

SHIPPER
 BASEKIM KIMYASAL URUNLER IC VE DIS
 TIC. LTD. STI.
 ADDRESS: ILKBAHAR MAH. GALIP ERDEM
 CD.FAHREDDIN PASA (613) SOKAK,
 NO.6, ANKAYA ANKARA/TURKEY TEL:
 00903125147074

CONSIGNEE
 [REDACTED]

NOTIFY PARTY, Carrier responsible for failure to notify
 [REDACTED]

**DRAFT
 BILL OF LADING**

VOYAGE NUMBER
 OBOE0S1MA
 BILL OF LADING NUMBER
 ISB1915 [REDACTED]

EXPORT REFERENCES



CARRIER: CMA CGM Société Anonyme au Capital de 234 988 330 Euros
 Head Office: 4, quai d'Arenc - 13002 Marseille - France
 Tel: (33) 4 88 91 90 00 - Fax: (33) 4 88 91 90 95
 562 024 422 R.C.S. Marseille

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING
		ISTANBUL	THREE (3)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
ELBELLA	MERSIN	MISURATA	

MARKS AND NOS CONTAINER AND SEALS	NO AND KIND OF PACKAGES	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN	GROSS WEIGHT	TARE	MEASUREMENT
			CARGO	KGS	CBM
CMAU2851771 SEAL L7840086	1 x 20ST	20 PACKAGE(S) COMMODITY: POTASSIUM 98 - 99% KCL HS CODE: 31042050 N.W.: 24,000 KGS	24190.000	2160	25.000
SEGU2003604 SEAL L7840088	1 x 20ST	20 PACKAGE(S) COMMODITY: POTASSIUM 98 - 99% KCL HS CODE: 31042050 N.W.: 24,000 KGS TOTAL GROSS WEIGHT: 48,300 KG TOTAL NET WEIGHT: 48,000 KG PACKING: JUMBO BAG FREIGHT PREPAID	24110.000	2180	25.000

Shipped on Board ELBELLA 08-FEB-2026 CMA CGM SHIPPING AGENCY
 [REDACTED] As agents for the Carrier

Weight in Kgs Total: 2 CONTAINER(S) Sheet 1 of 2 48300.000 4340 50.000
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

4. Goods at Port are at Merchant's risk, expenses and responsibility 5. FCL 73. Free out 77. THC at destination payable by Merchant as per line/port tariff 103. As per Libyan decree nr 17: no detention charges are payable if Consignees return the container within ten days after day of berthing of vessel. Return later than ten days will be subject to a detention charge of US\$ 5/20' or US\$ 8/40' per day from 11th until 30th day and US\$ 8/20' or US\$ 12/40' per day as from 31st day.
 104. All cargo expenses including reloading of empty equipment are for Receivers' account.
 194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004. 216. Mis-declaration of cargo weight endangers crew, port workers and vessels' safety. Your cargo may be weighed at any place and time of carriage and any mis-declaration will expose you to claims for all losses, expenses or damages whatsoever resulting thereof and be subject to freight surcharge.
 225. The Merchant acknowledges that the Carrier may carry the Goods identified in this Bill of Lading on the deck of any Vessel and in taking remittance of this Bill of Lading the Merchant (including the Shipper, the Consignee and the holder of the Bill of Lading, as the case may be) confirms his express acceptance of all the Terms and Conditions of this Bill of Lading and expressly confirms his unconditional and irrevocable consent to the possible carriage of the Goods on the deck of any Vessel.
 271. Important: Be reminded that you are loading to a country subject to international and national sanctions. We warn you that no Bill of Lading in breach of the sanctions will be issued and that, in the event that a Bill of Lading is nevertheless issued, we may, without any prior notice, return the cargo at your costs and expenses in accordance with the provisions of clause 10 of the CMA CGM Bill of Lading.
 274. The Merchant is responsible for returning any empty container, with interior clean, free of any dangerous goods placards, labels or markings, at the designated place, and within 60 days following to the date of release, failing which the container shall be construed as lost. The Merchant shall be liable to indemnify the Carrier for any loss or expense whatsoever arising out of the foregoing, including but not limited to liquidated damages equivalent to the sound market value - or the depreciated value due by the

RECEIVED by the carrier from the shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of Containers or other packages or units indicated above stated by the shipper to comprise the cargo specified above for transportation subject to all the terms hereof (including the terms on page one) from the place of receipt of loading, whichever is applicable, to the port of discharge or the place of delivery, whichever is applicable. Delivery of the Goods will only be made on payment of all Freight and charges. On presentation of this document (duly endorsed) to the Carrier, by or on behalf of the holder, the rights and liabilities arising in accordance with the terms hereof shall (without prejudice to any rule of common law or statutes rendering them binding upon the shipper, holder and carrier) become binding in all respects between the Carrier and Holder as though contract contained herein or evidenced hereby had been made between them.
 All claims and actions arising between the Carrier and the Merchant in relation with the contract of Carriage evidenced by this Bill of Lading shall exclusively be brought before the Tribunal de Commerce de Marseille and no other Court shall have jurisdiction with regards to any such claim or action. Notwithstanding the above, the Carrier is also entitled to bring the claim or action before the Court of the place where the defendant has its registered office.
 In witness whereof three (3) original Bills of Lading, unless otherwise stated above, have been issued, one of which being accomplished, the others to be void.
 (OTHER TERMS AND CONDITIONS OF THE CONTRACT ON PAGE ONE)

PLACE AND DATE OF ISSUE ISTANBUL, TR 08 FEB 2026
 SIGNED FOR THE SHIPPER [REDACTED]
 *APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING