

DONGGUAN SHANGGUI ELECTRONICS CO., LTD
 NO.9 2 STREET YINSHA ROAD XABIAN VILLAGE
 CHANGAN TOWN DONGGUAN CITY GUANGDONG
 PROVINCE CHINA

Tel: 86-769-82855460 Fax: 86-769-87015991
COMMERCIAL INVOICE
 (ORIGINAL)

TO: SEGMENT BILGISAYAR DIS TIC.LTD.STI.
 SEHIT ER CIHAN NAMLI CAD.
 NO:79 34387 SISLI ISTANBUL TURKEY

Invoice No.: OC20160310L
 Date: JUN.18,2016
 L/C NO.:028VL20160015

Shipped per vessel:		Container No.:		
Shipping Marks	Description of Goods	Quantity (pcs)	Unit Price (USD)	Amount (USD)
EVEREST	COMPUTER MOUSE			
	SM-249 Wireless Optical Mouse,Black color	6000	US\$0.95	USD 5,700.00
	SM-249 Wireless Optical Mouse,Red color	5421	US\$0.97	USD 5,258.37
	SM-249 Wireless Optical Mouse,Silver color	5500	US\$0.97	USD 5,335.00
	SM-453 Wireless Optical Mouse,Black color	10000	US\$1.55	USD 15,500.00
	SM-353B Wired Optical Mouse/USB,Black color	17615	US\$0.78	USD 13,739.70
	SM-357 Wired Optical Mouse/USB,Black color	11850	US\$0.80	USD 9,480.00
	SM-249 Wireless Optical Mouse,Black color	60	US\$0.00	USD 0.00
	SM-249 Wireless Optical Mouse,Red color	55	US\$0.00	USD 0.00
	SM-249 Wireless Optical Mouse,Silver color	55	US\$0.00	USD 0.00
	SM-453 Wireless Optical Mouse,Black color	100	US\$0.00	USD 0.00
	SM-353B Wired Optical Mouse/USB,Black color	180	US\$0.00	USD 0.00
	SM-357 Wired Optical Mouse/USB,Black color	120	US\$0.00	USD 0.00
AS PER PROFORMA INVOICE NO:SG1601 DD. 08. MAR. 2016				
DELIVERY TERMS AND PLACE : FOB, SHENZHEN - CHINA				
(AS PER INCOTERMS 2010)				
FOB CHIWAN CHINA				
TOTAL:		56,956	USD	USD 55,013.07

SAY TOTAL US DOLLARS FIFTY-FIVE THOUSAND AND THIRTEEN AND CENTS SEVEN ONLY.

DOWN PAYMENT: USD5551.00

THE GOODS VALUE : USD55,013.07

THE VALUE OF L/C: USD49,462.07

WE STATE THAT THE INVOICED AND SHIPPED GOODS ARE IN STRICT CONFORMITY TO THOSE SPECIFIED IN THE PROFORMA INVOICE NO: SG1601 DD.08.MAR.2016



DONGGUAN SHANGGUI ELECTRONICS CO., LTD

BILL OF LADING

Ref No.CNSZXB15207

SHIPPER

JOB No.

BILL OF LADING NO.

DONGGUAN SHANGGUI ELECTRONICS CO., LTD
NO.9 2 STREET YINSHA ROAD XABIAN
VILLAGE CHANGAN TOWN DONGGUAN CITY GUANGDONG
PROVINCE CHINA

DH2016060035

YGM16040001

CONSIGNEE

TO THE ORDER OF TURKIYE FINANS
KATILIM BANKASI A. S.



SHANGHAI TWINS INT'L FORWARDING CO., LTD

Tel: (86 21)-55157880 Fax:(86 21)-5515 7871

Tax ID : 310229772113363

Website: www.ty-wins.com

Email: sti@ty-wins.com

NOTIFY PARTY

SEGMENT BILGISAYAR DIS TIC.LTD.STI.
SEHIT ER CIHAN NAMLI CAD.
NO:79 34387 SISLI ISTANBUL TURKEY

FOR DELIVERY APPLY TO:

ISTANBUL DENIZCILIK NAKLIYAT VE TIC.LTD.STI.

MERKEZ MAHALLESİ ATATURK CAD.SABIR

SOKAK NO:3 SANCAKTEPE - ISTANBUL

POSTAL CODE:34785 TAX NO.:4810171774

TEL:+90 216 622 71 11 FAX: +90 216 622 67 76

PRE-CARRIAGE BY

PLACE OF RECEIPT

CHIWAN,CHINA

OCEAN VESSEL/VOY NO.

PORT OF LOADING

CHIWAN,CHINA

UASC JILFAR / 1624 / W

PORT OF DISCHARGE

PLACE OF DELIVERY

FINAL DESTINATION

NO.OF ORIGINAL B/L(S)

AMBARLI,ISTANBUL,TURKEY

AMBARLI,ISTANBUL,TURKEY

AMBARLI,ISTANBUL,TURKEY

ONE

MARKS& NUMBERS

CONTAINER/SEAL NO.

NO.OF PKGS

DESCRIPTION OF GOODS

GROSS WEIGHT
(KGS)

MEASUREMENT
(CBM)

EVEREST

841CTNS

SHIPPER'S LOAD & COUNT & SEAL S.T.C. :

6813.30KGS

66.169CBM

COMPUTER MOUSE
AS PER PROFORMA INVOICE
NO:SG1601 DD.08.MAR.2016
DELIVERY TERMS AND PLACE :
FOB,SHENZHEN - CHINA
(AS PER INCOTERMS 2010)
H.S.CODE:84716072
FREIGHT COLLECT
L/C NO.:028VL20160015

TCLU5096174/ 1731416/40'HQ

CY-CY

FREIGHT COLLECT

SHIPPED ON BOARD :

2016-6-18

SAY:ONE(1X40'HQ) CONTAINER ONLY.

