed and interpreted according to the laws of Argentina.

2. If the terms of this agreement conflict with the forms, agreements or correspondence of the Lender, the terms of this agreement will be controlling.
THE CUSTOMER’S ATTENTION IS DRAWN TO SPECIFIC CLAUSES HEREOF WHICH EXCLUDE OR LIMIT THE COMPANY’S LIABILITY AND THOSE WHICH REQUIRE THE CUSTOMER TO INDEMNIFY THE COMPANY IN CERTAIN CIRCUMSTANCES AND THOSE WHICH LIMIT TIME BEING CLAUSES 8, 10, 12-14 INCLUSIVE, 18-20 INCLUSIVE, AND 24-27 INCLUSIVE

Insurance may only be effected by the Company under clause 11(A) if so authorised by the Financial Services Authority or its successor.

DEFINITIONS AND APPLICATION

1 In these conditions the following words shall have the following meanings:-

“Company”: the BIFA member trading under these conditions.

“Consignee”: the Person to whom the goods are consigned.

“Customer”: any Person at whose request or on whose behalf the Company undertakes any business or provides advice, information or services.

“Direct Representative”: the Company acting in the name of and on behalf of the Company and/or Owner with HM Revenue and Customs (“HMRC”) as defined by Council Regulation 2193/92 or as amended.

“Goods”: the cargo to which any business under these conditions relates.

“Person”: natural person(s) or any body or bodies corporate.

“SDRs”: a Special Drawing Right as defined by the International Monetary Fund.

“Transport Unit”: packing case, pallets, container, trailer, tanker, or any other device used whatsoever for and in connection with the carriage of Goods by land, sea or air.

“Owner”: the Owner of the Goods or Transport Unit and any other Person who is or may become interested in them.

2(A) Subject to sub-paragraph (B) below, all and any activities of the Company in the course of business, whether gratuitous or not, are undertaken subject to these conditions.

2(B) If any legislation, to include regulations and directives, is compulsorily applicable to any business undertaken, these conditions shall, as regards such business, be read as subject to such legislation, and nothing in these conditions shall be construed as a surrender by the Company of any of its rights or immunities or as an increase of any of its responsibilities or liabilities under such legislation, and if any part of these conditions be repugnant to such legislation to any extent, such part shall as regards such business be overridden to that extent and no further.

3 The Customer warrants that he is either the Owner or the authorised agent of the Owner and, also, that he is accepting these conditions not only for himself, but also as agent for and on behalf of the Owner.

THE COMPANY

4(A) Subject to clauses 11 and 12 below, the Company shall be entitled to procure any or all of the services as an agent, or, to provide those services as a principal.

4(B) The Company reserves to itself full liberty as to the means, route and procedure to be followed in the performance of any service provided in the course of business undertaken subject to these conditions.

5 When the Company contracts as a principal for any services, it shall have full liberty to perform such services itself, or, to subcontract on any terms whatsoever, the whole or any part of such services.

6(A) When the Company acts as an agent on behalf of the Customer, the Company shall be entitled, and the Customer hereby expressly authorises the Company, to enter into all and any contracts on behalf of the Customer as may be necessary or desirable to fulfil the Customer’s instructions, and whether such contracts are subject to the trading conditions of the parties with whom such contracts are made, or otherwise.

(B) The Company shall, on demand by the Customer, provide evidence of any contract entered into as agent for the Customer. Insofar as the Company may be in default of the obligation to provide such evidence, it shall be deemed to have contracted with the Customer as a principal for the performance of the Customer’s instructions.

7 In all and any dealings with HMRC for and on behalf of the Customer and/or Owner, the Company is deemed to be appointed, and acts as, Direct Representative only.

8(A) Subject to sub-clause (B) below, the Company:

(i) has a general lien on all Goods and documents relating to Goods in its possession, custody or control for all sums due at any time to the Company from the Customer and/or Owner on any account whatsoever, whether relating to Goods belonging to, or services provided by or on behalf of the Company to the Customer or Owner. Storage charges shall continue to accrue on any Goods detained under lien;

(ii) shall be entitled, on at least 28 days notice in writing to the Customer, to sell or dispose of or deal with any Goods or documents in its care, and at the expense of, the Customer and apply the proceeds in or towards the payment of any sums;

(iii) shall, upon accounting to the Customer for any balance remaining after payment of any sum due to the Company, and for the cost of sale and/or disposal and/or dealing, be discharged of any liability whatsoever in respect of the Goods or documents.

8(B) When the Goods are liable to perish or deteriorate the Company’s right to sell or dispose of or deal with the Goods shall arise immediately upon any sum becoming due to the Company, subject only to the Company taking reasonable steps to bring to the Customer’s attention its intention to sell or dispose of the Goods before doing so.

9 The Company shall be entitled to retain and be paid all brokerage, commissions, allowances and other remunerations customarily retained by, or paid to, freight forwarders.

10(A) Should the Customer, Consignee or Owner of the Goods fail to take delivery at the appointed time and place when and where the Company is entitled to deliver, the Company shall be entitled to store the Goods, or any part thereof, at the sole risk of the Customer or Consignee or Owner, whereupon the Company’s liability in respect of the Goods, or that part thereof, stored as aforesaid, shall wholly cease. The Company’s liability, if any, in relation to such storage, shall be governed by these conditions. All costs incurred by the Company as a result of the failure to take delivery shall be deemed as freight earned, and such costs shall, upon demand, be paid by the Customer.

10(B) The Company shall be entitled at the expense of the Customer to dispose of or deal with [by sale or otherwise as may be reasonable in all the circumstances]:

(i) after at least 28 days notice in writing to the Customer, or (where the Customers cannot be reached and reasonable efforts have been made to contact any parties who may reasonably be supposed by the Company to have any interest in the Goods) without notice, any Goods which have been held by the Company for 90 days and which cannot be delivered as instructed; and

(ii) without prior notice, any Goods which have perished, deteriorated, or altered, or are in immediate prospect of do so in a manner which has caused or may reasonably be expected to cause loss or damage to the Company, or third parties, or to contravene any applicable laws or regulations.

11(A) No insurance will be effected except upon express instructions given in writing by the Customer and accepted in writing by the Company, and all insurances effected by the Company are subject to the usual exceptions and conditions of the policies of insurance underwritten and the risks. Unless agreed to by the Company in writing, the Company shall not be under any obligation to effect a separate insurance on the goods, but may declare it on any open or general policy held by the Company.

11(B) Insofar as the Company agrees to effect insurance, the Company acts solely as agent for the Customer, and the limits of liability under clause 26(A) (ii) of these conditions shall not apply to the Company’s obligations under clause 111.

12(A) Except under special arrangements previously made in writing by an officer of the Company so authorised, or made pursuant to or under the terms of a printed document signed by the Company, and relating to the delivery or release of the Goods in specified circumstances (such as, but not limited to, against payment or against surrender of a particular document) are accepted by the Company, where the Company has engaged third parties to effect compliance with the instructions, only as agents for the Customer.

12(B) Despite the acceptance by the Company of instructions from the Customer to collect freight, duties, charges, dues, or other expenses from the Consignee, or any other Person, on receipt of evidence of proper demand by the Company, and, in the absence of evidence of payment (for whatever reason) by such Consignee, or other Person, the Customer shall remain responsible for such freight, duties, charges, dues, or other expenses.

12(C) The Company shall not be under any liability in respect of such arrangements as are referred to under sub-clause (A) and (B) hereof save where such arrangements are made in writing, and in any event, the Company’s liability in respect of the performance of, or arranging the performance of, such instructions shall not exceed the limits set out in clause 26(A) (ii) of these conditions.

13 Advice and information, in whatever form it may be given, is provided by the Company for the Customer only. The Customer shall indemnify the Company against all loss and damage suffered as a consequence of passing such advice or information on to any third party.

14 Without prior agreement in writing by an officer of the Company so authorised, the Company will not accept or deal with Goods that require special handling regarding carriage, handling, or security whether owing to their chief attractive nature or otherwise including, but not limited to bullion, coin, precious stones, jewellery, valuables, antiques, pictures, human remains, livestock, pets, plants. Should any Customer nevertheless deliver any such goods to the Company, or cause the Company to handle or deal with any such goods, otherwise than under such prior agreement, the Company shall have no liability whatsoever for or in connection with the goods, howsoever arising.

15 Except pursuant to instructions previously received in writing and accepted in writing by the Company, the Company will not accept or deal with Goods of a dangerous or damaging nature, nor with Goods likely to harbour or encourage vermin or other pests, nor with Goods liable to taint or affect other Goods. If such Goods are accepted...
pursuant to a special arrangement, but, thereafter, and in the opinion of the Company, constitute a risk to other goods, property, life or health, the Company shall, where reasonably practicable, contact the Customer in order to require him to remove or otherwise deal with the goods, but reserves the right, in any event, to do so at the expense of the Customer.

16 Where there is a choice of rates according to the extent or degree of the liability assumed by the Company and/or third parties, no declaration of value will be made and/or treated as having been made except under special arrangements previously made in writing by an officer of the Company so authorised as referred to in clause 26(D).

THE CUSTOMER

17 The Customer warrants:

17(A) (i) that the description and particulars of any Goods or information furnished, or services required, by or on behalf of the Customer are full and accurate, and

(ii) that any Transport Unit and/or equipment supplied by the Customer in relation to the performance of any requested service is fit for purpose, and

17(B) that all Goods have been properly and sufficiently prepared, packed, stowed, labeled and/or marked, and that the preparation, packing, stowage, labelling and marking are appropriate to any operations or transactions affecting the Goods and the characteristics of the Goods.

17(C) that where the Company receives the Goods from the Customer already stowed in or on a Transport Unit, the Transport Unit is in good condition, and is suitable for the carriage to the intended destination of the Goods loaded therein, or thereon, and

17(D) that where the Company provides the Transport Unit, on loading by the Customer, the Transport Unit is in good condition, and is suitable for the carriage to the intended destination of the Goods loaded therein, or thereon.

18 Without prejudice to any rights under clause 15, where the Customer delivers to the Company, or causes the Company to deal with or handle Goods of a dangerous or damaging nature, or Goods likely to harm or encourage vermin or other pests, or Goods liable to taint or affect other goods, whether declared to the Company or not, he shall be liable for all loss or damage arising in connection with such Goods, and shall indemnify the Company against all penalties, claims, damages, costs and expenses whatsoever arising in connection therewith, and the Goods may be dealt with in such manner as the Company, or any other person in whose custody they may be at any relevant time, shall think fit.

19 The Customer undertakes that no claim shall be made against any director, servant, or employee of the Company which imposes, or attempts to impose, upon them any liability in connection with any services which are the subject of these conditions, and, if any such claim should nevertheless be made, to indemnify the Company against all consequences thereof.

20 The Customer shall save harmless and keep the Company indemnified from and against:

20(A) all liability, loss, damage, costs and expenses whatsoever (including, without prejudice to the generality of the foregoing, all duties, taxes, imposts, levies, deposits and duties of whatsoever nature levied by any authority in relation to the Goods) arising out of the Company acting in accordance with the Customer’s instructions, or arising from any breach by the Customer of any warranty contained in these conditions, or from the negligence of the Customer, and

20(B) without derogation from sub-clause (A) above, any liability assumed, or incurred by the Company when, by reason of carrying out the Customer’s instructions, the Company has become liable to any other party, and

20(C) all claims, costs and demands whatsoever and by whomsoever made or preferred, in excess of the liability of the Company under the terms of these conditions, regardless of whether such claims, costs, and/or demands arise from, or in connection with, the breach of contract, negligence or breach of duty of the Company, its servants, sub-contractors or agents, and

20(D) any claims of a general average nature which may be made on the Company.

21(A) The Customer shall pay to the Company in cash, or as otherwise agreed, all sums when due, immediately and without reduction or deferment on account of any claim, counterclaim or set-off.

21(B) The Late Payment of Commercial Debts (Interest) Act 1998, as amended, shall apply to all sums due from the Customer.

22 Where liability arises in respect of claims of a general average nature in connection with the Goods, the Customer shall promptly provide security to the Company, or to any other party designated by the Company, in a form acceptable to the Company.

LIABILITY AND LIMITATION

23 The Company shall perform its duties with a reasonable degree of care, diligence, skill and judgment.

24 The Company shall be relieved of liability for any loss or damage if, and to the extent that, such loss or damage is caused by:

24(A) strike, lock-out, stoppage or restraint of labour, the consequences of which the Company is unable to avoid by the exercise of reasonable diligence; or

24(B) any cause or event which the Company is unable to avoid, and the consequences of which the Company is unable to prevent by the exercise of reasonable diligence.

25 Except under special arrangements previously made in writing by an officer of the Company so authorised, the Company accepts no responsibility with regard to any failure to adhere to agreed departure or arrival dates of Goods.

26(A) Subject to clause 2(B) and 11(B) above and sub-clause (D) below, the Company’s liability howsoever arising and, notwithstanding that the cause of loss or damage be unexplained, shall not exceed

(i) in the case of claims for loss or damage to Goods:

(a) the value of any loss or damage, or

(b) a sum at the rate of 2 SDRs per kilo of the gross weight of any Goods lost or damaged

whichever shall be the lower.

(ii) subject to (iii) below, in the case of all other claims:

(a) the value of the subject Goods of the relevant transaction between the Company and its Customer, or

(b) where the weight can be defined, a sum calculated at the rate of two SDRs per kilo of the gross weight of the subject Goods of the said transaction, or

(c) 75,000 SDRs in respect of any one transaction,

whichever shall be the least.

(iii) in the case of an error and/or omission, or a series of errors and/or omissions which are repetitions of or represent the continuation of an original error, and/or omission

(a) the loss incurred, or

(b) 75,000 SDRs in the aggregate of any one trading year commencing from the time of the making of the original error, and/or omission,

whichever shall be the lower.

For the purposes of clause 26(A), the value of the Goods shall be their value when they were, or should have been, shipped. The value of SDRs shall be calculated as at the date when the claim is received by the Company in writing.

26(B) Subject to clause 2(B) above and sub-clause (D) below, the Company’s liability for loss or damage as a result of failure to deliver, or arrange delivery of goods, in a reasonable time, or (where there is a special arrangement under Clause 25) to adhere to agreed departure or arrival dates, shall not in any circumstances whatever exceed a sum equal to twice the amount of the Company’s charges in respect of the relevant contract.

26(C) Save in respect of such loss or damage as is referred to at sub-clause (B), and subject to clause 2(B) above and Sub-Clause (D) below, the Company shall not in any circumstances whatsoever be liable for indirect or consequential loss such as (but not limited to) loss of profit, loss of market, or the consequences of delay or deviation, however caused.

26(D) On express instructions in writing declaring the commodity and its value, received from the Customer and accepted by the Company, the Company may accept liability in excess of the limits set out in sub-clauses (A) to (C) above on the Customer agreeing to pay the Company’s additional charges for accepting such increased liability. Details of the Company’s additional charges will be provided upon request.

27(A) Any claim by the Customer against the Company arising in respect of any service provided for the Customer, or which the Company has undertaken to provide, shall be made in writing and notified to the Company within 14 days of the date upon which the Customer became, or ought reasonably to have become, aware of any event or occurrence alleged to give rise to such claim, and any claim not made and notified as aforesaid shall be deemed to be waived and absolutely barred, except where the Customer can show that it was impossible for him to comply with this time limit, and that he has made the claim as soon as it was reasonably possible for him to do so.

27(B) Notwithstanding the provisions of sub-paragraph (A) above, the Company shall in any event be discharged of all liability whatsoever and howsoever arising in respect of any service provided for the Customer, or which the Company has undertaken to provide, unless suit be brought and written notice thereof given to the Company within nine months from the date of the event or occurrence alleged to give rise to a cause of action against the Company.

JURISDICTION AND LAW

28 These conditions and any act or contract to which they apply shall be governed by English law and any dispute arising out of any act or contract to which these Conditions apply shall be subject to the exclusive jurisdiction of the English courts.
2 Applicant (name and address)
Van Specialist Logistics (UK) Ltd
1st Floor, Argosy Building,
Birmingham Cargo Airport,
B49 3QN
United Kingdom

2 Export licence
No 18011936
Valid until

5 Consignee (address and country of destination)
Museo Nacional De Arte Decorativo
Avda del Libertador 1473
Capital Federal
Buenos Aires
Argentina

6 Applicant's Representative (name and address)
Van Specialist Logistics (UK) Ltd
1st Floor, Argosy Building,
Birmingham Cargo Airport,
B49 3QN
United Kingdom

4 PERMANENT X TEMPORARY
Date for reimportation 31/08/2006

7 Owner of the object(s) (name and address)
Andrew Maysard
18 Oakvale Avenue
Henley-on-Thames
Oxfordshire, RG9 1AB
United Kingdom

8 Description in terms of Annex to Regulation (EC) No 30/1998
Category of the cultural goods:
Category 3

10 ON Code
9701 1000 00

11 Number/quantity
1

12 Value in national currency
GBP 21142857.00

9 Description of the cultural good(s)
A painting (unframed oil on canvas)
Title: Coastal View
Artist: Christopher Williams (1873-1934)
Date: 1912

14 Title or subject
Coastal View

15 Measurements
36 x 46 x 5 cm

16 Dating
1912

17 Other characteristics
none

18 Documents submitted/specific indications relating to identification

19 Artist, period, workshop and/or style
Christopher Williams

20 Medium or technique
Oil on canvas

22 Signature and stamp of issuing authority
LONDON
Date 13 April 2006

13 Purpose of export of the cultural goods/Reason for which the license is requested
The painting is being loaned to the Museum in Buenos Aires. It is not being sold but will eventually be returned to the owner.

14 Title or subject
Coastal View

15 Measurements
36 x 46 x 5 cm

16 Dating
1912

17 Other characteristics
none

18 Documents submitted/specific indications relating to identification

19 Artist, period, workshop and/or style
Christopher Williams

20 Medium or technique
Oil on canvas

22 Signature and stamp of issuing authority
LONDON
Date 13 April 2006

14 Title or subject
Coastal View

15 Measurements
36 x 46 x 5 cm

16 Dating
1912

17 Other characteristics
none

18 Documents submitted/specific indications relating to identification

19 Artist, period, workshop and/or style
Christopher Williams

20 Medium or technique
Oil on canvas

22 Signature and stamp of issuing authority
LONDON
Date 13 April 2006

Application under European Community Legislation
The Acton Group J0234761 12/05
BOOKING CONFIRMATION

From: Magdalena Kustra
Date: 1 May 2006
Our Ref: 71703470
Email: magdalena.kustra@mblogistics.co.uk

To: Andrew Maynard
18 Oakvale Avenue
Hanley-on-Arden
RG9 1AB
United Kingdom

Dear Sirs,

Thank you for your booking of the following items:

Collection of Goods: 22 May 2006 am

<table>
<thead>
<tr>
<th>Description</th>
<th>Pieces</th>
<th>Weight(KG)</th>
<th>CBM</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAINTING</td>
<td>1</td>
<td>34.0000</td>
<td>0.085</td>
</tr>
</tbody>
</table>

Consignee:
MUSEO NACIONAL DE ARTE DECORATIVO
AVDA. DEL LIBERTADOR 1473
CAPITAL FEDERAL
BUENOS AIRES
ARGENTINA

Your cargo has been booked on the following flight:

Flight no: BA247
ETS London Heathrow: 22 May 2006 21:10 hrs
ETA BUE Airport: 23 May 2006 09:40 hrs
Delivery to Museum: 23 May 2006 subject to customs clearance

Kind Regards
Magdalena Kustra

M&B SPECIALIST LOGISTICS (UK) LTD.
Appendix 12 Aircraft Environment

The aircraft environment is especially challenging

Large temperature range (5°C to 32°C)

Source: Air Cargo Transportation Research Group
Regulated Agent / Airline Consignment Security Certificate

Regulated agent's Listed No: 20
CONSIGNMENT REF: 125 - 71703470
DESTINATION: BUENOS AIRES - BUENOS AIRES

On behalf of the above named company, I, the undersigned, certify that, to the best of my knowledge:

**Known Cargo - Any Aircraft**

The consignment to which this document refers has been made secure by the method/s indicated below in compliance with the requirements of the Department for Transport security criteria and may be carried on any aircraft. Please tick as appropriate:

- [ ] Known Consignor Procedures
- [ ] Physical examination including searching by hand or bio-sensory, approved by the Department for Transport
- [ ] Subject to any other means, either technical or bio-sensory, approved by the Department for Transport
- [ ] Transshipment Cargo

Please specify: ____________________________

**OR**

**Freighter Class Known - Cargo Aircraft Only**

The consignment to which this document refers has been made secure by the account consignor procedures indicated below in compliance with the requirements of the Department for Transport security criteria but may only be carried on cargo aircraft:

- [ ] Freighter Class Known Cargo

By ticking this box this cargo will not be accepted on passenger aircraft.

**OR**

**Exempt Cargo**

The consignment to which this document refers is exempt from security controls by virtue of it falling within the parameters stipulated in the attached completed and signed Cargo Exemption Certificate specific to this consignment.

- [ ] Exempt Cargo

Exempt cargo can be carried on any aircraft.

I understand that a false declaration may lead to legal action being taken.

Signed: [Signature]
Position in Company: Export Co-ordinator

Name (Block Letters) MAGDALENA KUSTRA
Date 22 MAY 2006
Appendix 14 – LD3 AKE

LD3 AKE

Wide body aircraft. Half width lower deck container.

Compatible aircraft: Boeing 747-400  Boeing 767  Boeing 777  Boeing 747-400F  Boeing 747-200F  Boeing 757-200F  MD11F

Volume: 150 cu.ft. (4.2cu.m.)

Tare Weight: 72kg/158lbs

Max Gross Weight: 1588kg/3493lbs

External Dimensions: 79” x 43” x 64” x 61.5” x 60.4”
## Appendix 15 Painting Invoice

### ORIGINAL PRO-FORMA INVOICE

**Saller:** Private Exporter  
Andrew Maynard  
18 Oakvale Avenue  
Henley-on-Thames  
Oxfordshire, RG9 1AB  
United Kingdom  

**Buyer Reference:** Coastal View - painting  

**Invoice No:**  

**Invoice Date (tax point):**  

**Buyer Reference:** Coastal View - Painting  

**Buyer (if not consignee):** Museo Nacional de Arte Decortivo  
Avda. Del Libertador 1473 - Capital Federal  
Buenos Aires  
Argentina  

**Forwarding Agent:**  
M&B Specialist Shipping  
1st Floor  
Argry Building  
Birmingham Cargo Airport  
B26 3QN  
United Kingdom  

**Country of origin:** United Kingdom  
**Country of Destination:** Argentina  

**Terms of delivery and payment:**  
EX-works Henley-on-Thames  
Temporary Exportation  

<table>
<thead>
<tr>
<th>Transport mode and means</th>
<th>Port / airport of loading</th>
<th>Port / airport of discharge</th>
<th>Final place of delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>BA247, 22 May 2006 / airfreight</td>
<td>LONDON HEATHROW GBLHR</td>
<td>BUENOS AIRES ARBUE</td>
<td>BUENOS AIRES ARBUE</td>
</tr>
</tbody>
</table>

**Shipping marks, container number:**  
Museo Nacional de Arte Decorativo  
Buenos Aires  
Argentina  

<table>
<thead>
<tr>
<th>Description</th>
<th>Commodity code</th>
<th>Total gross wt (kg)</th>
<th>Total cube (m3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Painting (unframed oil on canvas)</td>
<td>9701 1000 00</td>
<td>34</td>
<td>0.0853</td>
</tr>
<tr>
<td>Case dimensions: 64 x 23 x 58 cm</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item / packages</th>
<th>Gross/net/cube</th>
<th>Description</th>
<th>Quantity</th>
<th>Unit price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 case</td>
<td>34 / 6.5 / 0.0853</td>
<td>Painting (unframed oil on canvas)</td>
<td>1</td>
<td>US$ 3.7 million</td>
<td>US$ 3.7 million</td>
</tr>
<tr>
<td>Painting dimensions: 36 x 46 x 5 cms</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

"Declaro bajo juramento que los informacion contenida en esta factura es exacta y que el precio indicado es el único que realmente ha sido pagado (o ha de pagarse). También declaro en igual forma que no existen convenios que permitan modificacion de dicho precio."

"I declare under oath that all the information contained in this invoice is true and correct and that the price indicated is that really paid (or to be paid). I further declare that there are no agreements to allow alteration in said price."

**Total Amount**  
US$ 3.7 million  
Value for customs purpose only  

**Name of signatory:**  
Andrew Maynard  
The owner of the painting  
Magdalena Kushn  
As the agent for the shipper  

**Place and date of issue:**  
M&B Specialist Shipping, Tel 0044 121 782 5561  
Birmingham, 22 May 2006  

**Signature:**

---

It is hereby certified that this invoice shows the actual price of the goods described, that no other invoice has been or will be issued, and that all particulars are true and correct.
### Packing List

<table>
<thead>
<tr>
<th>Item / packages</th>
<th>Description</th>
<th>Gross/net/cube</th>
<th>Quantity</th>
<th>Other details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 case</td>
<td>Painting (unframed oil on canvas)</td>
<td>34 / 6.5 / 0.0853</td>
<td>1</td>
<td>The painting is being loaned to the museum in Buenos Aires. It is not being sold, but will eventually be returned to Andrew Maynard - the owner.</td>
</tr>
</tbody>
</table>

**Shipment Details**

- **Country of origin:** United Kingdom, GB
- **Country of Destination:** Argentina, AR
- **Terms of delivery and payment:** EX-works Henley-on-Thames
- **Payment terms:** Temporary Exportation

**Additional Packing Information**

- **Shipping marks, container number:**
  - Museum Nacional de Arte Decorativo
  - Buenos Aires, Argentina
- **Commodity code:** 9701 1000 00
- **Total gross wt (kg):** 34
- **Total cube (m³):** 0.0853
- **Total net wt (kg):** 6.5
- **Case dimensions:** 64 x 23 x 58 cm

**Additional Packing Information**

- **Name of signatory:**
  - Andrew Maynard
  - Magdalena Kustra
- **Place and date of issue:**
  - M&B Specialist Logistics, Tel 0044 121 782 5661
  - Birmingham, 22 May 2006
- **Signature:**
  - [Signature]

It is hereby certified that this invoice shows the actual price of the goods described, that no other invoice has been or will be issued, and that all particulars are true and correct.
## Appendix 17 Original MBL, page 1

<table>
<thead>
<tr>
<th>No. of Pieces</th>
<th>Gross Weight</th>
<th>Commodity Item No.</th>
<th>Commodity Code</th>
<th>Nature and Quantity of Goods</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>34</td>
<td></td>
<td></td>
<td>CONSOLIDATED FREIGHT AS PER ATTACHED MANIFEST</td>
</tr>
</tbody>
</table>

### Handling Information

**Please handle with care**

**High Security Cargo**

1 PIECE LOADED INTO ONE AKE NO 387548A

### Air Waybill

- **Shippers Name & Address:** M&B SPECIALIST LOGISTICS (UK) LTD., THE ARGOSY BUILDING, 1ST FLOOR, BIRMINGHAM CARGO AIRPORT, WEST MIDLANDS, B26 3QN, GREAT BRITAIN, 226 3168 75 - 001

- **Consignee's Name & Address:** M&B SPECIALIST LOGISTICS DE ARGENTINA SRL, AVE SAN JUAN 399, BUENOS AIRES, ARGENTINA

- **Issuing Carrier's Agent Name and City:** M&B SPECIALIST LOGISTICS (UK) LTD., BIRMINGHAM, GREAT BRITAIN, 226 3168 75 - 001

- **Accounting Information:** CARRIER SPOT QUOTE NO: EXPRESS SERVICE, CONSIGNS NO: LHR0490425

### Air Waybill Details

- **Shipper's Name & Address:** M&B SPECIALIST LOGISTICS (UK) LTD.
- **Consignee's Name & Address:** M&B SPECIALIST LOGISTICS DE ARGENTINA SRL
- **Air Waybill Issuing:** BRITISH AIRWAYS WORLD CARGO, LONDON HEATHROW AIRPORT
- **Accounting Information:** CARRIER SPOT QUOTE NO: EXPRESS SERVICE, CONSIGNS NO: LHR0490425

### Handling Information

**PLEASE HANDLE WITH CARE**

**HIGH SECURITY CARGO**

1 PIECE LOADED INTO ONE AKE NO 387548A

### Charges

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepaid</td>
<td>434.18</td>
</tr>
<tr>
<td>Fuel Surcharge</td>
<td>11.56</td>
</tr>
<tr>
<td>War Risk</td>
<td>3.06</td>
</tr>
<tr>
<td>Secured Handling</td>
<td>205.00</td>
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<tr>
<td>Valuation Charge</td>
<td></td>
</tr>
<tr>
<td>Total Prepaid</td>
<td>653.80</td>
</tr>
<tr>
<td>For Carrier's Use only at Destination</td>
<td></td>
</tr>
</tbody>
</table>

**Signature of Shipper or His Agent**

BIRMINGHAM MAGDALENA KUSTRA

**Signature of Issuing Carrier or its Agent**

BIRMINGHAM MAGDALENA KUSTRA

**Signatures and Dates**

125- 71703470
<table>
<thead>
<tr>
<th>HAWB NUMBER</th>
<th>NO. OF PCS</th>
<th>GROSS WEIGHT</th>
<th>ABBREVIATED COMMODITY DESCRIPTION</th>
<th>ORG</th>
<th>HUB</th>
<th>LOADING CUSTOMS INFORMATION, OVERDUE DELIVERY INFORMATION / COMMENTS</th>
<th>COLLECT CNG AMOUNT</th>
<th>U/C</th>
<th>EXP</th>
<th>AUTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>71703470</td>
<td>1</td>
<td>34.0K</td>
<td>S.T.C PAINTING (UNFRAMED OIL ON CANVAS)</td>
<td>BHX</td>
<td>BUE</td>
<td>CONFIRMED: MUSEO NACIONAL DE ARTE DECORATIVO AVDA. DEL LIBERTADOR 1473 CAPITAL FEDERAL BUENOS AIRES ARGENTINA SHIPPER: ANDREW MAYNARD 18 OAKVALE AVENUE HENLEY-ON-THAMES, OXFORDSHIRE, RG9 LAD GREAT BRITAIN</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Appendix 18 Original HBL

