

DSV Air & Sea Inc.

1925 18th Ave NE, Unit 230
Calgary, AB
T2E 7T8
Canada



Phone: +1 (403) 291-1137 Fax: +1 (403) 291-5536
www.ca.dsv.com

Biblical Nutrition And Health Solutions
840 9 Street Sw Suite 1508
Calgary AB T2P 2T1

INVOICE DATE	23-Nov-22
CUSTOMER ID	6410197173
SHIPMENT	SIZM0125700
DU DATE	23-Nov-22
TERMS	Cash on Delivery

INVOICE NUMBER CA01422173

Page 1 of 1

SHIPMENT DETAILS		PRINTED BY: Filipi Gamba					
SHIPPER	SIRIN BAL GIDA SAN. TIC. LTD. STI.	CONSIGNEE					
Biblical Nutrition And Health Solutions							
ORDER NUMBERS / OWNER'S REFERENCE							
GOODS DESCRIPTION		INCO TERMS					
72 Barrels of Polyflora Honey 300 KG Lot No: 520092924-05-28 HS CODE: 040900000012		FOB - Free On Board,					
SERVICE LEVEL	WEIGHT Standard 22660.000 KG	VOLUME	CHARGEABLE 22.660 M3	PACKAGES 20 PKG			
VESSEL / VOYAGE / IMO(LLOYDS) & REFERENCE AYSE NAZ BAYRAKTAR / 241R / 9397420 / CTR359179		OCEAN BILL OF LADING MEDUSB119973	HOUSE BILL OF LADING IZM0125700				
ORIGIN	ETD TRSSX = Samsun, Turkiye 23-Oct-22	DESTINATION	ETA CATOR = Toronto, Canada 30-Nov-22				
CONTAINERS MEDU2537590 - 20DC							
CHARGES							
DESCRIPTION		GST IN USD	CHARGES IN USD				
Freight - 1 20DC Container(s) @ USD 6445.00/Container		Exempt	6,445.00				
Delivery - 1 Container(s) @ USD 560.00/Container		Exempt	560.00				

VAT calculation	7,005.00 Exempt
TOTAL CHARGES	
Please contact us within 7 days should there be any discrepancies. Operating under the terms & conditions of CIFFA (www.ciffa.com) Interest on overdue accounts, 2% per month.	SUBTOTAL 7,005.00
	GST 0.00
	TOTAL USD 7,005.00

Transfer Funds To:	Mail Payments To:
Bank 026010786	DSV AIR AND SEA, INC. CANADA
Account 5000663005	BOX 83455
NORDEA BANK ABP, NEW YORK BRANCH	WOBURN, MA 01813-3455
1211 AVENUE OF THE AMERICAS, 23RD FLOOR, NEW YORK, NY 100	USA
Pay Ref 6410197173 CA01422173	
Amt Due USD 7,005.00	Invoiced USD 7,005.00

Issued by: Filipi Gamba

+14032911137

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ORIGIN	ETD TRSSX = Samsun, Turkiye 23-Oct-22	DESTINATION CATOR = Toronto, Canada	ETA 30-Nov-22				
CONTAINERS	MEDU2537590 - 20DC						
CHARGES							
DESCRIPTION	GST IN CAD		CHARGES IN CAD				
Brokerage/Customs Charges	5%=4.25		85.00				
SINGLE WINDOW PGA FEE	5%=0.75		15.00				

VAT calculation	100.00@5.00%=5.00
TOTAL CHARGES	
Please contact us within 7 days should there be any discrepancies. Operating under the terms & conditions of CIFFA (www.ciffa.com) Interest on overdue accounts, 2% per month.	100.00
	GST
	TOTAL CAD

Transfer Funds To:	Bank		Mail Payments To:	DSV AIR AND SEA INC. C/O T42352 P.O. BOX 4235 STN A TORONTO, ON, M5W 5P7
Account				
Pay Ref	6410197173 CA01422172			
Amt Due	CAD 105.00	Invoiced	CAD 105.00	

Issued by: Filipi Gamba +14032911137

Shipper
 SIRIN BAL GIDA SAN. TIC. LTD. STI.
 KARAPINAR MAH. 1192 SK.
 NO: 6 A
 ORDU 52 52000
 TURKEY
 VAT: 8140500053

EXPRESS

Sea Waybill No.
 IZM0125700

Consol Ref. CTR359179
 Reference No. SIZM0125700

NON-NEGOTIABLE

COMBINED TRANSPORT SEA WAYBILL

Based on BIMCO COMBICONWAYBILL



Carrier:

DSV Air & Sea Inc.
 dba DSV Ocean Transport
 200 Wood Avenue South
 Suite 300
 Iselin, New Jersey USA 08830
 FMC License No: 17331 NF

Notify party/address
 SAME AS CONSIGNEE

Pre-carriage by **Place of Receipt**

Ocean Vessel **Port of loading**
 AYSE NAZ BAYRAKTAR /241R SAMSUN, TURKEY

Port of discharge **Place of Delivery**
 HALIFAX, CANADA TORONTO, CANADA

Express Bill of Lading

Freight Payable at **Number of original Sea Waybills**
 TORONTO, CANADA 0 (ZERO)

Marks and Numbers	Number and kind of Packages	Description of Goods	Gross Weight	Measurement
NO MARKS AND NUMBERS	1 X 20DC	STC 20 Package(s) 72 Barrels of Polyflora Honey 300 KG Lot No: 520092924-05-28 HS CODE: 040900000012	22660.000 KG	0.000 M3
Container MEDU2537590 20 PKG	Seals 20DC 22660.000 KG	Type 20DC 20 PKG 72 BARRELS OF POLYFLORA HONEY 300 KG LOT NO: 520092924-05-28 HS CODE: 040900000012	Mode Weight 22660.000 KG	Volume -