ACCORDING TO CONSIGNORS DECLARATION

FREIGHT DETAILS,CHARGES ets

FREPAID

COLLECT

Excess value Declaration: refer to clause 6(4)(B)+(C)on REVERSE side

Place and date of issue GUANGZHOU

2016-6-18

BY SHANGHAI TWINS INT'L FORWARDING CO., LTD

By

SIGNED AS AGENT FOR THE CARRIER

DONGGUAN SHANGGUI ELECTRONICS CO., LTD
 NO.9 2 STREET YINSHA ROAD XABIAN VILLAGE
 CHANGAN TOWN DONGGUAN CITY GUANGDONG
 PROVINCE CHINA

Tel: 86-769-82855460 Fax: 86-769-87015991

WEIGHT LIST
 (ORIGINAL)

TO: SEGMENT BILGISAYAR DIS TIC.LTD.STI.
 SEHIT ER CHAN NAMLİ CAD.
 NO:79 34387 SISLI ISTANBUL TURKEY

Invoice No.: OC20160310L
 Date: JUN.18,2016
 L/C NO.:028VL20160015

Shipping Marks	Description of Goods	PCS	CTNS	Container No.:		Volume	
				LxWxH(mm)	N.Weight		G.Weight
EVEREST	COMPUTER MOUSE			per CTN	KGS	(CBM)	
	SM-249 Wireless Optical Mouse,Black color	6060	101	465*365*130	676.70	767.60	7.371
	SM-249 Wireless Optical Mouse,Red color	5476	92	465*365*130	616.40	699.20	6.714
	SM-249 Wireless Optical Mouse,Silver color	5555	93	465*365*130	623.10	706.80	6.787
	SM-453 Wireless Optical Mouse,Black color	10100	141	520*365*130	1029.30	1170.30	11.508
	SM-353B Wired Optical Mouse/USB,Black color	17795	247	520*365*130	1803.10	2050.10	20.159
	SM-357 Wired Optical Mouse/USB,Black color	11970	167	520*365*130	1235.80	1419.50	13.630
	AS PER PROFORMA INVOICE NO:SG1601 DD. 08. MAR. 2016 DELIVERY TERMS AND PLACE : FOB, SHENZHEN - CHINA (AS PER INCOTERMS 2010)	56,956	841		5984.30	6813.30	66.169

COUNTRY OF ORIGIN: CHINA


TOTAL NET WEIGHT: FIVE THOUSAND NINE HUNDRED AND EIGHTY-FOUR POINT THIRTY KGS.
 TOTAL GROSS WEIGHT: SIX THOUSAND EIGHT HUNDRED AND THIRTEEN POINT THIRTY KGS.



DONGGUAN SHANGGUI ELECTRONICS CO., LTD

1. Exporter
 SHENZHEN JINZHUOYANG IMPORT & EXPORT CO., LTD
 O/B: DONGGUAN SHANGGUI ELECTRONICS CO., LTD
 NO. 9-2 STREET YINSHA ROAD XABIAN
 VILLAGE CHANGAN TOWN DONGGUAN CITY GUANGDONG
 PROVINCE CHINA

Serial No. CCPIT700-1601995397
 Certificate No. 16C4403A1901700231




CERTIFICATE OF ORIGIN
 OF
 THE PEOPLE'S REPUBLIC OF CHINA
 ISSUED RETROSPECTIVELY

2. Consignee
 SEGMENT BILGISAYAR DIS TIC LTD STI
 SEHIT ER CIHAN NAMLI CAD
 NO:79 34387 SISLI ISTANBUL TURKEY

3. Means of transport and route
 FROM CHIWAN, CHINA TO AMBARLI, ISTANBUL, TURKEY BY SEA

5. For certifying authority use only

4. Country / region of destination
 AMBARLI, ISTANBUL, TURKE

VERIFY URL: [HTTP://WWW.GO-CCPIT.ORG/](http://www.go-ccpit.org/)

6. Marks and numbers
 EVEREST

7. Number and kind of packages, description of goods
 COMPUTER MOUSE
 AS PER PROFORMA INVOICE
 NO. SG1601 DD. 08-MAR-2016
 DELIVERY TERMS AND PLACE
 FOB, SHENZHEN - CHINA
 (AS PER INCOTERMS 2010)
 H.S. CODE: 84716072
 FREIGHT COLLECT
 L/C NO. 028VL20160015
 TOTAL: 841 CTNS ONLY

8. H.S. Code
 84716072

9. Quantity
 6813.3KGS

10. Number and date of invoices
 OC201603101
 JUN 15, 2016

11. Declaration by the exporter
 The undersigned hereby declares that the above details and statements are correct, that all the goods were produced in China and that they comply with the Rules of Origin of the People's Republic of China.



SHENZHEN JUN 22, 2016

Place and date, signature and stamp of authorized signatory





12. Certification
 It is hereby certified that the declaration by the exporter is correct.




ADDRESS: 4/F, BLOCK BUILDING OF INTERNATIONAL CHAMBER OF COMMERCE NO. 1 FUHUA 1ST ROAD, SHENZHEN
 FAX: 86-755-33358500 TEL: 86-755-33358501


SHENZHEN JUN 22, 2016

Place and date, signature and stamp of certifying authority

<p>1. Exporter SHENZHEN JINZHUOYANG IMPORT&EXPORT CO.,LTD O/B:DONGGUAN SHANGGUI ELECTRONICS CO., LTD NO.9 2 STREET YINSHA ROAD XABIAN VILLAGE CHANGAN TOWN DONGGUAN CITY GUANGDONG PROVINCE CHINA</p>		<p>Serial No. CCPIT700 1601995397 Certificate No. 16C4403A1901/00231</p>			
<p>2. Consignee SEGMENT BILGISAYAR DIS TIC.LTD.STI. SEHIT ER CIHAN NAMLI CAD. NO:79 34387 SISLI ISTANBUL TURKEY</p>				<p>CERTIFICATE OF ORIGIN OF THE PEOPLE'S REPUBLIC OF CHINA ISSUED RETROSPECTIVELY</p>	
<p>3. Means of transport and route FROM CHIWAN,CHINA TO AMBARLI,ISTANBUL,TURKEY BY SEA</p>		<p>5. For certifying authority use only</p>			
<p>4. Country / region of destination AMBARLI,ISTANBUL,TURKE</p>		<p>VERIFY URL:HTTP://WWW.CO-CCPIT.ORG/</p>			
<p>6. Marks and numbers EVEREST</p>	<p>7. Number and kind of packages; description of goods COMPUTER MOUSE AS PER PROFORMA INVOICE NO:SG1601 DD.08.MAR.2016 DELIVERY TERMS AND PLACE : FOB,SHENZHEN - CHINA (AS PER INCOTERMS 2010) H.S.CODE:84716072 FREIGHT COLLECT L/C NO.:028VL20160015 TOTAL:841CTNS ONLY *****</p>	<p>8. H.S.Code 84716072</p>	<p>9. Quantity 6813.3KGS</p>	<p>10. Number and date of invoices OC20160310L JUN.15,2016</p>	
<p>11. Declaration by the exporter The undersigned hereby declares that the above details and statements are correct, that all the goods were produced in China and that they comply with the Rules of Origin of the People's Republic of China.</p>		<p>12. Certification It is hereby certified that the declaration by the exporter is correct.</p>			
 <p>SHENZHEN JUN.22,2016</p>		 <p>ADDRESS:4/F,BLOCK BUILDING OF INTERNATIONAL CHAMBER OF COMMERCE IN FUHUA 1ST ROAD,SHENZHEN FAX:86-755-33358500 TEL:86-755-33358501 SHENZHEN JUN.22,2016</p>			
<p>Place and date, signature and stamp of authorized signatory</p>		<p>Place and date, signature and stamp of certifying authority</p>			