<table>
<thead>
<tr>
<th>No. of Pieces</th>
<th>Gross Weight</th>
<th>Rate Class</th>
<th>Rate/Charge</th>
<th>Total Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>34</td>
<td>MIN</td>
<td>1,256.00</td>
<td></td>
</tr>
</tbody>
</table>

**Handling Information**

- **PLEASE HANDLE WITH CARE**
- **HIGH SECURITY CARGO**

1 PIECE LOADED INTO ONE AKE NO 387548A

**S.T.C PAINTING**

UNFRAMED OIL ON CANVAS

TITLE: COASTAL VIEW

ARTIST: CHRISTOPHER WILLIAMS

THE PAINTING IS BEING LOANED TO THE MUSEUM IN BUENOS AIRES. IT IS NOT BEING SOLD BUT WILL EVENTUALLY BE RETURNED TO THE OWNER.

**Currency Conversion Rates**

- **Travel Charge**: 1101.00
- **Agency Fee**: 726.00
- **Destination**: 1542.00
- **EX DEC**: 50.00

**Shipper certifies that the particulars on the face hereof are correct and that Insurer as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations.**

M&B as agent for: ANDREW MAYNARD

**Currency Conversion Details**

- **Currency Conversion Rates**
  - **Insider**: 4,675.00
  - **Total Collect**: 4,675.00

**For Carrier's Use Only**

- **Total Collect Charges**: 4,675.00
- **Currency Conversion Rates**: 4,675.00
- **For Carrier's Use only at Destination**: 4,675.00

**Signature of Issuing Carrier or its Agent**

BIRMINGHAM

SAGDALENA KUSTRA

**Total prepaid**

- **Total collect**: 4,675.00

**Total Collect Charges**

- **Total other Charges Due Agent**: 3,419.00

**Total other Charges Due Carrier**

- **Total prepaid**: 1,256.00

**Other Charges**

- **Valuation Charge**: 1,256.00
- **Packing/Crating**: 1101.00
- **Agency Fee**: 726.00
- **Destination**: 1542.00
- **EX DEC**: 50.00

**Total Other Charges Due Agent**: 3,419.00

**Total Other Charges Due Carrier**: 1,256.00

**TOTAL VOLUME**: 0.085 CBM

**TOTAL**: 1,256.00

**For Carriers Use only at Destination**

- **Charges at Destination**: 1,256.00

**Signature of Issuing Carrier or its Agent**

BIRMINGHAM

SAGDALENA KUSTRA

**Original 3 (For Shipper)**
Customs Entry Advice

Company: EGL Eagle Global Logistics Ltd

Exporter
Andrew Maynard
18 Oakvale Avenue
Hanley-on-Thames
RG9 1AB
Great Britain

Consignee
Museo Nacional
De Artes Decorativo
Avda del Libertador 1473
Capital Federal
Buenos Aires
Argentina

Entry No: 120 A10498B
Acceptance 22/05/2006 09:15
Chief Route 6 SOE 8 ICS 60

UCN NES Ref. 71703470
Agents Ref. 6GBP-71703470
Traders Ref. 125 - 71703470

MAWB/BoL 71703470
HAWB. 71703470

Date Of Arrival 05/03/06
Duration 22/05/06

Port of Departure London, Heathrow
Goods FILTER CARTRIDGES

Invoice 21142857.00
Customs Value For Duty 21142857.00
Customs Value For Vat 21142857.00

<table>
<thead>
<tr>
<th>Item</th>
<th>CPC</th>
<th>Tariff No</th>
<th>Supp.1</th>
<th>Qty</th>
<th>Value</th>
<th>Duty</th>
<th>VAT</th>
<th>Excise</th>
<th>CAP Recipe</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>230021</td>
<td>970111000</td>
<td>1.000</td>
<td>21142857.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td></td>
</tr>
</tbody>
</table>

Deferment No: 0.00

Please keep this notification of the UCR within your Sales records, for possible future inspection by HM Customs & Excise.
A. Office of dispatch/export

LONDON, HEATHROW

Declaration number 120 A10498B 22-05-2006

2. Consignor/Exporter

PALL EUROPE (EXEL)
CHERWELL 2
MIDDLETON CLOSE,
BANBURY, OX168RS, GB

107772467000

3. Forms

5. Items

7. Reference Number 71703470

15a. Country of dispatch/export

17a. Country of destination AR

19. Ctr 1

14. Declarant/Representative

226316875006
M&B SPECIALIST LOGISTICS (UK) LTD
ARGOSY BUILDING
FIRST FLOOR, CARGO AREA
BIRMINGHAM, B26 3QN, GB

21. Identity and nationality of active means of transport crossing the border US

25. Mode of transport at the border 40

26. Inland mode transport 40

27. Place of loading LHR

30. Location of goods LHR

32. Item no 1

33. Commodity code 97011000

31. Packages description of goods marks and numbers MUCR=A:125-71703470
1 PAINTING

34. Net mass (kg) 8.5

38. Net mass (kg) 0

35. Gross mass (kg)

36. Country origin code

37. Procedure 230021

39. Supplementary units

40. Additional information/documents

DUCR= 6GBP 71703470 / E
DR=I, LI=9999
EXPORT LICENCE 18011936

office of export control

UK | LONDON, HEATHROW
CHIEF | 22-05-2006

226316875006-120 A10498B

office of exit control

stamp/stempel/timbre/timbro
**Appendix 20 Painting Pre-alert**

Kustra, Magdalena

**From:** Magdalena, Kustra  
**Sent:** 22, May 2006 16:15  
**To:** [DL] BUE Imports  
**Subject:** M&B Prealert - Shipment no 71703470

---

**Air Pre Alert**

**Date:** 22 May 2006

**From:** Magdalena Kustra  
**To:** MUSEO NACIONAL DE ARTE DECORATIVO

**Shipper**
ANDREW MAYNARD  
18 OAKVALE AVENUE  
HENLEY-ON-THAMES, OXFORDSHIRE, RG9 1AB  
GREAT BRITAIN

**Consignee**
MUSEO NACIONAL DE ARTE DECORATIVO  
AVDA. DEL LIBERTADOR 1473  
CAPITAL FEDERAL  
BUENOS AIRES  
ARGENTINA

**EGL Agent**
M&B SPECIALIST LOGISTICS (UK) LTD  
CARGO AREA  
BIRMINGHAM, WEST MIDLANDS, B26 3QN  
GREAT BRITAIN

**Airline**
BRITISH AIRWAYS  
WORLD CARGO

**House Bill No** 71703470

**Flight Information**
From LHR  
To BUE  
Flight BA247  
Departure Est. 22 May 2006 21:10  
Arrival Est. 23 May 2006 09:40

**Items**

<table>
<thead>
<tr>
<th>#</th>
<th>Qty</th>
<th>Type</th>
<th>DIMS</th>
<th>Description</th>
<th>Actual Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>CASE</td>
<td>64.0x23.0x58.0 CM</td>
<td>PAINTING</td>
<td>34.0 KG</td>
</tr>
</tbody>
</table>

---

**Flight Information**

**Air**
BRITISH AIRWAYS  
WORLD CARGO

**House Bill No** 71703470

**Service Type** DOOR TO DOOR

**Priority** STANDARD

**Due Date** 23 May 2006

**Freight Terms** Collect

**Shipper Reference**

**Consignee Reference**

**Other Reference**

**Place of Receipt**
Henley - on- Thames

**Airport of Departure**
London Heathrow

**Airport of Arrival**
BUENOS AIRES - BUENOS AIRES AIRPORTS

**Place of Delivery**
Museo Nacional, Buenos Aires
## INVOICE

**INVOICE TO**

2366170  
M&B SPECIALIST LOGISTICS DE ARGENTINA SRL  
AVE SAN JUAN 399  
C1147411B  
BUENOS AIRES  
ARGENTINA

**SHIPPER NAME**  
ANDREW MAYNARD  
18 OAKVALE AVENUE,  
HENLEY-ON-THAMES  
OXFORDSHIRE, RG9 1AB

**CONSIGNEE NAME**  
MUSEUM NACIONAL DE ARTES DECORATIVOAVDA DEL LIBERTADOR 1473  
CAPITAL FEDERAL  
BUENOS AIRES, ARGENTINA

<table>
<thead>
<tr>
<th>HAWB / MBL</th>
<th>NAAB / MBL</th>
<th>DEPARTURE DATE</th>
<th>ARRIVAL DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>71703470</td>
<td>125-03092165</td>
<td>22 MAY 2006</td>
<td>23 MAY 2006</td>
</tr>
</tbody>
</table>

**CARRIER / VESSEL**  
BRITISH AIRWAYS

<table>
<thead>
<tr>
<th>PIECES</th>
<th>ACTUAL WEIGHT</th>
<th>CHARGEABLE WEIGHT</th>
<th>VOLUME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>34</td>
<td>34</td>
<td>0.085</td>
</tr>
</tbody>
</table>

**DESCRIPTION OF GOODS**  
PAINTING

### DESCRIPTION OF CHARGES

<table>
<thead>
<tr>
<th>DESCRIPTION OF CHARGES</th>
<th>INVOICE AMOUNT</th>
<th>TAX CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRFREIGHT INC SURCHARGES</td>
<td>1256.00</td>
<td>GB0</td>
</tr>
<tr>
<td>AGENCY FEE - SUPERVISION AND WITNESS LOAD</td>
<td>726.00</td>
<td>GB0</td>
</tr>
<tr>
<td>PACKING / CRATING</td>
<td>1101.00</td>
<td>GB0</td>
</tr>
<tr>
<td>EXPORT LICENCE</td>
<td>50.00</td>
<td>GB0</td>
</tr>
<tr>
<td>DESTINATION CHARGES</td>
<td>1542.00</td>
<td>GB0</td>
</tr>
</tbody>
</table>