INCOTERM: FOB

SHIPPED ON BOARD

**Shipper Load and Count*

Particulars above declared by Shipper

Freight and charges FREIGHT COLLECT	RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated.
For delivery of goods please apply to: DSV AIR & SEA INC. I920 2200 Yukon Court Milton ON L9E 1N5 Canada	The Carrier, in accordance with and to the extent of the provisions contained in this Bill of Lading, and with liberty to sub-contract, undertakes to perform and/or in his own name to procure performance of the combined transport and the delivery of the goods, including all services related thereto, from the place and time of taking the goods in charge to the place and time of delivery, and accepts responsibility for such transport and such services.
Phone: +19056290055	One of the original Bills of Lading must be surrendered duly endorsed in exchange for the goods or delivery order.
Fax: +19056298689	IN WITNESS whereof original Bills of Lading in the number specified above have been signed, one of which being accomplished the other(s) to be void.
Shipper's declared value of	Place and date of issue IZMIR 21-Oct-22
subject to payment of above extra charge	Signed For DSV Air & Sea Inc. dba DSV Ocean Transport by DSV HAVA VE DENIZ TASIMACILIGI A.S.
Note: The Merchant's attention is called to the fact that according to Clauses 10 to 12 and Clause 24 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss or damage to the goods and delay.	As agents to carrier

COMBINED TRANSPORT SEA WAYBILL

Code Name: "COMBICONWAYBILL"

I. GENERAL PROVISIONS

1. Applicability.

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Sea Waybill shall also apply, if the transport as described in this Sea Waybill is performed by one mode of transport only.

2. Definitions.

"Carrier" means the party on whose behalf this Sea Waybill has been signed.

"Merchant" includes the Shipper, the Receiver, the Consignor, the Consignee and the owner of the goods.

3. Carrier's Tariff.

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier upon request. In the case of inconsistency between this Sea Waybill and the applicable Tariff, this Sea Waybill shall prevail.

4. Time Bar.

All liability whatsoever of the Carrier shall cease unless suit is brought within 9 months after delivery of the goods or the date when the goods should have been delivered.

5. Law and Jurisdiction.

Disputes arising under this Sea Waybill shall be determined by the courts and in accordance with the law at the place where the Carrier has its principal place of business.

II. PERFORMANCE OF THE CONTRACT

6. Methods and Routes of Transportation.

(1) The Carrier is entitled to perform the transport and all services related thereto in any reasonable manner and by any reasonable means, methods and routes.

(2) In accordance herewith, for instance, in the event of carriage by sea, vessels may sail with or without pilots, undergo repairs, adjust equipment, drydock and tow vessels in all situations.

7. Optional Stowage.

(1) Goods may be stowed by the Carrier by means of containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate goods.

(2) Containers, trailers, transportable tanks and covered flats, whether stowed by the Carrier or received by him in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant.

8. Hindrances etc. Affecting Performance.

(1) The Carrier shall use reasonable endeavours to complete the transport and to deliver the goods at the place designated for delivery.

(2) If at any time the performance of the contract as evidenced by this Sea Waybill is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind, and if by virtue of sub-clause 8 (1) the Carrier has no duty to complete the performance of the contract, the Carrier (whether or not the transport is commenced) may elect to:

(a) treat the performance of this Contract as terminated and place the goods at the Merchant's disposal at any place which the Carrier shall deem safe and convenient; or

(b) deliver the goods at the place designated for delivery.

(3) If the goods are not taken delivery of by the Merchant within a reasonable time after the Carrier has called upon him to take delivery, the Carrier shall be at liberty to put the goods in safe custody on behalf of the Merchant at the latter's risk and expense.

(4) In any event the Carrier shall be entitled to full freight for goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above.

III. CARRIER'S LIABILITY

9. Basis Liability.

(1) The Carrier shall be liable for loss of or damage to the goods occurring between the time when he receives the goods into his charge and the time of delivery.

(2) The Carrier shall be responsible for the acts and omissions of any person of whose services he makes use for the performance of the contract of carriage evidenced by this Sea Waybill.

(3) The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:

(a) The wrongful act or neglect of the Merchant.

(b) Compliance with the instructions of the person entitled to give them.

(c) The lack of, or defective conditions of packing in the case of goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.

(d) Handling, loading, stowage or unloading of the goods by or on behalf of the Merchant.

(e) Inherent vice of the goods.

(f) Insufficiency or inadequacy of marks or numbers on the goods, covering, or unit loads.

(g) Strikes or lock-outs or stoppages or restraints of labour from whatever cause whether partial or general.

(h) Any cause or event which the Carrier could not avoid and the consequence whereof he could not prevent by the exercise of reasonable diligence.

(4) Where under sub-clause 9 (3) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, he shall only be liable to the extent that those factors for which he is liable under this Clause have contributed to the loss or damage.

(5) The burden of proving that the loss or damage was due to one or more of the causes or events, specified in (a), (b) and (h) of sub-clause 9 (3) shall rest upon the Carrier.

(6) When the Carrier establishes that in the circumstances of the case, the loss or damage could be attributed to one or more of the causes or events, specified in (c) to (g) of sub-clause 9 (3), it shall be presumed that it was so caused. The Merchant shall, however, be entitled to prove that the loss or damage was not, in fact, caused either wholly or partly by one or more of the causes or events.