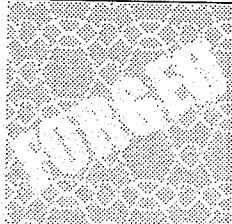
<p>1. Exporter SHENZHEN JINZHUOYANG IMPORT&EXPORT CO.,LTD O/B:DONGGUAN SHANGGUI ELECTRONICS CO., LTD NO.9 2 STREET YINSHA ROAD XABIAN VILLAGE CHANGAN TOWN DONGGUAN CITY GUANGDONG PROVINCE CHINA</p>	<p>Serial No. CCPIT700 1601995397 Certificate No. 16C4403A1901/00231</p> 
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2. Consignee
SEGMENT BILGISAYAR DIS TIC.LTD.STI.
SEHIT ER CIHAN NAMLI CAD.
NO:79 34387 SISLI ISTANBUL TURKEY


CERTIFICATE OF ORIGIN
 OF
THE PEOPLE'S REPUBLIC OF CHINA
ISSUED RETROSPECTIVELY

3. Means of transport and route
FROM CHIWAN, CHINA TO AMBARLI, ISTANBUL, TURKEY BY SEA

5. For certifying authority use only



4. Country / region of destination
AMBARLI, ISTANBUL, TURKE

VERIFY URL: [HTTP://WWW.CO-CCPIT.ORG/](http://www.co-ccpit.org/)

6. Marks and numbers	7. Number and kind of packages; description of goods	8. H.S.Code	9. Quantity	10. Number and date of invoices
EVEREST	COMPUTER MOUSE AS PER PROFORMA INVOICE NO:SG1601 DD.08.MAR.2016 DELIVERY TERMS AND PLACE : FOB, SHENZHEN - CHINA (AS PER INCOTERMS 2010) H.S.CODE:84716072 FREIGHT COLLECT L/C NO.:028VL20160015 TOTAL:841CTNS ONLY *****	84716072	6813.3KGS	OC20160310L JUN.15,2016

11. Declaration by the exporter
The undersigned hereby declares that the above details and statements are correct, that all the goods were produced in China and that they comply with the Rules of Origin of the People's Republic of China.



SHENZHEN JUN.22,2016

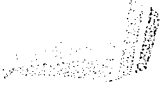
Place and date, signature and stamp of authorized signatory

12. Certification
It is hereby certified that the declaration by the exporter is correct.



SHENZHEN JUN.22,2016

Place and date, signature and stamp of certifying authority

 ISTANBUL LOGISTICS GROUP	ONAY SERİ NO.: 8187	
	Istanbul Denizcilik Nakliyat ve Tic. Ltd. Sti.	
ANA KONŞİMENTO NO	CNSZXB24174	
ARA KONŞİMENTO NO	YGM16040001	
GEMİ ADI	UASC JILFAR	
SEFER SAYISI / BAYRAK	1624 / LIBERIA	
VARIŞ LİMANI	KUMPORT, TURKEY	
TOPLAM KAP ADEDİ	841	
TOPLAM AĞIRLIK	6.813,30	
KONTEYNER NO	TCLU 509617-4	
ÖZET BEYAN NO / TARİH	16343100IM062811 27.6.2016	

İŞ BU BELGE YAZILI EŞYANIN
SEGMENT BILGISAYAR DIS TIC LTD STI
ADINA TESLİMİNİ RİCA ADERİZ

0,60...YTL TUTARINDA DAMGA VERGİSİ
TARAFIMIZDAN NAKDEN ÖDENECEKTİR.
DEFTER SIRA NO.:.....1687.....
İSTANBUL DENİZCİLİK VE NAKLIYAT
TİC.LTD.Şİ.

ONAYLAYAN KAŞE / İMZA


İSTANBUL DENİZCİLİK
NAKLIYAT VE TİC. LTD. ŞTİ.
TESLİM ALANI

ADI SOYADI

İMZA

TARİH

1 DEFINITIONS

"Carriage" means the whole or any part of the operations and services of whatsoever nature undertaken by or on behalf of the Carrier in relation to the Goods covered by this bill of lading including but not limited to the loading, transport, unloading, storage, warehousing and handling of the goods.
"Carrier" means the person named as carrier in the bill of lading.
"Charges" includes freight, demurrage and other charges payable by the Shipper to the Carrier but not limited to duties, taxes, customs and other charges payable by the Shipper to the Carrier.
"COGSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1924.
"Combined Transport" means where an address (and not just the name of a Port) is indicated as the Place of Receipt and the Place of Delivery in this bill of lading in the relevant spaces.
"Consignee" means the party named as consignee in the bill of lading.
"Consolidation" includes stuffing, packing, loading or stowage into Containers and Consolidation shall be construed accordingly.
"Goods" means the whole or any part of the cargo received by the Carrier from the Shipper and includes any packing and any equipment or Container not supplied by or on behalf of the Carrier (but excludes any Container supplied by or on behalf of the Carrier).
"Hague Rules" means the provisions of the International Convention for Unification of certain Rules relating to bills of lading signed at Brussels on 25th August 1924.
"Hague-Visby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1968 and as expressly provided that nothing in this bill of lading shall be construed as contractually applying the Hague-Visby Rules.
"Holdee" means any Person for the time being in lawful possession of, or lawfully entitled to possession of, this bill of lading to or in whom rights of suit and/or liability under this bill of lading have been lawfully transferred or vested.
"Indemnity" includes defence, indemnity and hold harmless, including in respect of legal fees and costs, whether or not the obligation to indemnify arises out of contract or non-contract.
"Merchant" includes the Shipper, the Consignee, the receiver of the Goods, the Holder of this bill of lading, any Person owning or lawfully entitled to the possession of the Goods or this bill of lading, any Person acting on behalf of any of the above mentioned Persons.
"Package" where a Container is loaded with more than one package or unit, the packages or other shipping units enumerated on the face of this bill of lading as packed in such Container as entered in the box on the face hereof entitled "Total number of Containers or Packages received by the Carrier" are each deemed a Package.
"Person" includes an individual, corporation or other legal entity.
"Port to Port Shipment" arises if the Carriage is not Combined Transport.
"Sub-Contractor" includes, but is not limited to, owners, charterers and operators of Vessels (other than the Carrier), stevedores, terminal and/or group operators, road, rail and air transport operators, warehouses, longshoremen, customs inspection stations, port authorities, pilots and any independent contractor employed by the Carrier in performance of the Carriage and any direct or indirect sub-contractors, servants or agents thereof, whether in direct contractual privity with the Carrier or not.
"Terminal Operators" means any persons who provide port storage or handling services.
"Terms and Conditions" means all terms, rights, defences, provisions, conditions, exceptions, limitations and liberties herein.
"Terminal Operators" means any persons who provide port storage or handling services, but not limited to a feeder vessel or ocean vessel.

