

## Docked and Loaded

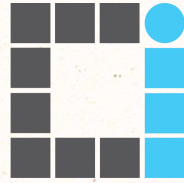
### EXHIBIT A-

[Extract of a newspaper article dated 12th May, 2004, as printed in The Nigerian Herald]

#### **Disaster Strikes at Tin Can Island Port: Romano Diamente Inc. Shipment Lost in Tragic Accident**

In a tragic turn of events at the Tin Can Island Port, Romano Diamente Inc. suffered a devastating blow as a massive ship 'Eternal Horizon', laden with a valuable cargo of a shipment of diamonds, was lost in a fatal accident. Reports indicate that the vessel encountered navigational difficulties due to dredging problems plaguing the port, ultimately leading to its untimely demise. The formation of sandbars or shallow areas in navigable waters, which obstruct shipping channels and pose risks to vessels, particularly during low tides has been a cause of immense concern for most exporters within the country, albeit there has been no response from the authorities for the same. The incident has sparked widespread outrage and condemnation, with stakeholders directing their ire towards the Nigerian Port Authority (NPA) for its alleged negligence and failure to address critical infrastructure issues.

The fallout from this catastrophe has been immense, with Romano Diamente Inc. reeling from the loss of valuable cargo it carried. The incident has not only dealt a severe financial blow to the company but has also cast a shadow of doubt on the safety and efficiency of operations at Tin Can Island Port. Calls for accountability and urgent action to address the dredging problems have intensified, as stakeholders demand swift measures to prevent such tragedies from recurring in the future.



**EXHIBIT B-**

[Extract of announcement released in The Nigerian Herald, dated 3rd June, 2004]

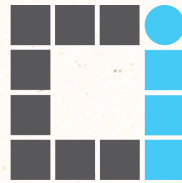
**Nigerian Ports Authority Concession Announcement - 2004**

The Nigerian Ports Authority (NPA) hereby announces the concession of Apapa Port and Tin Can Island Port. Interested parties are invited to submit proposals for the modernization and optimization of these vital maritime facilities.

For proposal submission and further details, please contact the Nigerian Ports Authority.

Signed,

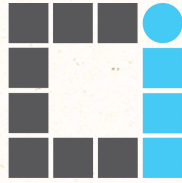
Sunday Abiodun Olukoya  
Chairman  
Nigerian Ports Authority



**EXHIBIT C-**

**[Statement of Financial Position of Romano Logistics Inc.]**

<b>Romano Logistics Inc.</b>		
<b>Balance Sheet as on</b>		
<b>Particulars</b>	<b>31st March, 2004 Niara in '0000</b>	<b>31st March, 2003 Niara in '0000</b>
<b>Shareholders' Funds</b>		
Share Capital	40,348.98	40,348.98
Reserves and Surplus	254,178.11	220,902.26
Secured Loans	228,497.58	188,476.64
Unsecured Loan	2,802.25	2,197.94
<b>Total</b>	<b>525,826.92</b>	<b>451,925.82</b>
Amount Received/Receivable under Long-term Lease/Infrastructure Usage Agreements	65,184.65	68,109.54
Deferred Tax Liabilities	22,969.96	17,741.59
<b>Total</b>	<b>613,981.53</b>	<b>537,776.95</b>
<b>APPLICATION OF FUNDS</b>		
<b>Fixed Assets</b>		
Gross Block		
	378,194.89	320,165.80
Less : Accumulated Depreciation	53,052.78	35,983.90
Net Block	325,142.11	284,181.90
Capital Work-in-Progress including Capital Advances	123,255.26	40,583.37
<b>Total</b>	<b>448,397.37</b>	<b>324,765.27</b>
Investments	43,174.66	108,265.25
<b>Current Assets, Loans and Advances</b>		
Inventories	2,648.97	1,846.75
Sundry Debtors	21,164.32	29,633.69
Cash and Bank Balances	113,071.19	88,956.37
Other Current Assets	5,223.25	4,513.95
Loans and Advances	15,782.79	13,291.84
<b>Total</b>	<b>157,890.52</b>	<b>138,242.60</b>
Less: Current Liabilities and Provisions		
Current Liabilities	30,792.54	25,542.65
Provisions	4,688.48	7,953.52
	35,481.02	33,496.17
Net Current Assets	122,409.50	104,746.43
Miscellaneous Expenditure (to the extent not written-off or adjusted)		
<b>Total</b>	<b>613,981.53</b>	<b>537,776.95</b>



## EXHIBIT D-

[Email sent from Francesco Romano II to Lucia Lorenzo, dated 4th June, 2004]

Subject: Urgent - Expansion Strategy Meeting

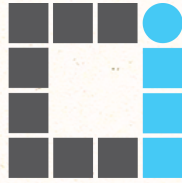
Ms. Lucia,

I hope this message finds you well. Following the recent events on May 12th, the loss of 'Eternal Horizon' with our valuable riches, it has become increasingly evident that Romano Logistics Inc. needs to take proactive steps to safeguard our operations and prevent such incidents in the future. Relying on our fleet of trucks will no longer suffice for the company, our reach over the terrains of Nigeria must be extended.

The inefficiencies plaguing the dredging facilities under the purview of the NPA present a formidable obstacle to our aspirations for global dominance in the diamond industry. The persistent shallowness of waters surrounding these ports severely hampers our expansion efforts, posing a dire threat to our strategic objectives. Urgent action is imperative to enhance the operational efficacy of these ports.

I propose an immediate convening of a high-level meeting to deliberate upon our expansion strategy. Central to this discussion must be the prioritization of securing control over the majority of pivotal ports across the African continent, employing any means necessary to achieve this end. Moreover, we must embark upon a comprehensive exploration of post-reform models tailored to our specific interests, which can subsequently be refined into a coherent proposal.

A critical aspect of our endeavor involves the meticulous development of a model capable of monitoring key performance indicators within these ports. This model should be designed to forecast the substantial improvements that would ensue following our intervention. Such projections are vital to securing the requisite approval from the NPA, thereby signifying the necessity for a thorough and rigorous approach to our proposal development process.



I propose that we initiate a comprehensive research operation aimed at exploring the feasibility of establishing a new port strategically positioned within the continent. This initiative is pivotal for fortifying our footprint and consolidating control over critical transportation arteries. Concurrently, Romano Logistics Inc. should embark on an expansive jurisdictional expansion, encompassing all viable trade routes, both roadways and waterways. Through the implementation of these measures, we can effectively mitigate inherent risks and safeguard the enduring resilience and expansion of our company.

The path ahead will not be easy. We must consider our financial constraints, and take into account the manner in which we will put forth our presence in the concessionizing of ports and collaboration in terms of subsequent mediums of transportation. We must forecast the influx and outflows of every single naira within our books, and must delicately craft proposals to gain control over the transport pathways, hopefully in collaboration with the government. I also suggest that we charter a comprehensive route that keeps our trade routes to the United States of America intact, owing to the fact that they are the most profitable source of revenue for Romano Diamente Inc.

Please let me know your availability so we can schedule this meeting at the earliest convenience.

Best regards,  
Francesco Romano II