10. Amount of Compensation.

(1) When the Carrier is liable for compensation in respect of loss or damage to the goods, such compensation shall be calculated by reference to the value of such goods at the place and time they are delivered to the Merchant in

accordance with the contract or should have been so delivered.

(2) The value of the goods shall be fixed according to the commodity exchange price or, if there be no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of goods of the same kind and quality.

(3) Compensation shall not, however, exceed two Special Drawing Rights per kilogramme of gross weight of the goods lost or damaged.

(4) Higher compensation may be claimed only when, with the consent of the Carrier, the value for the goods declared by the Shipper which exceeds the limits laid down in this Clause has been stated on the face of this Sea Waybill at the place indicated. In that case the amount of the declared value shall be substituted for that limit.

11. Special Provisions for Liability and Compensation.

(1) Notwithstanding anything provided for in Clauses 9 and 10 of this Sea Waybill, if it can be proved where the loss or damage occurred, the Carrier and the Merchant shall, as to the liability of the Carrier, be entitled to require such liability to be determined by the provisions contained in any international convention or national law, which provisions:

(a) cannot be departed from by private contract, to the detriment of the claimant, and

(b) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and received as evidence thereof any particular document which must be issued if such international convention or national law shall apply.

(2) Insofar as there is no mandatory law applying to carriage by sea by virtue of the provisions of sub-clause 11 (1), the liability of the Carrier in respect of any carriage by sea shall be determined by the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 2nd 1968 - The Hague/Visby Rules.

The Hague/Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. Furthermore, they shall apply to all goods, whether carried on deck or under deck.

12. Delay, Consequential Loss, etc.

(1) The Carrier shall not be liable in any capacity, whatsoever, for any delay, non-delivery, misdelivery or other loss or damage to or in connection with the Goods occurring at any time contemplated under Clause 9 (1).

(2) If the Carrier is held liable for delay, non-delivery, misdelivery or other loss or damage to or in connection with the Goods as described above in subdivision 1, such liability shall in no case exceed the freight for the transport covered by this document.

13. Notice of Loss or of Damage to the Goods

(1) Unless notice of loss or of damage to the goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the goods are handed over to the Merchant, such handing over is *prima facie* evidence of the delivery by the Carrier of the Goods as described in this Sea Waybill.

(2) Where the loss or damage is not apparent, the same *prima facie* effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the goods were handed over to the Merchant.

14. Defences and Limits for the Carrier, Servants, etc.

(1) The defences and limits of liability provided for in this Sea Waybill shall apply in any action against the Carrier for loss or damage to the goods whether the action can be founded in contract or in tort.

(2) The Carrier shall not be entitled to the benefit of the limitation of liability provided for in sub-clause 10 (3), if it is proved that the loss or damage resulted from a personal act or omission of the Carrier done with intent to cause such loss or damage or recklessly and with knowledge that damage would probably result.

(3) The Merchant undertakes that no claim shall be made against any servant, agent or other persons whose services the Carrier has used in order to perform this Contract and if any claim should nevertheless be made, to indemnify the Carrier against all consequences thereof.

(4) However, the provisions of this Sea Waybill apply whenever claims relating to the performance of this Contract are made against any servant, agent or other person whose services the Carrier has used in order to perform this Contract, whether such claims are founded in contract or in tort. In entering into this Contract, the Carrier, to the extent of such provisions, does so not only on his own behalf but also as agent or trustee for such persons. The aggregate liability of the Carrier and such persons shall not exceed the limits in Clauses 10, 11 and 24, respectively.

IV. DESCRIPTION OF GOODS

15. Carrier's Responsibility.

The information in this Sea Waybill shall be *prima facie* evidence of the taking in charge by the Carrier of the goods as described by such information unless a contrary indication, such as "shipper's weight, load and count", "Shipper-packed container" or similar expressions, have been made in the printed text or superimposed on the Sea Waybill. As between the Carrier and Consignee the information in the Sea Waybill shall be conclusive evidence of receipt of the goods as so stated and proof to the contrary shall not be permitted provided always that the Consignee has acted in good faith.

16. Shipper's Responsibility.

The Shipper shall be deemed to have guaranteed to the Carrier the accuracy, at the time the goods were taken in charge by the Carrier, of the description of the goods, marks, number, quantity and weight, as furnished by him, and the Shipper shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The right of the Carrier to such indemnity shall in no way limit his responsibility and liability under this Sea Waybill to any person other than the Shipper. The Shipper shall remain liable even if the goods have been delivered.

17. Shipper-packed Containers, etc.

(1) If a container has not been filled, packed or stowed by the Carrier, the Carrier shall not be liable for any loss of or damage to its contents and the Merchant shall cover any

loss or expense incurred by the Carrier, if such loss, damage or expense has been caused by:

(a) negligent filling, packing or stowing of the container;

(b) the contents being unsuitable for carriage in container; or

(c) the unsuitability or defective condition of the container unless the container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the container was filled, packed or stowed.

(2) The provisions of sub-clause (1) of this Clause also apply with respect to trailers, transportable tanks, flats and pallets which have not been filled, packed or stowed by the Carrier.

(3) The Carrier does not accept liability for damage due to the unsuitability or defective condition of reefer equipment or trailers supplied by the Merchant.

18. Dangerous Goods.

(1) The Merchant shall comply with all internationally recognised requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before goods of a dangerous nature are taken into charge by the Carrier and indicate to him, if need be, the precautions to be taken.