2 CARRIER'S TARIFF

The provisions of the Carrier's applicable tariff, if any, are incorporated herein. Particular attention is drawn to the provisions therein, if any, relating to free storage time and to container and vehicle demurrage. Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the tariff has been filed. In the case of inconsistency between this bill of lading and the applicable tariff, this bill of lading shall prevail.

3 WARRANTY

The Merchant warrants that in agreeing to the Terms and Conditions hereof this is or is the agent of and has the authority of the Person owning or entitled to the possession of the Goods and this bill of lading or any Person who has a present or future interest in the Goods and this bill of lading.

4 NEGOTIABILITY AND TITLE TO THE GOODS

This bill of lading shall be non-negotiable unless made out "to order" in which event it shall be negotiable and shall confer title to the Goods and the Holder shall be entitled to receive or to transfer the Goods herein described.
This bill of lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods as herein described. However proof to the contrary shall not be admissible when this bill of lading has been negotiated to a bona fide holder for value in due course without notice of its contents.

5 CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS

(1) The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carriage.
(2) The Merchant undertakes that no claim or allegation shall be made against any Person or Vessel whatsoever, other than the Carrier, including, but not limited to, the Carrier's servants or agents any independent contractor or his servants or agents, and all others by whom the whole or any part of the Carriage, whether direct or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such Person or Vessel any liability whatsoever in connection with the Goods or the Carriage of the Goods, whether or not arising in contract, bailment, tort, negligence, breach of express or implied warranty or otherwise; and if any claim or allegation should nevertheless be made to Indemnify the Carrier against all consequences thereof. Without prejudice to the foregoing every such Person and Vessel shall have the benefit of all provisions herein benefitting the Carrier including Clause 20 hereof, the jurisdiction and law clause, as if such Terms and Conditions (including Clause 20 hereof) were expressly for his benefit and in entering into this contract the Carrier, to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such Persons and Vessels and such Persons and Vessels shall to this extent be or be deemed to be parties to this contract.
Without prejudice to the generality of the foregoing, if the Carriage is Port to Port, Terminal Operators shall have the benefit of all provisions herein benefitting the Carrier, including the exceptions and limitations set out in clause 6(1) and 6(3) hereof, in relation to any port storage or handling services provided whether before loading or after discharge and regardless of whether the Carrier's responsibility for the Goods has yet to commence or has ceased.
The Merchant shall indemnify the Carrier against any claim or liability (and any expense arising therefrom) arising from the Carriage of the Goods insofar as such claim or liability exceeds the Carrier's liability under this bill of lading.
The defences and limits of liability provided for in this bill of lading shall apply in any action against the Carrier whether the action be founded in contract, bailment, tort, breach of express or implied warranty or otherwise.

6 CARRIER'S RESPONSIBILITY

(1) PORT TO PORT SHIPMENT
(a) Where the Carriage is Port to Port, then the liability (if any) of the Carrier for loss or damage to the Goods occurring between the time of loading at the Port of Loading and the time of discharge at the Port of Delivery shall be determined in accordance with any national law applicable in the Hague Rules, Hague-Visby Rules, COGSA or any other rules compulsorily applicable to this bill of lading or in any other case in accordance with the Hague Rules Article 1-8 inclusive (excluding Article 3 rule 3) hereof.
(b) Where the Carriage is not Port to Port, then the liability for loss or damage to the Goods while in its actual or constructive possession before loading or after discharge, however caused. Notwithstanding the foregoing, in case and to the extent that any applicable compulsory law provides to the contrary, the Carrier shall have the benefit of every right, defence, limitation and liberty in the Hague Rules, Hague-Visby Rules, COGSA or any other rules as applied by Clause 6(1A) during such additional compulsory period of responsibility, notwithstanding that the loss or damage did not occur at sea.
(c) If COGSA applies then the provisions stated in COGSA shall govern the Carrier's liability throughout the Carriage by sea and the entire time that the Goods are in the actual custody of the Carrier or his Sub-Contractor at the container yard, freight station or area immediately adjacent to the sea terminal before loading onto the vessel or after discharge therefrom as the case may be. Where the Carrier requests the Carrier to procure Carriage by an inland Carrier in the United States of America, such carriage shall be subject to the inland Carrier's contract. If, for any reason, the Carrier is denied the right to act as agent only at these times, his liability for loss, damage or delay to the Goods shall be determined in accordance with Clause 6(2) hereof.
(d) If the Goods are discharged at a Port other than the Port of Discharge or (save in the United States of America) at a Place of Delivery instead of the Port of Discharge, and the Carrier in its absolute discretion agrees to a request to such effect, such further Carriage shall be undertaken on the basis that the Terms, Conditions and any other provisions of this bill of lading shall apply to the Carriage as if the ultimate destination agreed with the Merchant had been entered on the reverse side of this bill of lading as the Port of Discharge or Place of Delivery.
(2) COMBINED TRANSPORT
Save as otherwise provided in this bill of lading, the Carrier shall be liable for loss or damage to the Goods occurring from the time when he receives the Goods into his charge until the time of delivery to the consignee or consignee's agent.
(a) Where the stage of Carriage where the loss or damage occurred cannot be proved by the Merchant,
(1) The Carrier shall be relieved from liability where such loss or damage was caused by:
(a) an act or omission of the Merchant or Person acting on behalf of the Merchant other than the Carrier, his servant, agent or Sub-Contractor;
(b) compliance with the instructions of a Person entitled to give them;
(c) the lack or insufficiency of or defective condition 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 stowed;
(d) handling, loading, stowage or unloading of the Goods by or on behalf of the Merchant;
(e) inherent vice of the Goods;
(f) strikes or lock outs or stoppages or restraints of labour from whatsoever causes whether partial or general;
(g) fire, unless caused by the actual fault or privity of the Carrier, for which the Merchant shall have the burden of proof;
(h) a nuclear incident;
(i) any cause or event which the Carrier could not avoid as a consequence whereof he could not prevent by the exercise of reasonable diligence.
The burden of proof that the loss or damage was due to one or more of the causes or events specified in this Clause 6(2)(A) will rest upon the Carrier. Save that if the Carrier establishes that in the circumstances of the case loss or damage could be attributed to one or more of the causes or events specified in Clause 6(2)(A)(i)-(v), then it shall be presumed that it was 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 these causes or events.
(2) Where the stage of Carriage where the loss or damage occurred can be proved by the Merchant:
(i) The liability of the Carrier shall be determined by the provisions contained in any international convention or national law of the country, which provisions:
(a) shall be in force at the time when the loss or damage occurred; 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 Carriage where the loss or damage occurred and had received no evidence thereof any particular document which must be issued in order to make such international convention or national law applicable.
(ii) Where 6(2)(B)(i) above does not apply, any liability of the Carrier shall be determined by 6(1) in respect of loss or damage occurring during a sea leg or by 6(2)(A) in all other cases.
(3) GENERAL PROVISIONS
(a) Compensation
Subject to the Carrier's right to limit liability as provided for within this bill of lading, the Carrier's liability shall be calculated by reference to the FOB/FCA invoice value plus freight and insurance if paid. If there is no such invoice value, the value of the Goods shall be determined according to the value of the Goods at the place and time of delivery to the Merchant or at the latest of that time when the Goods have been so delivered.
(b) Package or Shipping Unit Limitation
(i) Where the Hague Rules, Hague-Visby Rules, COGSA or any other rules apply under this Bill of Lading by national law or pursuant to Clause 6(2)(B)(1) the Carrier's liability shall in no event exceed the amounts provided in the applicable national law or in the law hereby made applicable.
(ii) If only the Hague Rules Articles 1-8 (excluding Article 3, Rule 8) apply pursuant to Clause 6(1) or Clause 6(2)(B)(2) then the Carrier's maximum liability shall in no event exceed US\$500 per package or unit.
(iii) Where Carriage includes Carriage to from or through a port in the United States of America end COGSA applies pursuant to Clause 6(1)(A) or 6(2)(B)(1) neither the Carrier nor the Vessel shall in any event be liable for any loss or damage to or in connection with the Carriage of the Goods in an amount exceeding US\$500 per Package or customary freight unit.
(iv) In all cases such compensation shall not exceed the limitation of liability of US\$2.00 per kilo of gross weight of the Goods at the time and place where the claim arises.
(c) Ad Valorem: Declared Value of Package or Shipping Unit
The Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier of the Goods for shipment, such higher value being inserted on the front of this bill of lading in the space provided and, if required by the Carrier, extra freight paid. In such case, if the actual value of the Goods shall exceed such declared value, the Carrier's liability shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.
(d) Delay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever and howsoever caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the transport.
(e) Notice of Loss or Damage
The Carrier shall be deemed prima facie to have delivered the Goods as described in this bill of lading unless notice of loss of, or damage to, the Goods, indicating the general nature of such loss or damage, shall have been given in writing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods into the custody of the person entitled to receive delivery thereof under this bill of lading or if the loss or damage is not apparent, within three consecutive days thereafter.
(f) Time-bar
The Carrier shall be discharged of all liability whatsoever in respect of the Goods unless suit is brought in the proper form and written notice thereof received by the Carrier: (i) within nine months in respect of Combined Transport or (ii) within 12 months in respect of Port-to-Port Shipment after delivery of the Goods or the date when the Goods should have been delivered. In the event that such time period shall be found contrary to any convention or law compulsorily applicable, the period prescribed by such convention or law shall then apply but in that circumstance only.