### TAX SUMMARY

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>TAXABLE AMOUNT</th>
<th>VAT VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>GBD VAT @ 0%</td>
<td>4675.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**TOTAL**  
4675.00 USD

**PAYMENT TERMS:** IMMEDIATE

**ALL TRANSPORTATION SERVICES ARE CONDUCTED UNDER BIFA STANDARD TRADING CONDITIONS 2005. ALL WAREHOUSING SERVICES ARE CONDUCTED UNDER UKWA CONDITIONS OF CONTRACT.**
Appendix 22 – 20 GP

Dry containers 20' standard steel

![Image of a 20' standard steel container]

<table>
<thead>
<tr>
<th>Properties</th>
<th>Metric</th>
<th>Non-metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Door openings, width</td>
<td>2,340 mm</td>
<td>7'8 1/16&quot;</td>
</tr>
<tr>
<td>Door openings, height</td>
<td>2,280 mm</td>
<td>7'5 3/4&quot;</td>
</tr>
<tr>
<td>Internal, length</td>
<td>5,900 mm</td>
<td>19'4 1/6&quot;</td>
</tr>
<tr>
<td>Internal, width</td>
<td>2,352 mm</td>
<td>7'8 9/16&quot;</td>
</tr>
<tr>
<td>Internal, height to load line</td>
<td>2,393 mm</td>
<td>7'10 3/16&quot;</td>
</tr>
<tr>
<td>Weight, gross</td>
<td>30,480 kg</td>
<td>67,194 lb</td>
</tr>
<tr>
<td>Weight, tare</td>
<td>2,230 kg</td>
<td>4,916 lb</td>
</tr>
<tr>
<td>Weight, payload</td>
<td>28,250 kg</td>
<td>54,782 lb</td>
</tr>
<tr>
<td>Volume</td>
<td>33 m³</td>
<td>1,170 ft³</td>
</tr>
</tbody>
</table>

VEHICLE LOADED INTO A CONTAINER

![Image of a vehicle loaded into a container]
BOOKING CONFIRMATION

Shippers:
Andrew Maynard
18 Oakvale Avenue
Hanley-on-Arden
RG9 1AB
United Kingdom

From:
Magdalena Kustra
Tel:

Date:
1 May 2006
Ref:
71884431

Your Ref:
BENTLEY CAR

eMail:
magdalena.kustra@mblogistics.co.uk

Dear Sirs,

Thank you for your booking of the following items:

Collection of Goods: 24 May 2006 09.00am

<table>
<thead>
<tr>
<th>Description</th>
<th>Pcs</th>
<th>Weight</th>
<th>CRN</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.T.C A 1929 SUPERCHARGED 4½ LITRE BENTLEY RACING CAR LENGTH 4.75M</td>
<td>1</td>
<td>2,154.5600</td>
<td>11.373</td>
</tr>
<tr>
<td>WIDTH 1.46M</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HEIGHT (SCREEN DOWN) 1.34M</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SCREEN HEIGHT 0.3M</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DRY KERB WEIGHT 1905.80KG</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALL UP WEIGHT 2154.56KG</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>THE CAR WILL ATTEND A RACING EVENT AFTER WHICH IT WILL BE RETURNED TO THE UNITED KINGDOM.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Consignee:
ANDREW MAYNARD
C/O FANGIO APPRECIATION SOCIETY
RACING TRACK AUTODROMO
OSCAR ALFRED GALVEZ
BUENOS AIRES, 5196
ARGENTINA

Shipment Details:

Port/Airport of Loading: TILBURY, GB

Port/Airport of Destination: BUENOS AIRES, AR

Flight/Voyage: 0609

ETD: 27 May 2006

ETA: 17 Jun 2006

Kind Regards
Magdalena Kustra

M&B SPECIALIST LOGISTICS (UK) LTD.
Appendix 24 Car Transporter
PACKING DECLARATION
LCL ISPM 15 PACKING DECLARATION
(Boxes to be marked with an X in the appropriate place.)

Ship Name: MONTE CERVANTES     Voyage Number: 0609

Container Number(s): GLDU7483479

STRAW PACKAGING*
("Straw packing includes: straw, cereal, rice hulls, and other unprocessed plant material.")

Q: Has Straw Packing been used in the container(s) listed above?

A. YES [ ] NO [X]

TIMBER PACKAGING**
("Timber packing includes: crates, cases, dunnage, pallets, skids and any other timber used as a shipping aid")

Q: Has Timber Packing been used in the container(s) listed above?

A. YES [X] NO [ ]

Q: ISPM15: Is all the timber packaging marked with ISPM 15 compliant stamps

A. YES [X] NO [ ]

BARK (ISPM15 compliant packing) ***
("Bark is: the external natural layer covering trees and branches. This material is distinct and separable from processed timber")

Q: Is Timber Packing free of BARK CONTAMINATION?

A. YES [X] NO [ ]

CLEANLINESS DECLARATION

I declare that the above container(s) has/have been cleaned and is/are free from material of animal and/or plant origin and soil.

Signed: ____________________________ Date: 25-May-06

(Packer / Supplier Representative)
**Appendix 27 Car Dangerous Goods Note**

**DANGEROUS GOODS NOTE**

<table>
<thead>
<tr>
<th>Exporter</th>
<th>Booking number</th>
<th>Customs reference/status</th>
<th>Exporter’s reference</th>
<th>Forwarder’s reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrew Maynard</td>
<td>74949890</td>
<td>BENTLEY</td>
<td></td>
<td>71884431</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Consignee</th>
<th>DSDA Notification (in accordance with DSDA Regulations)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrew Maynard</td>
<td></td>
</tr>
<tr>
<td>C/O Fangio Appreciation Society</td>
<td></td>
</tr>
<tr>
<td>Racing Track Autodromo</td>
<td></td>
</tr>
<tr>
<td>Oscar Alfred Gonzalez</td>
<td></td>
</tr>
<tr>
<td>Buenos Aires, Argentina</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Shipper</td>
<td>Cargo agent</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Freight Forwarder</th>
<th>International Carrier</th>
</tr>
</thead>
<tbody>
<tr>
<td>M&amp;B SPECIALIST LOGISTICS (UK) LTD</td>
<td>MAERSK</td>
</tr>
<tr>
<td>THE ARGOSY BUILDING, 1ST FLOOR</td>
<td></td>
</tr>
<tr>
<td>BIRMINGHAM, B26 3QN, GREAT BRITAIN</td>
<td>For use of receiving authority only</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other UK transport details (e.g. ICD, terminal, vehicle bkg. ref, receiving dates)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Port of loading</th>
<th>Port of discharge</th>
</tr>
</thead>
<tbody>
<tr>
<td>MONTE CERVANTES</td>
<td>TILBURY, GB</td>
<td>BUENOS AIRES, AR</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Shipping marks</th>
<th>Number and kind of packages: description of goods</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name and telephone number of shipper preparing this note</th>
<th>M&amp;B SPECIALIST LOGISTICS (UK) LTD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><em>Proper Shipping Name</em> - Trade names alone are unacceptable</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTAINER/VEHICLE PACKING CERTIFICATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>I hereby declare that the goods described above have been packed/loaded into the container/vehicle identified below in accordance with the provisions shown overleaf. THIS DECLARATION MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY THE PERSON RESPONSIBLE FOR PACKING/LOADING</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name of Company</th>
<th>Name/Status of Declarant</th>
<th>Place and date</th>
<th>Signature of declarant</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 BENTLEY CAR CONTAINING:</td>
<td>605</td>
<td>605</td>
<td>1.2</td>
</tr>
<tr>
<td>CAR ENGINE</td>
<td>UN 3166, ENGINE, 9, III</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VEHICLE REF NO:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GLDU7483479</td>
<td>473467</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Haulier’s name</th>
<th>Container/vehicle registration number</th>
<th>Seal number(s)</th>
<th>Container/vehicle size and type</th>
</tr>
</thead>
<tbody>
<tr>
<td>KENTVALE TRANS</td>
<td>GLDU7483479</td>
<td>473467</td>
<td>CAR CONTAINING:</td>
</tr>
<tr>
<td>RGF54 21VD</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dock/Terminal Receipt</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name and telephone number of shipper preparing this note</td>
</tr>
<tr>
<td>M&amp;B SPECIALIST LOGISTICS (UK) LTD</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

**For RID/ADR/CDG Road requirements see notes overleaf**

---

**Name and telephone number of shipper preparing this note**

**Name/status of declarant**

**HAULIER DETAILS**

**RECEIVING AUTHORITY REMARKS**

Received the above number of packages/containers/trailers in apparent good order and condition unless stated hereon.

**RECEIVING AUTHORITY SIGNATURE AND DATE**

**Signature of declarant**

**Name and telephone number of shipper preparing this note**

**Name/status of declarant**

**HAULIER DETAILS**

**RECEIVING AUTHORITY REMARKS**

Received the above number of packages/containers/trailers in apparent good order and condition unless stated hereon.