(2) Goods of a dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation; further, the Merchant shall be liable for all expenses, loss or damage arising out of their handing over for carriage or of their carriage.

(3) If any goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average, if any.

19. Return of Containers

(1) For the purpose of this Clause the Consignor shall mean the person who concludes this Contract with the Carrier and the Consignee shall mean the person entitled to receive the goods from the Carrier.

(2) Containers, pallets or similar articles of transport supplied by or on behalf of the Carrier shall be returned to the Carrier in the same order and condition as handed over to the Merchant, normal wear and tear excepted, with interiors clean and within the time prescribed in the Carrier's tariff or elsewhere.

(3) (a) The Consignor shall be liable for any loss of, damage to, or delay, including demurrage, of such articles, incurred during the period between handing over to the Consignor and return to the Carrier for carriage.

(b) The Consignor and the Consignee shall be jointly and severally liable for any loss of, damage to, or delay, including demurrage, of such articles, incurred during the period between handing over to the Consignee and return to the Carrier.

V. FREIGHT AND LIEN

20. Freight.

(1) Freight shall be deemed earned when the goods have been taken in charge by the Carrier and shall be paid in any event.

(2) The Merchant's attention is drawn to the stipulations concerning currency in which the freight and charges are to be paid, rate of exchange, devaluation and other contingencies relative to freight and charges in the relevant tariff conditions. If no such stipulation as to devaluation exists or is applicable the following shall apply:

If the currency in which freight and charges are quoted is devalued between the date of the freight agreement and the date when the freight and charges are paid, then all freight and charges shall be automatically and immediately increased in proportion to the extent of the devaluation of the said currency.

(3) For the purpose of verifying the freight basis, the Carrier reserves the right to have the contents of containers, trailers or similar articles of transport inspected in order to ascertain the weight, measurement, value, or nature of the goods.

21. Lien

The carrier and his agent (as named on the reverse side of this document) shall have a lien on the goods and any documents relating thereto, for any amount due to them, at any time from the merchant including the costs of recovering same, and may enforce such lien in any reasonable manner including sale or disposal of the goods.

VI. MISCELLANEOUS PROVISIONS

22. General Average.

(1) General Average shall be adjusted at any port or place at the Carrier's option, and to be settled according to the York-Antwerp Rules 1994, or any modification thereof, this covering all goods, whether carried on or under deck. The New Jason Clause as approved by BIMCO to be considered as incorporated herein.

(2) Such security including a cash deposit as the Carrier may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the goods.

23. Both-to-Blame Collision Clause.

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

24. U.S. Trade.

(1) In case the contract evidenced by this Sea Waybill is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the goods are in the Carrier's custody.

(2) If the U.S. COGSA applies, and unless the nature and value of the goods have been declared by the shipper before the goods have been handed over to the Carrier and inserted in this Sea Waybill, the Carrier shall in no event be or become liable for any loss of or damage to the goods in an amount exceeding USD 500 per package or customary freight unit.

1 Importer name and address Nom et adresse de l'importateur 6410197173 Biblical Nutrition And Health Solutions Inc. 840 9 Street Sw Suite 1508 CALGARY T2P 2T1 CANADA		No. 719499071RM0001
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 2 Transaction No. - No de transaction
12021010601155


12021-010601155

10 Sub Hdr No. No de sous- en-tête	11 Vendor name - Nom du Vendeur No. 6410195072	SIRIN BAL GIDA SAN. TIC. LT KARAPINAR MAH. 1192 SK. ORDU, 52000TR	
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3 Type AB	4 Office No. No de bureau 0495	5 GST Registration No. No de TPS	6 Payment code G	7 Mode of-de Trans 9	8 Port of unloading Port de débarq.	9 Total VFD - Total de la VD 62,275
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12 Country of Origin Pays d'origine TR	13 Place of Export Lieu d'exportation TR	14 Tariff Treatment Traitement tarifaire 02	15 U.S. Port of Exit Bureau de sortie des É.-U.
16 Direct Shipment Date Date d'expédition directe 10	17 CRCY Code Devise 21 USD	18 Time Limit - Délai	19 Freight - Fret 623

Location of Goods - Emplacement des marchandises C.N. RAILWAYS INTERMODAL		Shipped Per - Mode d'expédition DSV AIR & SEA INC		20 Release Date - Date de la mainlevée PREVIEW	
Cust. Order No. - Comm du client	B/L No. - No de connaissance	Exchange Rate - Taux d'échange 1.372900			

21 Line Ligne 1	22 Description - Désignation POLYFLORA HONEY 300KG				23 Weight/KGM Poids/KGM	24 Previous Transaction Number Transaction Antérieure Numéro	25 Line Ligne	26 Special Authority - Autorisation Spéciale	
27 Classification No. No de classement 0409.00.00.24	28 Tariff Code Tarifaire	29 Quantity - Quantité 21600.000KGM	30 U - M 13	31 VFDC Code VD	32 SIMAC CLMSI	33 Rate of Cust Duty Taux de droit de douane	34 E.T. Rate Taux T.A.	35 GST Rate Taux de TPS 059	36 Value for Currency Conversion Conversion valeur pour change 45,360.00
37 Value for Duty - Valeur en Douane 62,274.74	38 Customs Duties Droits de Douane 0.00	39 SIMA Assessment Cotisation de LMSI	40 Excise Tax - Taxe d'Accise	41 Value for Tax - Valeur pour Taxe 62,274.74	42 GST - TPS				
21 Line Ligne	22 Description - Désignation				23 Weight/KGM Poids/KGM	24 Previous Transaction Number Transaction Antérieure Numéro	25 Line Ligne	26 Special Authority - Autorisation Spéciale	
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Declaration - Déclaration			
RAVI THITIHAVORANAN			
Please Print Name - Lettres moulées S.V.P.			
DSV AIR & SEA INC.			
OF Importer/Agent - Importateur/Agent			
DE Phone#: 6049091111			
Declare the particulars of this document to be true, accurate and complete. Déclare que les renseignements ci-dessus sont vrais et complets.			
22/11/22			
Date	Signature		