7 MERCHANTS RESPONSIBILITY

(1) The descriptions and particulars of the Goods set out on the face hereof are furnished by the Merchant and the Carrier warrants to the Carrier that the description and particulars including, but not limited to, weight, content, measure, quantity, quality, condition, marks, numbers and value are correct.
(2) The Merchant shall comply with all applicable laws, regulations and requirements (including but not limited to any imposed at any time before or during the Carriage relating to anti-terrorism measures) of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses (including without prejudice to the generality of the foregoing, any freight charges, customs duties, charges, imposts, or losses) incurred or suffered by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.
(3) The Merchant undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having regard to their nature and in compliance with all laws, regulations and requirements which may be applicable.
(4) Goods which are or may become dangerous (whether or not so listed in codest), inflammable, damaging, infectious (including infectious materials), noxious or which are or may become liable to damage any property or Person whatsoever shall be tendered to the Carrier for Carriage without:
(a) the Carrier's express consent in writing; and
(b) the Container and/or other covering in which the Goods are to be transported and/or the Goods themselves being distinctly marked on the outside so as to indicate the nature and character of any such Goods and so as to comply with all applicable laws, regulations and/or requirements.
(5) If the Goods are or may become dangerous, inflammable, infectious, noxious or otherwise, or if in the opinion of the Carrier the Goods are or are likely to become a dangerous, inflammable and/or damaging nature, the same may at any time be unloaded, destroyed, disposed of, abandoned, or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's right to Charges.
(6) The Merchant shall be liable for the loss, damage, contamination, soiling, detention or demurrage before, during and after the Carriage of property (including, but not limited to, Containers) of the Carrier or any person or Vessel (other than the Merchant) referred to in Clause 6(2) hereof, if the Merchant or any person acting on his behalf or for which the Merchant is otherwise responsible.
(7) The Merchant shall indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 7 or from any cause in connection with the Goods for which the Carrier is not responsible.
(8) CONTAINERS
(i) Goods may be Consolidated by the Carrier in or on Containers and Goods may be Consolidated with other Goods.
(ii) The terms of this bill of lading shall govern the responsibility of the Carrier in connection with the Carriage of Goods in or on Containers to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.
(iii) If a container has been Consolidated by or on behalf of the Merchant:
(a) the Carrier shall not be liable for loss or damage to the Goods;
(i) caused by the manner in which the Container has been stuffed;
(ii) caused by the unsuitability of the Goods for condition in Container actually used;
(iii) caused by the unsuitability or defective condition of the Container actually used provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only apply if the unsuitability or defective condition would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;
(iv) If the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal it as may become.
(b) The Merchant shall indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by Clause 8(3)(A) above.
(9) Where the Carrier is required to provide a Container, in the absence of a written request to the contrary accepted by the Carrier, the Carrier is not under an obligation to provide a Container of any particular type or quality.
9 TEMPERATURE CONTROLLED CARGO
(1) The Merchant undertakes not to tender for Carriage any Goods which require temperature control without previously giving written notice (and filling in the box on the front of this bill of lading if this bill of lading has been prepared by the Merchant or a person acting on his behalf) of their nature and particular temperature range to be maintained and in the case of a temperature controlled Container Consolidated by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly Consolidated in the Container and that its thermometric controls have been properly set by the Merchant before receipt of the Goods by the Carrier.
(2) If the above requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods caused by such non-compliance.
(3) The Carrier shall not be liable for any loss of or damage to the Goods arising from defects, derangement, breakdown, stoppage of, or temperature controlling machinery, plant, insulation or any apparatus of the Container, provided that the Carrier shall before or at the beginning of the Carriage exercise due diligence to maintain the refrigerated Container in an efficient state.
10 INSPECTION OF GOODS
The Carrier or any Person authorised by the Carrier shall be entitled, but under no obligation, to open any container or package at any time and to inspect its contents. If it appears at any time that the Goods cannot safely or properly be carried, or carried further, either at all or without incurring any additional expense or (taking measures in relation to the Container or Goods, the Carrier may without notice to the Merchant (but as his agent only) take any measures and/or incur any reasonable additional expense to carry or continue the Carriage thereof, and/or to seal or dispose of the Goods and/or to abandon the Carriage and/or to store the