**RECEIVING AUTHORITY SIGNATURE AND DATE**

**Signature of declarant**
**Appendix 28 Car Invoice**

1 ORIGINAL AND 3 COPIES REQUIRED - ALL SIGNED IN BLUE INK

<table>
<thead>
<tr>
<th>ORIGINAL PRO-FORMA INVOICE</th>
<th>RECHNUNG FAKTURA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Seller</strong></td>
<td><strong>Invoice No:</strong></td>
</tr>
<tr>
<td>Andrew Maynard</td>
<td>Bentley Racing Car</td>
</tr>
<tr>
<td>16 Oakvale Avenue</td>
<td><strong>Invoice Date (tax point):</strong></td>
</tr>
<tr>
<td>Henley-on-Thames</td>
<td>16-Apr-06</td>
</tr>
<tr>
<td>Oxfordshire, RG9 1AB</td>
<td><strong>Seller’ reference:</strong></td>
</tr>
<tr>
<td>United Kingdom</td>
<td>Bentley Racing Car</td>
</tr>
<tr>
<td><strong>Consignee:</strong></td>
<td><strong>Buyer Reference:</strong></td>
</tr>
<tr>
<td>Andrew Maynard</td>
<td></td>
</tr>
<tr>
<td>O/O Fangio Appreciation</td>
<td></td>
</tr>
<tr>
<td>Society Racing Track</td>
<td></td>
</tr>
<tr>
<td>Autodromo Oscar Alfred</td>
<td></td>
</tr>
<tr>
<td>Galvez Buenos Aires</td>
<td></td>
</tr>
<tr>
<td>Argentina</td>
<td><strong>Other reference:</strong></td>
</tr>
<tr>
<td><strong>Forwarding Agent:</strong></td>
<td></td>
</tr>
<tr>
<td>M&amp;B Specialist Logistics</td>
<td><strong>Country of origin:</strong></td>
</tr>
<tr>
<td>1st Floor</td>
<td>United Kingdom, GB</td>
</tr>
<tr>
<td>Argosy Building</td>
<td><strong>Country of Destination:</strong></td>
</tr>
<tr>
<td>Birmingham Cargo Airport</td>
<td>Argentina, AR</td>
</tr>
<tr>
<td>B26 3QN</td>
<td><strong>Terms of delivery and payment:</strong></td>
</tr>
<tr>
<td>United Kingdom</td>
<td>Delivery Terms: DDP Buenos Aires</td>
</tr>
<tr>
<td><strong>Transport mode and means</strong></td>
<td>Payment terms: Temporary Exportation</td>
</tr>
<tr>
<td>Grande Buenos Aires GBA026</td>
<td></td>
</tr>
<tr>
<td>Port / airport of loading</td>
<td></td>
</tr>
<tr>
<td>Tilbury, GB</td>
<td></td>
</tr>
<tr>
<td>GBTIL</td>
<td></td>
</tr>
<tr>
<td>Port / airport of discharge</td>
<td>Final place of delivery</td>
</tr>
<tr>
<td>BUENOS AIRES</td>
<td>BUENOS AIRES</td>
</tr>
<tr>
<td>ARGUBE</td>
<td>ARGUBE</td>
</tr>
<tr>
<td><strong>Shipping marks, container number</strong></td>
<td><strong>Commodity code</strong></td>
</tr>
<tr>
<td>Andrew Maynard</td>
<td>A 1929 Supercharged 4 1/2 Litre Bentley Racing Car</td>
</tr>
<tr>
<td>O/O Fangio Appreciation</td>
<td>Vehicle Registration No: UR 6571</td>
</tr>
<tr>
<td>Society Racing Track</td>
<td>Length: 4.75 m</td>
</tr>
<tr>
<td>Autodromo Oscar Alfred</td>
<td>Width: 1.48 m</td>
</tr>
<tr>
<td>Galvez Buenos Aires</td>
<td>Height (screen down): 1.34 m</td>
</tr>
<tr>
<td>Argentina</td>
<td>Screen Height: 0.3 m</td>
</tr>
<tr>
<td></td>
<td>Dry Kerb Weight: 1995.80 kg</td>
</tr>
<tr>
<td></td>
<td>All up weight: 2154.56 kg</td>
</tr>
<tr>
<td><strong>Item / packages</strong></td>
<td><strong>Description</strong></td>
</tr>
<tr>
<td>1 car</td>
<td>A 1929 Supercharged 4 1/2 Litre Bentley Racing Car</td>
</tr>
<tr>
<td></td>
<td>The car will attend a racing event after which it will be returned to the United Kingdom Andrew Maynard - the owner.</td>
</tr>
<tr>
<td></td>
<td>“Declaro bajo juramento que los informacion contenida en esta factura es exacta y que el precio indicado es el unico que realmente ha sido pago (o ha de pagarse). Tambien declaro en igual forma que no existen convenios que permitan modificacion de dicho precio.”</td>
</tr>
<tr>
<td></td>
<td>“I declare under oath that all the information contained in this invoice is true and correct and that the price indicated is that really paid (or to be paid). Further declare that there are no agreements to allow alteration in said price”</td>
</tr>
<tr>
<td><strong>Quantity</strong></td>
<td><strong>Unit price</strong></td>
</tr>
<tr>
<td>1</td>
<td>US$ 750,000</td>
</tr>
<tr>
<td><strong>Amount</strong></td>
<td>US$ 750,000</td>
</tr>
</tbody>
</table>

**Total Amount** US$ 750,000
Value for customs purpose only

**Name of signatory**
Andrew Maynard The owner of the car
Magdalena Kustra As the agent for the shipper

**Place and date of issue**
M&B Specialist Logistics, Tel 0044 121 762 5561
Birmingham, 16 April 2006

Signature

It is hereby certified that this invoice shows the actual price of the goods described, that no other invoice has been or will be issued, and that all particulars are true and correct.

---

*Declaro bajo juramento que los informacion contenida en esta factura es exacta y que el precio indicado es el unico que realmente ha sido pago (o ha de pagarse). Tambien declaro en igual forma que no existen convenios que permitan modificacion de dicho precio.*

*I declare under oath that all the information contained in this invoice is true and correct and that the price indicated is that really paid (or to be paid). Further declare that there are no agreements to allow alteration in said price.*
### Appendix 29 Car Packing List

<table>
<thead>
<tr>
<th>Seller</th>
<th>Invoice No:</th>
<th>Invoice Date (tax point):</th>
<th>Seller’ reference:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrew Maynard</td>
<td></td>
<td>16-Apr-06</td>
<td>Bentley Racing Car</td>
</tr>
<tr>
<td>18 Oakvale Avenue, Henley-on-Thames</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oxfordshire, RG9 1AB, United Kingdom</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Consignee</th>
<th>Buyer Reference:</th>
<th>Other reference:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrew Maynard</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C/O Fangio Appreciation Society</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Racing Track</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Autodromo Oscar Alfred Galvez</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buenos Aires, Argentina</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Forwarding Agent:</th>
<th>Country of origin:</th>
<th>Country of Destination:</th>
</tr>
</thead>
<tbody>
<tr>
<td>M&amp;B Specialist Logistics</td>
<td>United Kingdom, GB</td>
<td>Argentina, AR</td>
</tr>
<tr>
<td>1st Floor Argosy Building</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Birmingham Cargo Airport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E28 3QN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>United Kingdom</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transport mode and means</th>
<th>Delivery Terms</th>
<th>Payment terms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port / airport of loading</td>
<td>DDP Buenos Aires</td>
<td>Temporary Exportation</td>
</tr>
<tr>
<td>Buenos Aires, GBA0206</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port / airport of discharge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buenos Aires, ARGUE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final place of delivery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buenos Aires, ARGUE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Shipping marks, container number</th>
<th>Commodity code</th>
<th>Total grosswt (kg)</th>
<th>Total cube (m³)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrew Maynard</td>
<td>8703 2100 00</td>
<td>2154.56</td>
<td>11.373</td>
</tr>
<tr>
<td>C/O Fangio Appreciation Society</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Racing Track</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Autodromo Oscar Alfred Galvez</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buenos Aires, Argentina</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Kerb Weight: 1995.80 kg</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All up weight: 2154.56 kg</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item / packages</th>
<th>Gross/net/cube</th>
<th>Description</th>
<th>Quantity</th>
<th>Other details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 car</td>
<td>2154.56 / 1995.8 / 11.373/A 1929 Supercharged 4 1/2 Litre Bentley Racing Car</td>
<td>The car will attend a racing event after which it will be returned to the United Kingdom. Andrew Maynard - the owner.</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

### Additional Packing Information

**Name of signatory**
Andrew Maynard  
The owner of the car

Magdalena Kusha  
As the agent for the shipper

**Place and date of issue**
M&B Specialist Logistics, Tel 0044 121 782 5561  
Birmingham, 03 March 2006

**Signature**

---

It is hereby certified that this invoice shows the actual price of the goods described, that no other invoice has been or will be issued, and that all particulars are true and correct.
# Customs Entry Advice

**Company:** EGL Eagle Global Logistics Ltd

**Exporter**
Andrew Maynard  
18 Oakvale Avenue  
Hanley-on-Thames  
RG9 1AB  
Great Britain

**Consignee**
Andrew Maynard

<table>
<thead>
<tr>
<th>Entry No:</th>
<th>120 A10358C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acceptance</td>
<td>25/05/2006 09:15</td>
</tr>
<tr>
<td>Chief Route</td>
<td>SOE 8, ICS 60</td>
</tr>
<tr>
<td>UCN</td>
<td>71884431</td>
</tr>
<tr>
<td>NES Ref.</td>
<td></td>
</tr>
<tr>
<td>Agents Ref.</td>
<td>6GBP-71884431</td>
</tr>
<tr>
<td>Traders Ref.</td>
<td></td>
</tr>
<tr>
<td>DUCR</td>
<td>71884432</td>
</tr>
<tr>
<td>MAWB/BoL</td>
<td>71884431</td>
</tr>
<tr>
<td>HAWB.</td>
<td></td>
</tr>
<tr>
<td>Date Of Arrival</td>
<td>05/03/06</td>
</tr>
<tr>
<td>Port of Depart</td>
<td>TILBURY, GB</td>
</tr>
<tr>
<td>VAT Number</td>
<td>PR</td>
</tr>
<tr>
<td>No. of pkgs</td>
<td>1</td>
</tr>
<tr>
<td>Weight (kgs)</td>
<td>2154.56</td>
</tr>
<tr>
<td>Goods</td>
<td>CAR</td>
</tr>
<tr>
<td>Invoice</td>
<td>21142857.00</td>
</tr>
<tr>
<td>Customs Value For Duty</td>
<td>428571.42</td>
</tr>
<tr>
<td>Customs Value For Vat</td>
<td>428571.42</td>
</tr>
<tr>
<td><strong>Item</strong></td>
<td><strong>CPC</strong></td>
</tr>
<tr>
<td>1</td>
<td>230021</td>
</tr>
<tr>
<td>Deferment No:</td>
<td></td>
</tr>
</tbody>
</table>