43 Deposit - Dépôt			
44 Warehouse No. - No d'entrepôt			
45 Cargo Control No. - No de contrôle du fret 8010IZM0125700			
46 Carrier Code at Importation - Code de transporteur à l'importation 8010			

47 Customs Duties Droits de Douane	0.00
48 SIMA Assessment Cotisation de lmsi	0.00
49 Excise Tax Taxe d'accise	0.00
50 GST TPS	0.00
51 TOTAL	0.00

Customs Instructions (w/Z74)

Page 1 of 2

DSV AIR & SEA INC. NIAGARA FALLS
14154 NIAGARA PARKWAY, SUITE 201
NIAGARA ON THE LAKE ON L0S 1J0

SHIPMENT	SIZM0125700
CONSOL	CTR359179
DATE	18-Nov-22 14:03

SHIPMENT DETAILS		PRINTED BY: Filipi Gamba	
ORDER NUMBERS / REFERENCE , EBKG04200998	OCEAN BILL OF LADING MEDUSB119973	HOUSE BILL OF LADING IZM0125700	
CARGO CONTROL NUMBER			
 8010IZM0125700			
PREVIOUS CARGO CONTROL NUMBER	PRIMARY CARGO CONTROL NUMBER 9066SB119973		
SHIPPER 6410195072 SIRIN BAL GIDA SAN. TIC. LTD. STI. KARAPINAR MAH. 1192 SK. NO: 6 A ORDU 52 52000 Turkiye	CONSIGNEE 6410197173 Biblical Nutrition And Health Solutions 840 9 Street Sw Suite 1508 Calgary AB T2P 2T1 Canada		
GOODS LOCATION CN RAIL 76 INTERMODAL DRIVE BRAMPTON ON L6T5K1 Office: 0495 Warehouse: 3037	NOTIFY PARTY EOR Phone: Fax:		
ROUTING INFORMATION			
Mode SEA	Vessel / Voyage / IMO(Lloyds) AYSE NAZ BAYRAKTAR / 241R / 9397420	Flag MSC	Carrier
RAI	RAIL / 25-Nov		Load TRSSX CAHAL
		Disch CAHAL	ETD 26-Oct-22 25-Nov-22 00:00
		ETD 22-Nov-22 25-Nov-22 00:00	ETA 22-Nov-22 30-Nov-22 00:00
PACKAGES 20 PKG (OUTER), 0 CTN (INNER)		WEIGHT 22660.000 KG	VOLUME 22.660 M3
CONTAINER MEDU2537590	TYPE 20DC FCL	MODE FCL	WEIGHT 22660.000 KG
			VOLUME 20 PKG
GOODS DESCRIPTION 72 Barrels of Polyflora Honey 300 KG Lot No: 520092924-05-28 HS CODE: 040900000012		COMMODITY TYPE GEN (General Cargo)	
REFERENCE & CUSTOMS NUMBERS Cargo Control Number: 8010IZM0125700			
INCOTERM FOB - Free On Board	ADDITIONAL TERMS		
CUSTOMS INSTRUCTION NOTES			

Customs Instructions (w/Z74)

Page 2 of 2

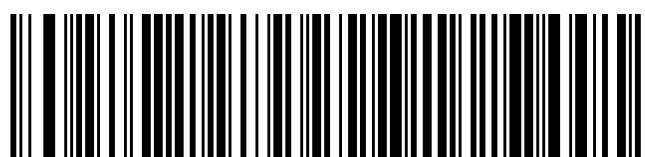
DSV AIR & SEA INC. NIAGARA FALLS
14154 NIAGARA PARKWAY, SUITE 201
NIAGARA ON THE LAKE ON L0S 1J0

SHIPMENT	SIZM0125700
CONSOL	CTR359179
DATE	18-Nov-22 14:03



Yours Sincerely,

Filipi Gamba
Supervisor, Ocean Import
Email: filipi.gamba@ca.dsv.com



^SHP=SIZM0125700|

Shipper
 SIRIN BAL GIDA SAN. TIC. LTD. STI.
 KARAPINAR MAH. 1192 SK.
 NO: 6 A
 ORDU 52 52000
 TURKEY
 VAT: 8140500053

EXPRESS

Sea Waybill No.
 IZM0125700

Consol Ref. CTR359179
 Reference No. SIZM0125700

NON-NEGOTIABLE

COMBINED TRANSPORT SEA WAYBILL

Based on BIMCO COMBICONWAYBILL



Carrier:

DSV Air & Sea Inc.
 dba DSV Ocean Transport
 200 Wood Avenue South
 Suite 300
 Iselin, New Jersey USA 08830
 FMC License No: 17331 NF

Notify party/address
 SAME AS CONSIGNEE

Pre-carriage by **Place of Receipt**

Ocean Vessel **Port of loading**
 AYSE NAZ BAYRAKTAR /241R SAMSUN, TURKEY

Port of discharge **Place of Delivery**
 HALIFAX, CANADA TORONTO, CANADA

Express Bill of Lading

Freight Payable at **Number of original Sea Waybills**
 TORONTO, CANADA 0 (ZERO)