11 METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant:
(a) use any means of transport or storage whatsoever;
(b) load or carry the Goods on any Vessel whether named on the form hereof or not;
(c) transfer the Goods from one conveyance to another (including transhipping) same on a Vessel other than the Vessel named on the front hereof or by any transport whatsoever and even though transhipment or forwarding of the Goods been contemplated or provided for herein;
(d) at any place unpack and remove Goods which have been stuffed in or on a Con (forward the same in any manner whatsoever;
(e) proceed at any time and by any route in his discretion (whether or not the nearest) direct or customary or advertised route) and proceed to or stay at any place whatsoever or more often and in any order;
(f) load or unload the Goods from any conveyance at any place (whether or not the place is named on the front hereof is the intended Port of Loading or intended Port of Discharge);
(g) comply with any orders or recommendations given by any government or authority or any Person acting as agent or purporting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions;
(h) permit the Vessel to proceed with or without pilots, to tow or be towed or to be dry-docked;
(i) permit the Vessel to carry livestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or warlike stores and all armed or unarmed.
(2) The liberties set out in Clause 11(1) above may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriage of the Goods, including but not limited to loading or unloading of the Goods, bunkering, undergoing repairs, adjusting instruments, packing up or unloading with a view to the maintenance of the Vessel, the operation or maintenance of the Vessel and assisting Vessels in all situations. Anything done in accordance with Clause 11(1) above or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation of whatsoever nature or degree.

12 DECK CARGO AND LIVESTOCK

(1) Goods of any description whether containerised or not may be stowed on or under deck without notice to the Merchant unless on the front of this bill of lading it is specifically stipulated the Containers or Goods will be carried under deck and such stowage shall not be a deviation of the Carriage. If carried on deck, the Carrier shall not be required to note, mark or stamp the bill of lading carried on deck, the Carrier shall not be required to note, mark or stamp on the bill of lading any statement of such deck carriage Subject to Clause 13(2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such rules applicable to this bill of lading.
(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which are stated on the front of this bill of lading to be carried on deck and which are so carried (and livestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchant shall indemnify the Carrier against all and any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

13 DELIVERY OF THE GOODS

(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the detention of the Goods), whenever and however arising (whether or not the Carriage has commenced) the Carrier may:
(A) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon delivery shall be deemed to have been made and the responsibility of the Carrier in respect of such Goods shall cease;
(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under Clause 13(1)(A) above, to deliver the Goods to the Merchant.
In any event the Carrier shall be entitled to full Charges on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.
(2) The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any Person acting or purporting to act as or on behalf of such government or authority. This shall amount to due delivery to the Merchant.
(3) Any mention herein of parties to be notified of the arrival of the Goods is solely for information of the Carrier, and does not constitute such notification and shall not involve the Carrier in any liability nor relieve the Merchant of any obligation thereunder.
(4) If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled and without prejudice to any other rights that he may have against the Merchant without notice to remove from a Container the Goods or that part thereof if consolidated in or on a Container and to store the Goods or that part thereof ashore, afloat, in the open air or in any other place, and the Merchant shall be deemed to have accepted such storage (if paid for or payable by the Carrier or any agent or Sub-Contractor of the Carrier) shall forthwith upon demand be paid by the Merchant to the Carrier. Such storage shall constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

14 BOTH-TO-BLAME COLLISION

If the Vessel on which the Goods are carried (the carrying Vessel) comes into collision with any other Vessel or object (the non-carrying Vessel or object) as a result of the negligence of the non-carrying Vessel or object or the owner, charterer of or Person responsible for the non-carrying Vessel or object, the Merchant shall be deemed to have accepted such storage (if paid for or payable by the Carrier or any agent or Sub-Contractor of the Carrier) shall forthwith upon demand be paid by the Merchant to the Carrier. Such storage shall constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

15 GENERAL AVERAGE

(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jan Jan Clause as approved by BIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.
(2) Notwithstanding (1) above, the Merchant shall indemnify the Carrier in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made against the Carrier and shall provide such security as may be required by the Carrier in this connection.
(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

16 CHARGES

(1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.
(2) The Charges have been calculated on the basis of particulars furnished by or on behalf of the Merchant. In the event of any discrepancy between the particulars and the invoice for the Goods or true copy thereof sent to inspect, reweigh, remeasure and revalue the Goods and if the particulars are furnished by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.
(3) All Charges shall be paid without any set-off, counter-claim, deduction or stay of execution.
(4) Despite the acceptance by the Carrier of instructions to collect freight, charges or other expenses from any other person in respect of the transport under this bill of lading, the Merchant shall remain responsible for such monies on receipt of evidence of demand and the absence of payment for whatsoever reason.

17 LIEN

The Carrier shall have a lien on Goods and any document relating thereto for all sums whatsoever due at any time to the Carrier under this contract and for General Average contributions to whomsoever due. The Carrier shall also have a lien against the Merchant on the Goods and any documents relating thereto for all sums due from the Merchant to the Carrier under any other contract. The Carrier may exercise his lien at any time and at any place in or on the Goods and any documents relating thereto and the Merchant shall be deemed to have accepted such lien (as) survive the delivery of the Goods and (b) extend to cover the cost of recovering any sums due and for that purpose the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

18 VARIATION OF THE CONTRACT

No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the carrier who has the actual authority of the Carrier to waive or vary.

19 PARTIAL INVALIDITY

If any provision in this bill of lading is held to be invalid or inoperative by any Court or regulatory or self regulatory agency or body, such invalidity or unenforceability shall attach only to such provision. The validity of the remaining provisions shall not be affected thereby and this bill of lading contract shall be carried out as if such invalid or unenforceable provision were not contained therein.

20 JURISDICTION AND LAW

Whenever US COGSA applies, whether by virtue of Carriage of the Goods or to from the United States of America or otherwise, or losses occur during inland Carriage within the United States of America, this bill of lading is to be governed by United States law as the United States Federal Court of the Southern District of New York is to have exclusive jurisdiction to hear all disputes hereunder. In all other cases, this bill of lading shall be governed by and construed in accordance with (English) law and all disputes arising hereunder shall be determined by the (English) High Court of Justice in London) to the exclusion of the courts of any other country.

Handwritten notes in Turkish: "TARAFI FINANS KATILIM BANKASI A.S." and "TARAFI FINANS KATILIM BANKASI A.S." with a signature and stamp.

Goods ashore or afloat, under cover or in the open, at its absolute discretion considers most appropriate, which shall be deemed to constitute due delivery under this bill. Indemnify the Carrier against any reasonable additional expense exercising the liberties contained in this clause shall not be, in particular measures and shall not be liable for any loss, delay, from any action or lack of action under this clause.