**Deferment No:**

| Duty                  | 0.00 |
| VAT                   | 0.00 |
| Excise                | 0.00 |
| **TOTAL**             | 0.00 |

Please keep this notification of the UCR within your Sales records, for possible future inspection by HM Customs & Excise.
A. Office of dispatch/export  LONDON, HEATHROW  Declaration number 120  A10498B  22-05-2006

2. Consignor/Exporter  PR
ANDREW MAYNARD
18 OAKVALE AVENUE
HANLEY-ON-THAMES
RG9 1AB

14. Declarant/Representative  226316875006
M&B SPECIALIST LOGISTICS (UK) LTD
ARGOSY BUILDING
FIRST FLOOR, CARGO AREA
BIRMINGHAM,B26 3QN,GB

107772467000

11. Identity and nationality of active means
of transport crossing the border
DE

15a. Country of dispatch/export
17a. Country of destination

21. Identity and nationality of active means
of transport crossing the border

25. Mode of transport at the border
10

26. Inland mode transport
10

27. Place of loading

29. Location of goods

32. Item no
1

33. Commodity code
87032100

31. Packages description of goods marks and numbers
MUCR=A:71884432
1 CAR

35. Gross mass (kg)
2154.56

38. Net mass (kg)
1995.80

41. Supplementary units

46. Statistical value
428571.42

Container No(s)

34. Country origin code

44. Additional information/documents
DUCR=6GBPR-71884432/E
DR=I,LI=9999
EXPORT LICENCE 18051931

office of export control

<table>
<thead>
<tr>
<th>UK</th>
<th>TILBURY</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHIEF</td>
<td></td>
</tr>
<tr>
<td>27-05-2006</td>
<td></td>
</tr>
<tr>
<td>7832903209-120 A10358C</td>
<td></td>
</tr>
</tbody>
</table>

office of exit control

stamp/stempel/timbre/timbro
M&B SPECIALIST LOGISTICS (UK) LTD
THE ARGOSY BUILDING, 1ST FLOOR
BIRMINGHAM CARGO AREA, B26 3QN
GREAT BRITAIN

M&B SPECIALIST LOGISTICS DE ARGENTINA SRL
AZOPARDO 1071
BUENOS AIRES, C1107ADQ
ARGENTINA

M&B SPECIALIST LOGISTICS DE ARGENTINA SRL
AZOPARDO 1071
BUENOS AIRES, C1107ADQ
ARGENTINA

GBP0206
TILBURY, GB

GLDU7483479
SEAL 473467
ANDREW MAYNARD
C/O FANGIO
APPRECIATION
SOCIETY
RACING TRACK
AUTODROMO OSCAR
ALFREDO GALEVZ
BUENOS AIRES,
ARGENTINA

20-FT STANDARD S.T.C A 1929 SUPERCHARGED
4 1/2 LITRE BENTLEY RACING CAR

2154.56 KG
11.373M3

VEHICLE REGISTRATION NUMBER:
UR6571

LENGTH 4.75M
WIDTH 1.46M
HEIGHT (SCREEN DOWN) 1.34M
SCREEN HEIGHT 0.3M

DRY KERB WEIGHT 1995.80 KG
ALL UP WEIGHT 2154.56 KG

THE CAR WILL ATTEND A RACING EVENT AFTER WHICH IT WILL
BE RETURNED TO THE UNITED KINGDOM

MASTER BILL REFERENCE NUMBER: GRI74949890

REGARDS
MAGDALENA KUSTRA

25 MAY 2006
NEGOTIABLE BILL OF LADING

BILL OF LADING NO GRI74949890  SCAC MAEU

BOOKING NO: 74949890

EXPORTERS REFERENCE: 71884431

This contract is subject to the terms and conditions, including the law & jurisdiction clause and limitation of liability & declared value clauses, of the current Maersk Line Bill of Lading (available from the Carrier, its agents and at www.maerskline.com), which are applicable with logical amendments (mutatis mutandis). To the extent necessary to enable the Consignee to use and to be used under this contract, the Shipper on entering into this contract does so on his own behalf and as agent for and on behalf of the Consignee and warrants that he has the authority to do so. The Shipper shall be entitled to change the Consignee at any time before delivery of the goods provided he gives the Carrier reasonable notice in writing.

Delivery will be made to the Consignee or his authorised agent on production of reasonable proof of identity (and in the case of an agent, reasonable proof of authority) without production of this waybill. The Carrier shall be under no liability whatsoever for missdelivery unless caused by the Carrier's negligence.

Signed inland routing (not part of Carriage as defined in clause 1. For account and risk of Merchant)

Place of Receipt: Applicable only when document used as Multimodal Waybill
Basildon, Essex

Place of Delivery: Applicable only when document used as Multimodal Waybill

PARTICULARS FURNISHED BY SHIPPER

<table>
<thead>
<tr>
<th>KIND OF PACKAGES; DESCRIPTION OF GOODS; MARKS AND NUMBERS; CONTAINER NO; SEAL NO CONTAINER: GLD7483477, SEAL 473467</th>
</tr>
</thead>
</table>

1 CONTAINER SAID TO CONTAIN 1 CAR 1929 SUPERCHARGED 4 1/2 LITRE BENTLEY RACING CAR, VEHICLE REGISTRATION NUMBER: UR 6571

LENGTH 4.75M
WIDTH 1.46M
HEIGHT (SCREEN DOWN) 1.34M
SCREEN HEIGHT 0.3M

DRY KERB WEIGHT 1995.80 KG
ALL UP WEIGHT 2154.56 KG

THE CAR WILL ATTEND A RACING EVENT AFTER WHICH IT WILL BE RETURNED TO THE UNITED KINGDOM

Freight
CAF

Carriers Receipt. Total number of containers or packages received by Carrier: 1 container(s)

Shipped on Board Date

Place of Issue of Waybill
TILBURY

Date Issue of Waybill
2006-05-27

Received by the Carrier from the Shipper, as far as ascertained by reasonable means of checking, in apparent good order and condition unless otherwise stated herein, the total number or quantity of containers or other packages or units indicated in the box opposite entitled "Carriers Receipt".

NO OF ORIGINALS: 1/3

Signed on behalf of the Carrier A.P. Filmer - Maersk Line as Maersk Line

K.M. O'BRIEN

As Agent(s) for the Carrier

THE MAERSK COMPANY LIMITED
## Combined Transport Bill of Lading

**Shipper**

ANDREW MAYNARD  
18 OAKVALE AVENUE  
HENLEY-ON-THAMES, OXFORDSHIRE, RG9 1AB  
GREAT BRITAIN

**Consignee**

ANDREW MAYNARD  
C/O PANGEO APPRECIATION SOCIETY  
RACING TRACK AUTODROMO  
OSCAR ALFRED GALVEZ  
BUENOS AIRES, 5196  
ARGENTINA

**Notify Party**

ANDREW MAYNARD  
C/O PANGEO APPRECIATION SOCIETY  
RACING TRACK AUTODROMO  
OSCAR ALFRED GALVEZ  
BUENOS AIRES, 5196  
ARGENTINA

**Pre-Carriage by**

Place of receipt: HENLEY-ON-THAMES

**Ocean Vessel**

Monte Cervantes  
Voy. 0229

**Port of Discharge**

BUENOS AIRES, AR

**Marks and Numbers**

Number and kind of packages

**Description of goods**  
said to contain

**Cross Weight**

KGS

**Measurement**

CBM

### Details as per attached cargo specification.

<table>
<thead>
<tr>
<th>Details</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total containers</td>
<td>2,154.5600</td>
</tr>
<tr>
<td>KG</td>
<td>11,373</td>
</tr>
</tbody>
</table>

**Freight Prepaid**

M&B SPECIALIST LOGISTICS DE ARGENTINA SRL, AZOPARDO 1071  
BUENOS AIRES, C1107ADQ TEL: 54-11-4307-2082

**Terms of delivery**

"SHIPPED ON BOARD" 27 MAY 06

**Disbursement**

Freight Prepaid GBP 216.66  
Prepaid Charges GBP1755.16

**Signed by**

M&B OCEAN LINE AS CARRIER

**Plane of issue**

MADALENA RUSTRA

**Date**

BIRMINGHAM 27 MAY 06
## COMBINED TRANSPORT BILL OF LADING CARGO SPECIFICATION

**Vessel:** Monte Cervantes

**B/L No:** 71884431

**VOYAGE:** 0609

<table>
<thead>
<tr>
<th>Marks and numbers</th>
<th>Number and kind of packages</th>
<th>Description of goods</th>
<th>Gross Weight</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLDU7483479</td>
<td>20-FT Standard</td>
<td>1 PC RCS8</td>
<td>2,154.5600</td>
<td>11.373</td>
</tr>
</tbody>
</table>

**ANDREW MAYNARD**

C/O FANGIO

**APPRCIATION SOCIETY**

**RACING TRACK,**

**AUTODROMO OSCAR ALFREDO GALVEZ**

**BUENOS AIRES,**

**ARGENTINA**

- **S.T.C A 1929 SUPERCHARGED 4.4 LITRE BENTLEY RACING CAR**
- **LENGTH 4.75M**
- **WIDTH 1.46M**
- **HEIGHT (SCREEN DOWN) 1.34M**
- **SCREEN HEIGHT 0.3M**
- **DRY KNEB WEIGHT 1955.80KG**
- **ALL UP WEIGHT 2154.56KG**

The car will attend a racing event after which it will be returned to the United Kingdom.