Marks and Numbers	Number and kind of Packages	Description of Goods	Gross Weight	Measurement		
NO MARKS AND NUMBERS	1 X 20DC	STC 20 Package(s) 72 Barrels of Polyflora Honey 300 KG Lot No: 520092924-05-28 HS CODE: 040900000012	22660.000 KG	0.000 M3		
Container MEDU2537590	Seals 20 PKG	Type 20DC	Packages 20 PKG	Mode 72 BARRELS OF POLYFLORA HONEY 300 KG LOT NO: 520092924-05-28 HS CODE: 040900000012	Weight 22660.000 KG	Volume -

INCOTERM: FOB

SHIPPED ON BOARD

**Shipper Load and Count*

Particulars above declared by Shipper

Freight and charges FREIGHT COLLECT	RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated.
For delivery of goods please apply to: DSV AIR & SEA INC. I920 2200 Yukon Court Milton ON L9E 1N5 Canada	The Carrier, in accordance with and to the extent of the provisions contained in this Bill of Lading, and with liberty to sub-contract, undertakes to perform and/or in his own name to procure performance of the combined transport and the delivery of the goods, including all services related thereto, from the place and time of taking the goods in charge to the place and time of delivery, and accepts responsibility for such transport and such services.
Phone: +19056290055	One of the original Bills of Lading must be surrendered duly endorsed in exchange for the goods or delivery order.
Fax: +19056298689	IN WITNESS whereof original Bills of Lading in the number specified above have been signed, one of which being accomplished the other(s) to be void.
Shipper's declared value of	Place and date of issue IZMIR 21-Oct-22
subject to payment of above extra charge	Signed For DSV Air & Sea Inc. dba DSV Ocean Transport by DSV HAVA VE DENIZ TASIMACILIGI A.S.
Note: The Merchant's attention is called to the fact that according to Clauses 10 to 12 and Clause 24 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss or damage to the goods and delay.	As agents to carrier

COMBINED TRANSPORT SEA WAYBILL

Code Name: "COMBICONWAYBILL"

I. GENERAL PROVISIONS

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Sea Waybill shall also apply, if the transport as described in this Sea Waybill is performed by one mode of transport only.

2. Definitions.

"Carrier" means the party on whose behalf this Sea Waybill has been signed.

"Merchant" includes the Shipper, the Receiver, the Consignor, the Consignee and the owner of the goods.

3. Carrier's Tariff.

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier upon request. In the case of inconsistency between this Sea Waybill and the applicable Tariff, this Sea Waybill shall prevail.

4. Time Bar.

All liability whatsoever of the Carrier shall cease unless suit is brought within 9 months after delivery of the goods or the date when the goods should have been delivered.

5. Law and Jurisdiction.

Disputes arising under this Sea Waybill shall be determined by the courts and in accordance with the law at the place where the Carrier has its principal place of business.

II. PERFORMANCE OF THE CONTRACT

6. Methods and Routes of Transportation.

(1) The Carrier is entitled to perform the transport and all services related thereto in any reasonable manner and by any reasonable means, methods and routes.

(2) In accordance herewith, for instance, in the event of carriage by sea, vessels may sail with or without pilots, undergo repairs, adjust equipment, drydock and tow vessels in all situations.

7. Optional Stowage.

(1) Goods may be stowed by the Carrier by means of containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate goods.

(2) Containers, trailers, transportable tanks and covered flats, whether stowed by the Carrier or received by him in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant.

8. Hindrances etc. Affecting Performance.

(1) The Carrier shall use reasonable endeavours to complete the transport and to deliver the goods at the place designated for delivery.

(2) If at any time the performance of the contract as evidenced by this Sea Waybill is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind, and if by virtue of sub-clause 8 (1) the Carrier has no duty to complete the performance of the contract, the Carrier (whether or not the transport is commenced) may elect to:

(a) treat the performance of this Contract as terminated and place the goods at the Merchant's disposal at any place which the Carrier shall deem safe and convenient; or

(b) deliver the goods at the place designated for delivery.

(3) If the goods are not taken delivery of by the Merchant within a reasonable time after the Carrier has called upon him to take delivery, the Carrier shall be at liberty to put the goods in safe custody on behalf of the Merchant at the latter's risk and expense.

(4) In any event the Carrier shall be entitled to full freight for goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above.

III. CARRIER'S LIABILITY

9. Basis Liability.

(1) The Carrier shall be liable for loss of or damage to the goods occurring between the time when he receives the goods into his charge and the time of delivery.

(2) The Carrier shall be responsible for the acts and omissions of any person of whose services he makes use for the performance of the contract of carriage evidenced by this Sea Waybill.

(3) The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:

(a) The wrongful act or neglect of the Merchant.

(b) Compliance with the instructions of the person entitled to give them.

(c) The lack of, or defective conditions of packing in the case of goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.

(d) Handling, loading, stowage or unloading of the goods by or on behalf of the Merchant.

(e) Inherent vice of the goods.

(f) Insufficiency or inadequacy of marks or numbers on the goods, covering, or unit loads.

(g) Strikes or lock-outs or stoppages or restraints of labour from whatever cause whether partial or general.

(h) Any cause or event which the Carrier could not avoid and the consequence whereof he could not prevent by the exercise of reasonable diligence.

(4) Where under sub-clause 9 (3) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, he shall only be liable to the extent that those factors for which he is liable under this Clause have contributed to the loss or damage.

