BILL OF LADING FOR COMBINED TRANSPORT OR PORT TO PORT SHIPMENT									
John Smith						B/L No. 0401Q1800001			
SHIPPER						BKG No. 0401Q1800001			
HS						Page 1			
Jerry Lin, Another Forwarder Co	ompany								
CONSIGNEE									
Gertrude Hummels Forwarder Company									
Javier Garcia Yet Another Example Shipper Company									
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IFY A									
E LÓCAL VESSEL N/A FROM			FROM	PLACE OF ACCEPTANCE (Applicable only when this document is used as a Cambined Transport BL3) N/A					
OCEAN VESSEL VOYAGE NO. THALASSA XA AX901238			PORT OF LOADING	-		PLACE OF DELIVERY			
			FINAL DESTINATION (F			CLAT unnext is used as a Combined Transport B/L)			
CONTAINER NUMBERS/MARK AND NUMBERS			**NUMBER AND KIND OF PACKAGES, DESCRIPTION OF GOODS			MEASUREMENT (CUBIC METERS)			
MAEU 193 874 8						GROSS WEIGHT (KILOS)			
MALC 173 0740									
		1							
THOUSAND THE PROPERTY OF THE	w l	T							
EXCESS VALUE DECLARATION *Total No. of Container 23.000 € 0			rs/Packages	RECEIVED by the Carrier in apparent good order an condition (unless mentioned, to be transported to such place as agreed, authorized or permit	itted herein and subject to a	ll the terms an conditions appearing on the front an reverse of this Bill of			
Freight and charges Prepaid		Lading to which the Merchant agrees by accepting this Bill of Lading, an and the weight, measure, quantity, condition, contents and value of the Go		ods are unknown off the Ca	rrier. The Carrier has had no possibility to check whether these particulars				
are correct. One original Bill of Lading duly endorsed must be surrendered by the merchant tot he carrier in exchange for the goods or issuing a delivery order. In the witness whereof the number of original Bills of Lading stated below all of this tenor and dates has been signed, one of which being accomplished the others to stand null and void.									
	T								
CTR STATUS MOVE TYPE Pick up	FREIGHT TYPE International shipping			N.OF ORIGINALS B(S)/L 2		WITNESS of the contract here in contained the number of originals stated opposite have in issued, one of which being accomplished the other(s) to be void.			
FREIGHT PAYABLE AT		PLACE OF ISSUE AND DATE OF ISSUE		As Carrier: A.P. Møller- Maersk Line A/S					
10/05/2017 Hambu			Hamburg, 10 Jan 20	Hamburg, 10 Jan 2018					
				CONDITIONS					
Is instanting quarted and the contract of English and Told (see 12 (ii)) and \$10 (ii) in which are if we favour of the growth of the first war for the growth of the contract of English and the contr									
Dominion or explaned on the face bound. On instances the districts the beginned on the face bound. On instances the districts the beginned consistence and the Holder of the Hold of adong the Receiver and the Owner of the goods. On instances the composition of the face of this Hold of Lading the Receiver and the Owner of the goods. On the support the three which the engine had included where the context administrate planed and vice verse. unusine support developer to the engine had included where the context administrate planed and vice verse.				of the foregoing notwithsteading that the property in the goods shall have passed to an Endoware of the Bill of Lading or of whether or see the Critice shall have exercised his in the Critice shall be entitled, very notwoor health of interactions ship has good was made (becruiter related to as the "Principal") furight, dead furight, delay or destinates) exposure, primary, general reasong southersines or densuring doe under this Bill of Lading which is the or of deglick charges there is any signatules on the face of the Bill of Lading to the efficie fordiscipes have been apaid or are or of deglick charges there is any signatules on the face of the Bill of Lading to the efficie fordiscipes have been paid or are	in the quinter, the continue matter or goat of the word straing. given to the quinter, the continue matter or goat of the word straing. given to the quinter or goat of a depethed, for continue, the trailer etc. are adoptedly period. In the other continue, the continue matter or goat of the period of the continue of the trailer etc. are adoptedly period. In the continue matter of the continue matter or goat of the continue matter of the continue of the co				
2. PARAMOUNT CLAUSE. payable at doctoration), it is mutually agreed that this Bill of Lading shall have effect subject to the provisions of the International Convention relating to Bills of Lading dated Brassels 25th (b) To recover from the August 1924 (boven after called the Hagus Rules), except where legislation giving effect to the Hagus Rules as amended by the protect signed in Brassels 23rd February any reason of Design State.				the freedow or the principal the replacement value of any container crossigned to the Crossigned/Receivers premises and not naturally by this the time proceived under Clause 7 (v) become to the part or place of discharge and/or any loss expenses that may directly area. The scope of the voyage horis contracted for shall include usual of customary or advertised port of call whether named in this contract or not, also ports in or out of the contract of the ball include usual of customary or advertised port of call whether named in this contract or not, also ports in or out of the contract of the line contract.					
Norther the Hague rules nor the Hague Visby Rules shall apply where the goods carried hereunder are live animals or cargo which is stated on the face hereof as being Rules or carried on deck and is so carried. Nothers coretained in this Bill of Ladius shall be deemed to be a surrender by the Carrier of any of his rules and immunities or an increase of any of his nonromobilities. (c) To recover.			from such non-return and/or the cost Receiver/Consignee, their servants or A ₁ shall be deemed to be the value of the co	of requiring the usid container where the same has become duranged (whether or not by the fault or negligence of the gains after the Carrier has consigned the same to the Receiver-Consigner. In the case of a leased container the replacement value estates in the lease agreement. Principally of the goods all, duties, trace, fines, imposts, expenses, loss or durange referred to in Clause 12 (iii) above.		y route or order, even though in proceeding thereto the vossel may usil beyond the port of discharge; or in a direction contrary quar from the direct occusionary costs, and includes all mands, stemis and other unters. The vossel may call at any port for the or or subsequent voyselp. The vossel may orise calling at any port of ports whother checkaded or out and may call at the same perior g before loading the goods known or unknown at the time of such loading and matters occurring after such loading either with or			