**Totals**

**ONE CONTAINER**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2,154.5600</td>
<td>11.373</td>
</tr>
</tbody>
</table>

**PAGE 2 OF 2**
This is to certify that

Mr Andrew Maynard

have been issued with an Open Policy and this certificate conveys all rights of the policy (for the purpose of collecting any loss or claim) as fully as if the property were covered by a special policy direct to the holder of this certificate but if the destination of the goods is outside the United Kingdom this certificate may require to be stamped within a given period in order to comply with the laws of the country of destination. Notwithstanding the description of the voyage stated herein, provided the goods are at risk of the Assured this insurance shall attach from the time of leaving the warehouse, premises or place of storage in the interior.

In the event of loss or damage which may give rise to a claim under this Policy, notice must be given immediately to the undernoted agents so that he/they may appoint a surveyor if he/they so desire.

SURVEY AND CLAIMS SETTLEMENT CLAUSE

DIRECTORS may be liable

To enable claims to be dealt with promptly, the Assured or their Agents are advised to submit all available supporting documents without delay, including when applicable:

1. Original policy or certificate of insurance.
2. Original or copy shipping invoice, together with shipping specification and/or weight notes.
3. Original Bill of Lading and/or other contract or carriage.
4. Survey report or other documentary evidence to show the extent of the loss or damage.
5. Correspondence exchanged with the Carriers and other Parties regarding any actual loss or damage found at such survey.
6. NOTE: The Consignees or their Agents are recommended to make themselves familiar with the regulations of the Port Authorities at the port of discharge.

SURVEY AND CLAIM SETTLEMENT

Refer to Survey and Claims settlement clause below.

DOCUMENTATION OF CLAIMS

To apply immediately for survey by Carriers’ or other Bailees’ Representatives if any loss or damage be apparent and claim on the Carriers or other Bailees for any missing packages.

PROCEDURE IN THE EVENT OF LOSS OR DAMAGE FOR WHICH UNDERWRITERS MAY BE LIABLE

1. To claim immediately on the Carriers, Port Authorities or other Bailees for any missing packages.
2. To give notice in writing to the Carriers or other Bailees within three days of delivery if the loss or damage was not apparent at the time of taking delivery.
3. To apply immediately for survey by Carriers’ or other Bailees’ Representatives if any loss or damage be apparent and claim on the Carriers or other Bailees for any actual loss or damage found at such survey.
4. To give notice in writing to the Carriers or other Bailees within three days of delivery if the loss or damage was not apparent at the time of taking delivery.
5. To claim immediately on the Carriers, Port Authorities or other Bailees for any missing packages.
6. To give notice in writing to the Carriers or other Bailees within three days of delivery if the loss or damage was not apparent at the time of taking delivery.

SURVEY AND CLAIM SETTLEMENT CLAUSE

In the event of loss or damage which may give rise to a claim under this Policy, notice must be given immediately to the undernoted agents so that he/they may appoint a surveyor if he/they so desire.

Survey Agent
CNA INSURANCE COMPANY LIMITED, 77 GRACECHURCH STREET LONDON EC3V 0DL
TEL NO 02087555107 FAX 02087555235 WILLIAM.BONAR@CNA.CO.UK

CLAIMS
In the event of a claim arising under this Policy, it is agreed that it shall be settled in accordance with English Jurisdiction Law and Practice and shall be so settled by the above agent if authorised by CNA Insurance Company Limited.

This certificate is not valid unless countersigned

Signed

UCVN 520466

The original certificate must be produced when a claim is made and must be surrendered on payment. If there is a difference between the details printed on this certificate and the details contained in the cnacargo.com database, the information in the cnacargo.com database shall be deemed correct.
Applicant (name and address)
M&B SPECIALIST LOGISTICS (UK) LTD
1st Floor, Argoys Building,
Birmingham Cargo Airport,
B26 3QW
United Kingdom

Export Licence
No: 18051931
Valid until

Consignee (address and country of destination)
Andrew Maynard
686 Sanger Appreciation Society Racing Track Autodromo
Oscar Alfred Selva
Buenos Aires, 9196
Argentina

Temporary

Date for re-importation: 31/08/2006

Applicant's Representative (name and address)
M&B SPECIALIST LOGISTICS (UK) LTD
1st Floor, Argoys Building,
Birmingham Cargo Airport,
B26 3QW
United Kingdom

Issuing Authority (name, address and Member State)
Museums, Libraries and Archives Council
Victoria House
Southampton Row
London
WC1B 4EA
UNITED KINGDOM

Owner of the object(s) (name and address)
Andrew Maynard
18 Oakvale Avenue
Henley-on-Thames
Oxfordshire, RG9 1AB
United Kingdom

Description in terms of the Annex to Regulation (EEC) No 3911/92
Category(ies) of the cultural good(s)
Category 13

Description of the cultural goods
A Supercharged 4.12 Litre Bentley Racing Car
Date: 1929

Cultural Code
8703 2100 00

11 Number/quantity
1

12 Value in national currency
GBP 428571.42

13 Purpose of export of the cultural goods/Reason for which the licence is requested
The car will attend a racing event after which it will be returned to the United Kingdom.

14 Title or subject
Bentley Racing Car

16 Dating
1929

17 Other characteristics
Length: 4.75m
Width: 1.46m
Height (screen down): 1.34m
Screen height: 0.30m

18 Documents submitted/specific indications relating to identification
Photograph (in colour)
Catalogues
Identification marks

19 Artist, period, workshop and/or style
BENTLEY

20 Medium or techniques
METAL

22 Signature and stamp of issuing authority
LONDON

10 Application under European Community Legislation

The Asdron Group JK234781 12/02
28 Photograph(s) of the cultural good(s)

(minimum 9 cm x 12 cm)

(To be validated by the signature and the stamp of issuing authority)

29 Supplementary pages

This form is accompanied by 13 supplementary pages

Note: Any unused space in box 9 or on accompanying supplementary pages shall be duly burned by the competent authorities.

24 Customs office of exit: TILSBURY PORT, United Kingdom

Stamp

APPLICATION UNDER EUROPEAN COMMUNITY LEGISLATION

The Asron Group J0234781 12/05
**Booking Date**  |  20 MAY 2006  
---|---
**Cargo Receive Date/Clearance Date**  |  
**SHIPPER**  |  ANDREW MAYNARD, HENLEY ON THAMES, UK  
**CONSIGNEE**  |  ANDREW MAYNARD, C/O FANGIO APPRECIATION SOCIETY, RACING TRACK, AUTODROMO OSCAR ALFREDO GALVEZ, BUENOS AIRES, ARGENTINA CUSTOMER’S MOBILE NO: 0044 79454578222  
**NOTIFY PARTY**  |  SAME AS CNEE  
**Origin**  |  TILBURY, GB  
**Destination**  |  BUENOS AIRES, AR  
**CNTR Size / CNTR Mode**  |  FCL 1X20’/CY-CY  
**Commodity**  |  BENTLEY RACING CAR  
**Cartons / KGS / CBM**  |  1 CAR / 2154.56 / 11.373  
**CARRIER**  |  MAERSK  
**VSL / VOY**  |  MONTE CERVANTES 0609  
**ETD TIL**  |  27/05/2006  
**ETA BUE**  |  17/06/206  
**MBL#**  |  GRI74949890  
**CNTR # / SEAL #**  |  GLDU748347 / 473467  
**HBL#**  |  71884431  
**Remarks**  |  TEMPORARY IMPORTATION  
PLEASE SEE ATTACHED COPY ALL DOCUMENTS
INVOICE

INVOICE TO

2365170
ANDREW MAYNARD
18 OAKVALE AVENUE,
HENLEY-ON-THAMES
OXFORDSHIRE, RG9 1AB

INVOICE NUMBER: 7170347001
INVOICE DATE: 22 MAY 2006

ORIGINAL

EGL REF: 71703470

SHIPPER NAME
ANDREW MAYNARD
18 OAKVALE AVENUE,
HENLEY-ON-THAMES
OXFORDSHIRE, RG9 1AB

CONSIGNEE NAME
ANDREW MAYNARD
C/O FANGIO APPRECIATION SOCIETY
BUENOS AIRES, ARGENTINA

HAWB / MBL
71884431
71884432

DEPARTURE DATE
27 MAY 2006
19 JUNE 2006

CARRIER / VESSEL
MONTE CERVANTES
FLIGHT / VOYAGE
0609
ORIGIN AIRPORT / PORT
TILBURY
DESTINATION AIRPORT / PORT
BUENOS AIRES

PIECES
1
ACTUAL WEIGHT
2154.6 KG
CHARGEABLE WEIGHT
0.0 KG

VOLUME
11.373 CBM

DESCRIPTION OF GOODS
S.T.C A BENTLEY 1929 SUPERCHARGED 4 1/2 LITRE BENTLEY RACING CAR

DESCRIPTION OF CHARGES

<table>
<thead>
<tr>
<th>DESCRIPTION OF CHARGES</th>
<th>INVOICE AMOUNT</th>
<th>TAX CODE</th>
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<tbody>
<tr>
<td>OCEAN FREIGHT</td>
<td>216.66</td>
<td>GB0</td>
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<tr>
<td>COLLECTION EX HENLEY ON THAMES</td>
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<tr>
<td>WAREHOUSE LOADING</td>
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<td>EXPORT LICENCE</td>
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<tr>
<td>DOCUMENTATION AND EXPORT DECLARATION</td>
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<tr>
<td>CURRENCY ADJUSTMENT FACTOR</td>
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<td>TERMINAL SERVICE FEE</td>
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<td>SECURITY FEE</td>
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<tr>
<td>DESTINATION DELIVERY</td>
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TAX SUMMARY

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<tr>
<th>DESCRIPTION</th>
<th>TAXABLE AMOUNT</th>
<th>VAT VALUE</th>
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<tr>
<td>GB0 VAT @ 0%</td>
<td>1971.82</td>
<td>0.00</td>
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TOTAL

| TOTAL         | 1971.82        | 0.00     |

PAYMENT TERMS: 30 DAYS

TOTAL IN OUR FAVOUR

1971.82 GBP

ALL TRANSPORTATION SERVICES ARE CONDUCTED UNDER BIFA STANDARD TRADING CONDITIONS 2005. ALL WAREHOUSING SERVICES ARE CONDUCTED UNDER UKWA CONDITIONS OF CONTRACT.