(5) The burden of proving that the loss or damage was due to one or more of the causes or events, specified in (a), (b) and (h) of sub-clause 9 (3) shall rest upon the Carrier.

(6) When the Carrier establishes that in the circumstances of the case, the loss or damage could be attributed to one or more of the causes or events, specified in (c) to (g) of sub-clause 9 (3), it shall be presumed that it was so caused. The Merchant shall, however, be entitled to prove that the loss or damage was not, in fact, caused either wholly or partly by one or more of the causes or events.

10. Amount of Compensation.

(1) When the Carrier is liable for compensation in respect of loss or damage to the goods, such compensation shall be calculated by reference to the value of such goods at the place and time they are delivered to the Merchant in

accordance with the contract or should have been so delivered.

(2) The value of the goods shall be fixed according to the commodity exchange price or, if there be no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of goods of the same kind and quality.

(3) Compensation shall not, however, exceed two Special Drawing Rights per kilogramme of gross weight of the goods lost or damaged.

(4) Higher compensation may be claimed only when, with the consent of the Carrier, the value for the goods declared by the Shipper which exceeds the limits laid down in this Clause has been stated on the face of this Sea Waybill at the place indicated. In that case the amount of the declared value shall be substituted for that limit.

11. Special Provisions for Liability and Compensation.

(1) Notwithstanding anything provided for in Clauses 9 and 10 of this Sea Waybill, if it can be proved where the loss or damage occurred, the Carrier and the Merchant shall, as to the liability of the Carrier, be entitled to require such liability to be determined by the provisions contained in any international convention or national law, which provisions:

(a) cannot be departed from by private contract, to the detriment of the claimant, and

(b) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and received as evidence thereof any particular document which must be issued if such international convention or national law shall apply.

(2) Insofar as there is no mandatory law applying to carriage by sea by virtue of the provisions of sub-clause 11 (1), the liability of the Carrier in respect of any carriage by sea shall be determined by the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 2nd 1968 - The Hague/Visby Rules.

The Hague/Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. Furthermore, they shall apply to all goods, whether carried on deck or under deck.

12. Delay, Consequential Loss, etc.

(1) The Carrier shall not be liable in any capacity, whatsoever, for any delay, non-delivery, misdelivery or other loss or damage to or in connection with the Goods occurring at any time contemplated under Clause 9 (1).

(2) If the Carrier is held liable for delay, non-delivery, misdelivery or other loss or damage to or in connection with the Goods as described above in subdivision 1, such liability shall in no case exceed the freight for the transport covered by this document.

13. Notice of Loss or of Damage to the Goods

(1) Unless notice of loss or of damage to the goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the goods are handed over to the Merchant, such handing over is *prima facie* evidence of the delivery by the Carrier of the Goods as described in this Sea Waybill.

(2) Where the loss or damage is not apparent, the same *prima facie* effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the goods were handed over to the Merchant.

14. Defences and Limits for the Carrier, Servants, etc.

(1) The defences and limits of liability provided for in this Sea Waybill shall apply in any action against the Carrier for loss or damage to the goods whether the action can be founded in contract or in tort.

(2) The Carrier shall not be entitled to the benefit of the limitation of liability provided for in sub-clause 10 (3), if it is proved that the loss or damage resulted from a personal act or omission of the Carrier done with intent to cause such loss or damage or recklessly and with knowledge that damage would probably result.

(3) The Merchant undertakes that no claim shall be made against any servant, agent or other persons whose services the Carrier has used in order to perform this Contract and if any claim should nevertheless be made, to indemnify the Carrier against all consequences thereof.

(4) However, the provisions of this Sea Waybill apply whenever claims relating to the performance of this Contract are made against any servant, agent or other person whose services the Carrier has used in order to perform this Contract, whether such claims are founded in contract or in tort. In entering into this Contract, the Carrier, to the extent of such provisions, does so not only on his own behalf but also as agent or trustee for such persons. The aggregate liability of the Carrier and such persons shall not exceed the limits in Clauses 10, 11 and 24, respectively.

IV. DESCRIPTION OF GOODS

15. Carrier's Responsibility.

The information in this Sea Waybill shall be *prima facie* evidence of the taking in charge by the Carrier of the goods as described by such information unless a contrary indication, such as "shipper's weight, load and count", "Shipper-packed container" or similar expressions, have been made in the printed text or superimposed on the Sea Waybill. As between the Carrier and Consignee the information in the Sea Waybill shall be conclusive evidence of receipt of the goods as so stated and proof to the contrary shall not be permitted provided always that the Consignee has acted in good faith.

16. Shipper's Responsibility.

The Shipper shall be deemed to have guaranteed to the Carrier the accuracy, at the time the goods were taken in charge by the Carrier, of the description of the goods, marks, number, quantity and weight, as furnished by him, and the Shipper shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The right of the Carrier to such indemnity shall in no way limit his responsibility and liability under this Sea Waybill to any person other than the Shipper. The Shipper shall remain liable even if the goods have been delivered.

17. Shipper-packed Containers, etc.

(1) If a container has not been filled, packed or stowed by the Carrier, the Carrier shall not be liable for any loss of or damage to its contents and the Merchant shall cover any

loss or expense incurred by the Carrier, if such loss, damage or expense has been caused by:

(a) negligent filling, packing or stowing of the container;

(b) the contents being unsuitable for carriage in container; or

(c) the unsuitability or defective condition of the container unless the container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the container was filled, packed or stowed.