						as and bestimen the growth and the post of discharges adjusted companies, they lock, go on ways or to repair yards, shift that measures, make trial trips or text, take fast or stores, embark or discushed passengers, even, weeknam or the other personal that measures, make trial trips or text, take fast or stores, embark or discushed passengers crew, weeknam or the other personal to the and be towed, and were attempt to wore life or properly, anything done or not done to compliance with the above shall be ment of the contractual voyage. The Carrier shall not be requessible for any loss sustained by the Merchant through delay of			
3. CARRIER'S TARREY The terms of the Currier's wedicable Twiff we incorrected benefit Cories of the relevant recognision of the services by the controls for the Currier or bis secret.			other non-carrying ship or her Owners i payable by the other or non carrying sh Owners as port of them claim against th	that adaps a result of the agilgane of the other hips and myst, region or related of the Matters, Matrices, pilotor or the servanteement of the side, be Owner of the goods consider homentar will industry the Carrier against all hower facility in the management of the side, being the Owner after the goods and the set failings to the analysis to a my claim whitescene of the Owner of the said pools quid or of goods pind or or good per homentary to the Owner of the said pools quid or or goods and set off, recogned or recorded by the other corn norming ship to the Owner of the said pools quid or or carriying they for Carrier. The foreign growsions shall also apply where the Owner Operators or those in charge of any ship on the ordinary of the Owner Operators or those in Charge of any ship on the ordinary of the options are fails in the respect to coefficions consequent to complete agree that the superior to coefficions compute to the ordinary of the options are fails in the report to accellations consequent to coefficions compute the options are fails in the superior to coefficions compute to coefficions compute the ordinary of the options are fails in the option to coefficions compute the options are fails in the option to coefficions compute the options are fails to a report to coefficions compute the coefficions are considered to the coefficions and the coefficions are coefficions are considered to coefficions coefficions are considered to the coefficions are considered to the coefficions are coefficions and the coefficions are coefficions and the coefficions are coefficions	arrival of the goods. 17.MATTERS AFFECTING PERFOR	MANCE			
				LAUSES 1 AND 2 are deemed to be incorporated in this Bill of Lading. VACE	so ever and howsoever arising (whether or	to you have been been upon the continue of the Goods), when the continue of the Goods and the continue of the Goods and the Careline of the Goods and where reasonably possible place the Goods or any part of them at the Marchant's disposal at any continue of the Goods and where reasonably possible place the Goods are my part of them at the Marchant's disposal at any continue of the Goods and where reasonably possible place the Goods are supported from the Goods and the Careline of the Continue of the Co			
5. JURISHICTION Any claim against the Carrier arising under this Bill Of Lading shall be decided according to the Turkish Law and in the Courts of Immir, Turkey, to the exclusive jurisdiction of which the Carrier and the Merchant submit themselves. A DESTROMENIE OF A DESTROMENT OF A DESTRUMENT OF A				ording to York-Antworp Bules 1974 and shall be adjusted at any port or place selected by the carrier. suge or disaster before or after the commencement of the voyage, resulting from any cause whatevore whether due to negligance of which the carrier is not responsible by wintute contract or otherwise the groods and/or the Merchant shall contribute with the sent of any searchine, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and	(b) Without prejudice to the Carrier's right Charges on Goods received for Carriage at (2) The liability of the Carrier in respect.	d convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cause. It subsequently to abundon the Carriage under (a) above, continue the Carriage, In any event the Carrier shall be entitled to full and the Merchant shall pay any additional cost resulting from the above-mentioned circumstances. of the Goods shall cause on the delivery or other disposition of the Goods in accordance with the orders or recommendations			
6. RESPONSIBILITY (A) PORT TO PORT SHIPMENT			special charges incurred in respect of the	ears of any sections, cookes or expenses of a General Average nature that may be made or necession as assuming yearings and goods. Ind by the Carrier, solvings shall be paid for as fully as if the said solving vessel or vessels belonged to strangers. Such deposit as	given by any government or authority or a	my person acting or purporting to act as or on behalf of such government authority.			

It is	mutually	agreed	that

ading the Port to Port shipment nature of the contract, any competent Court or Tribunal shall decide that the Carrier is liable as principal for any rings, carriage inland storage or handling of goods, the Carrier's liability, if any, shall be determined in accordance with the provisions of clause 6 (B)

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