TRANSFER BİLDİRİM FORMU



T.C. GÜMRÜK VE TİCARET BAKANLIĞI
Gümrük ve Ticaret Bölge Müdürlüğü
İlgili Gümrük Müdürlüğü

Genel Müdürlük

Esentepe Mahallesi, Büyükdere Caddesi,
Kristal Kule Binası, No:215 Şişli- İstanbul
Tel : 0212 318 50 00
Faks : 0212 318 58 50

Tarih : 17/03/2016

Banka referansı : 00341MP026623
İthalatçı adı /unvanı : SEGMENT BİLGİSAYAR DIŞ TİCARET LTD.ŞTİ.
İthalatçının vergi kimlik numarası : 7580183223
Adresi : İŞ : KUŞTEPE MAH. DEREBOYU CAD. NO:79-B
34387 34387 İSTANBUL ŞİŞLİ TÜRKİYE

Fatura / Proforma Fatura tarih ve sayısı :
Transfer edilen tutar Döviz cinsi : 5551.00 USD
Transfer edilen dövizin kaynağı :
X) İthalatçının döviz hesabı
() Banka kaynağından döviz satışı
() Kredi kartı
() İhracat bedelinden mahsup
() Döviz kredisi

Transfer tarihi : 17/03/2016
İhracatçı firma unvanı : DONGGUAN SHANGGUI ELECTRONICS CO.,
LTD.

Ödeme şekli : Peşin Ödeme
Tahsil edilen komisyon ve masraf toplamı : .00 TL
Yukarıda ayrıntısı yazılı olan ithalat işlemi ile ilgili mal bedeli transferi Bankamız tarafından gerçekleştirilmiştir.

Saygılarımızla,
FİNANSBANK A.Ş.
MECİDİYEKÖY Şubesi

Form No : FRM.0619

Revizyon No : 0

Yayın Tarihi : 15.02.2007



TRANSFER BİLDİRİM FORMU

T.C. GÜMRÜK VE TİCARET BAKANLIĞI
Gümrük Ve Ticaret Bölge Müdürlüğü
İLGİLİ GÜMRÜK MÜDÜRLÜĞÜ

Tarih : 14/07/2016
Banka Referansı : 028VL20160015
İthalatçı Adı / Ünvanı : SEGMENT BİLGİSAYAR DIŞ Tİ CARET LTD.ŞTİ.
İthalatçının Vergi Kimlik Numarası : 7580183223
Adresi : KUŞTEPE MAH. ŞEHİT ER CİHAN NAMLI CD. NO: 79B ŞİŞLİ ŞİŞLİ İSTANBUL
Transfer Edilen Döviz Cinsi : USD 49,462.07
Transfer Edilen Dövizin Kaynağı : İthalatçının döviz hesabı
[] Banka kaynağından döviz satışı
[] Kredi kartı
[] İhracat bedelinden mahsup
[] Döviz kredisi
Transfer Tarihi : 14/07/2016
İhracatçı Firma Ünvanı : DONGGUAN SHANGGUI ELECTRONICS CO LTD
Ödeme Şekli : VADELİ L / C
Tahsil edilen komisyon ve masraf toplamı : TRL 0.00
Fatura/Proforma Fatura Tarih ve Sayısı : ___/___/___ -

Yukarıda ayrıntısı yazılı olan ithalat ile ilgili mal bedeli transferi Bankamız tarafından gerçekleştirilmiştir.

Saygılarımızla,
TÜRKİYE FİNANS KATILIM BANKASI A.Ş.
MECİDİYEKÖY ŞUBE

SEGMENT BILGISAYAR DIS TIC LTD STI

Adres: KUŞTEPE MAH. ŞEHİT ER CİHAN NAMLı CAD. D.:
B No:79 ŞİŞLİ/İSTANBUL
Vergi Dairesi: BOĞAZİÇİ KUR.
VKN: 7580183223



Fatura No: İTH201600000104

Özelleştirme No : TR1.2
Senaryo : TİCARİ FATURA
Fatura Tipi : İSTİSNA
Fatura Tarihi : 12.07.2016
Fatura Saati : 13:42:00

ETTN: 60898f73-9b9e-44e2-9ff2-fb6e523b03d4

1	Navlun Bedeli	1,00	Adet	1.225,00USD	0,00	0,00USD	0,00	0,00USD	1.225,00USD
	• Sayıonly Thousand Two Hundred Twenty Five USD								1.225,00USD
	• Alış USD 2.8981								
	• İŞ BU FATURA DÖVİZ OLARAK ÖDENECEKTİR. FATURA KAYIT TUTARI 3550.17 TL'dir.								0,00
	•								1.225,00USD
									1.225,00USD

20160600217 - 01

DONGGUAN SHANGGUI ELECTRONICS CO. LTD
TO THE ORDER OF TURKIYE FINANS KATILIM
BANKASI A.S.
SEGMENT BILGISAYAR DIS TICARET LTD STI
UASC JILFAR
1624
SHENZHEN
KUMPORT, TURKEY
841 CTNS
COMPUTER MOUSE
6813.3 KGS
TCLU 509617-4 / 20'DC

Vergi İstisna Muafiyet Sebebi: 13/b Deniz ve Hava Taşıma Araçları İçin Liman Ve Hava Meydanlarında Yapılan Hizmetler.

FİNANSBANK (0111)	OSMANBEY ŞUBESİ (00979)	TL	22496289	TR74 0011 1000 0000 0022 4962 89
FİNANSBANK (0111)	OSMANBEY ŞUBESİ (00979)	USD	22496290	TR47 0011 1000 0000 0022 4962 90
FİNANSBANK (0111)	OSMANBEY ŞUBESİ (00979)	EUR	22496292	TR90 0011 1000 0000 0022 4962 92
GARANTİ BANKASI (0062)	LEVENT ŞUBESİ (00401)	TL	6201732	TR29 0006 2000 4010 0006 2017 32
GARANTİ BANKASI (0062)	LEVENT ŞUBESİ (00401)	USD	9010123	TR21 0006 2000 4010 0009 0101 23
GARANTİ BANKASI (0062)	LEVENT ŞUBESİ (00401)	EUR	9010124	TR91 0006 2000 4010 0009 0101 24

Acente No: 2838
Police No: 26435659 Y-0
Müşteri No: 76995-0
Teklif Tarihi: 18-06-2016

411 NAKLİYAT ABONMAN SİGORTA POLİÇESİ

Sigortalı : SEGMENT BİLGİSAYAR D İŞ TİCARET LTD.Ş Tİ.
Adres : İSTANBUL ŞİŞLİ ŞİŞLİ İSTANBUL
Vergi No: 7580183223 Vergi Dairesi: ZİNCİRLİKUYU
Fax No: Cep No: 553****64 Tel No:

Sigortacı: ERGO SİGORTA ANONİM ŞİRKETİ
Vergi No-Dairesi:481 005 56 76 / Büyük Mükellefler Vergi Dairesi Başkanlığı