(2) The provisions of sub-clause (1) of this Clause also apply with respect to trailers, transportable tanks, flats and pallets which have not been filled, packed or stowed by the Carrier.

(3) The Carrier does not accept liability for damage due to the unsuitability or defective condition of reefer equipment or trailers supplied by the Merchant.

18. Dangerous Goods.

(1) The Merchant shall comply with all internationally recognised requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before goods of a dangerous nature are taken into charge by the Carrier and indicate to him, if need be, the precautions to be taken.

(2) Goods of a dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation; further, the Merchant shall be liable for all expenses, loss or damage arising out of their handing over for carriage or of their carriage.

(3) If any goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average, if any.

19. Return of Containers

(1) For the purpose of this Clause the Consignor shall mean the person who concludes this Contract with the Carrier and the Consignee shall mean the person entitled to receive the goods from the Carrier.

(2) Containers, pallets or similar articles of transport supplied by or on behalf of the Carrier shall be returned to the Carrier in the same order and condition as handed over to the Merchant, normal wear and tear excepted, with interiors clean and within the time prescribed in the Carrier's tariff or elsewhere.

(3) (a) The Consignor shall be liable for any loss of, damage to, or delay, including demurrage, of such articles, incurred during the period between handing over to the Consignor and return to the Carrier for carriage.

(b) The Consignor and the Consignee shall be jointly and severally liable for any loss of, damage to, or delay, including demurrage, of such articles, incurred during the period between handing over to the Consignee and return to the Carrier.

V. FREIGHT AND LIEN

20. Freight.

(1) Freight shall be deemed earned when the goods have been taken in charge by the Carrier and shall be paid in any event.

(2) The Merchant's attention is drawn to the stipulations concerning currency in which the freight and charges are to be paid, rate of exchange, devaluation and other contingencies relative to freight and charges in the relevant tariff conditions. If no such stipulation as to devaluation exists or is applicable the following shall apply:

If the currency in which freight and charges are quoted is devalued between the date of the freight agreement and the date when the freight and charges are paid, then all freight and charges shall be automatically and immediately increased in proportion to the extent of the devaluation of the said currency.

(3) For the purpose of verifying the freight basis, the Carrier reserves the right to have the contents of containers, trailers or similar articles of transport inspected in order to ascertain the weight, measurement, value, or nature of the goods.

21. Lien

The carrier and his agent (as named on the reverse side of this document) shall have a lien on the goods and any documents relating thereto, for any amount due to them, at any time from the merchant including the costs of recovering same, and may enforce such lien in any reasonable manner including sale or disposal of the goods.

VI. MISCELLANEOUS PROVISIONS

22. General Average.

(1) General Average shall be adjusted at any port or place at the Carrier's option, and to be settled according to the York-Antwerp Rules 1994, or any modification thereof, this covering all goods, whether carried on or under deck. The New Jason Clause as approved by BIMCO to be considered as incorporated herein.

(2) Such security including a cash deposit as the Carrier may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the goods.

23. Both-to-Blame Collision Clause.

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

24. U.S. Trade.

(1) In case the contract evidenced by this Sea Waybill is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the goods are in the Carrier's custody.

(2) If the U.S. COGSA applies, and unless the nature and value of the goods have been declared by the shipper before the goods have been handed over to the Carrier and inserted in this Sea Waybill, the Carrier shall in no event be or become liable for any loss of or damage to the goods in an amount exceeding USD 500 per package or customary freight unit.

PRO FORMA INVOICE

ŞİRİN BAL GIDA

Sanayi Ticaret Limited Şirketi

*Organize Sanayi Bölgesi, Karapınar Mahallesi
1192. Sokak Altınordu / Ordu / TURKEY 52200*

Phone: +90 452 232 10 01

Mobile: +90 542 458 69 55

info@harniva.com

www.harniva.com



harniva

Bill To:

Biblical Nutrition and Health Solutions Inc.

1508, 840 - 9 Street SW
Calgary, AB
T2P 2T1
Canada

A large, handwritten-style signature of 'SIRİN BAL GİBİ SAN. TİC. LTD. ŞTİ.' is written diagonally across the page. Below the signature, the company's address and contact details are printed in a smaller, standard font.

Date: 13.09.2022
Date of Expiry: 18.09.2022

Ship To:

Biblical Nutrition and Health Solutions Inc.

1508, 840 - 9 Street SW
Calgary, AB
T2P 2T1
Canada

Shipment Information

P.O. #:	-
P.O. Date:	-
Letter of Credit #:	-
Currency:	U.S. Dollars
Payment Terms:	30% Down Payment, 70% Before Loading
Country of Origin:	TURKEY
Est. Time of Departure	In 4 weeks

Mode of Transportation
Delivery Terms:
Number of Packages:
Est. Gross Weight:
Est. Net Weight:
Port of Embarkation:
Port of Discharge:

SEA
FOB SAMSUNPORT
72 Barrels in 20 Pallets
23040 KG
21600 KG
SAMSUNPORT
TBD

Special Notes, Terms of Sale

Sub Total	\$ 45.360,00
Custom Fee	
S&H	
Insurance	-
Total	\$ 45.360,00

Total: Forty Five Thousand Three Hundred Sixty US Dollars

Should you have any enquiries concerning this invoice, please contact "Semih Akyüz" on "+90 542 458 69 55" Please email us payment receipt in order to confirm your order.

BANK DETAILS

**Bank Name: Vakif Bank / Branch: Fatsa / Account No: 15848018850063 /
IBAN No: TR81 0001 5001 5804 8018 8500 63 / Swiftcode: TVBTRTR2A**