Sefer Bilgileri

Abonman Sözleşme No: 25222056
A.Sözleşme Başlangıç Tarihi : 03-09-2015 A.Sözleşme Bitiş Tarihi : 03-09-2016
Nakil Aracı: DENİZYOLU Y.DIŞI - UASC JILFAR
Sefer Başlangıç Yeri : CHIWAN/ÇİN Sefer Bitiş Yeri : /TÜRKİYE
Surveyor Adı: ERGO SİGORTA A.Ş.
Surveyor Adresi: Saray Mah. Dr. Adnan Büyükdenez Cad. No:4 Akkom Ofis Park 2.Blok Kat: 10-14
34768 Ümraniye / İstanbul
Surveyor Tel : 0090 216 554 81 Surveyor Fax : 0090 216 474 13
00 87/88
Sigorta Konusu : BİLGİSAYAR VE AKSAMLARI

Sigorta Bedeli

İlave Bedel : %10.0 Döviz Cinsi: USD
Döviz Sigorta Bedeli 55,013.07 Kur : 2.8886
EMTEA TL 158,910.75
İLAVE BEDEL TL 15,891.08
TOPLAM SİGORTA BEDELİ: TL 174,801.83

ERGO SİGORTA ANONİM ŞİRKETİ, sigortalının beyanına bağlı olarak, bu poliçede belirtilen kıymetleri, aşağıda yazılı hususi ve bu poliçeye ekli matbu genel ve özel şartlar, ek madde ve kloxlar ile YALNIZ Sekseniki TL ElliDokuz KR tutan prim ve teferruatı mukabilinde sigorta eder.

Fiyatlar % (TL)

ALL RISKS- SRCC DAHİL 0.045

Primler (TL)

Net Prim 78.66
Gider Vergisi 3.93
Brüt Prim(TL) 82.59

Ödeme Planı

Vade Tutar (TL)
18-07-2016 82.59

-Bu poliçe, bir asıl olarak düzenlenmiştir.

-Hasar vukuunda umumi şartların 22.maddesi mucibinde derhal ŞİRKETİMİZE müracaatla hasarın tespit ettirilmesi lazımdır. Aksi takdirde müfredatı yazılı mallar üzerinden hiçbir hasar talebi kabul edilmeyecektir. Hasar tespitinin gümrük antreposunda nakliyecisi,ambar temsilcisi ve sigorta experleriyle müşterek yapılması şarttır.Poliçe ücreti şirketin yetkilisi tarafından taşıyan makbuz mukabilinde ödenmelidir.İşbu poliçenin ücreti peşin olup sigortacının merkezi veya acentesinin işyerinde ödenecektir.

1033220142

Basım 2838-26435659 nolu poliçenin devamıdır.

Teminatlar ve Özel Şartlar

-Sigortalı veya sigorta ettiren, rizikonun gerçekleştiğini öğrendiği anda gecikmeksizin sigortacıya 0 850 211 1 111 numaralı telefondan bildirimde bulunmalıdır.

-İşbu sigorta sözleşmesi; bilgilendirme formu, sigorta ettirenin beyan ve sunduğu bilgi ve belgeler ile varsa doldurduğu soru formuna göre hazırlanan yukarıda numarası belirtilen teklif gereğince, poliçede belirtilen genel şart (lar), özel şartlar ve klozlar çerçevesinde, elektronik ortamda tek nüsha olarak düzenlenmiştir. Sigorta sözleşmesinin bir ispat vasıtası işbu poliçe, ekli genel şart (lar), özel şart (lar) ve klozlar ile birlikte teslim edilmiştir. Bahsi geçen genel şartlara, ayrıca Şirketimizin www.ergoturkiye.com adresinden her zaman ulaşılabilir.

--İşbu poliçe aşağıda yazılı klozlar mucibince akdedilmiştir.

Ekli : Nakliyat Emtea Poliçesi Umumi Şartları

Institute Cargo Clauses [A] 1.1.82 CL.252 (Söz konusu klozun 19.maddesi hükümsüzdür.)

Institute War Clauses [Cargo]1.1.82 CL.255 (Söz konusu klozun 14.maddesi hükümsüzdür.)

Institute Strikes Clauses [Cargo] 1.1.82 CL.256 (Söz konusu klozun 14.maddesi hükümsüzdür.)

Institute Strikes Clauses [Air Cargo] 1.1.82CL.260 (Söz konusu klozun 12.maddesi hükümsüzdür.)

Institute Air Cargo Clauses1.1.82 CL.259 (Söz konusu klozun 16.maddesi hükümsüzdür.)

Institute War Clauses [Air Cargo] 1.1.82 CL.258 (Söz konusu klozun 12.maddesi hükümsüzdür.)

Institute Classification Clause 1.1.2001 CL.354

Cargo ISM Endorsement

Electronic Date Recognition Clause

Institute Radioactive Contamination, Chemical, Biological, Bio-Chemical and Electromagnetic Weapons Exclusion Clause10.11.2003 CL.370

Institute Cyber Attack Exclusion Clause 10.11.2003 CL.380

Cargo Termination of Storage In Transit Clause

Sanction Limitation and Exclusion Clause

Institute War Cancellation Clause [Cargo]1.12.82 CL.271

Paramount War and Strikes Cancellation Clause

Sigortacının 7 günöncesinden ihbar etmek kaydıyla harp, 48 saat öncesinden ihbar ederek te grev teminatını sona erdirmeye hakkı vardır. Kara taşımalarında harp teminatı verilememektedir. Sadece grev, lokavt ve sivil halk hareketleri teminata ilave edilebilir.

Ademi Teslim Klozu

(Karayolu/Havayolu/Demiryolu)

Ademi teslimden mütevellid tazminatın poliçede yazılı nakil vasıtasının varma mahalline vusulünden itibaren üç ay geçmedikçe verilmeyeceği taraflar arasında kararlaştırılmıştır.Dongguan Shanggui Electronics Co Ltd

Konşimento No : YGM16040001

GEMİ + TIR

Sözleşmeye Aracılık Eden Sigorta Acentesinin

Acente Ünvanı: DOSTUM SIGORTA
ARACILIK HİZMETLERİ
LTD.ŞTİ.

Levha Kayıt no: T15126-CMRM

Telefon: 2164954915 Kayıt numarası: 200908825

E-Mail: dostum.sigorta@acent
e.ergoturkiye.com

Faks: 2164954913 İmza:

Adres: İl: İSTANBUL
İlçe: ÜSKÜDAR ÜSKÜDAR

Teknik Personel Bilgisi:

Adı-Soyadı : ADEM CİVAN

-İşbu poliçe yukarıda Levha kayıt numarası ve ünvanı belirtilen acente tarafından düzenlenmiş olup, her ne suretle olursa olsun farklı bir acente tarafından poliçeye aracılık edilmesi 5684 sayılı Sigortacılık Kanununa aykırılık oluşturmaktadır.