ght unit by virtue or incorporation of the U.S. Carriage of Goods by Sea Act ("COGSA"),unless the Merchant aspects subject to the provisions of COGSA

NOTICE 3: If Goods carried on deck at Merchant's risk without responsibility for loss or damage howsoever caused

OF001

HQD 01/01

CHILD Received the Container/Package or other units indicated in the box identified as "Total No of Containers/Packages received and acknowledged by Carrier" in apparent good order and condition, unless otherwise indicated, to be transported and delivered as herein provided. Declared Cargo Value US\$
FREIGHT & CHARGES PAYABLE AT .If Merchant enters a value, Carrier's limitation of liability shall not apply and the ad valorem rate will be charged.

SERVICE CONTRACT NO. | DOC FORM NO. | COMMODITY CODE | Received the 0 TARIFF ITEM CODE FREIGHTED AS RATE PREPAID COLLECT The receipt, custody, carriage and delivery of the goods are subject to the terms appearing on the face and back hereof and to the Carrier's applicable tariff. In witness whereof 3 original bills of lading have been signed, one of which being accomplished, the other(s) to be void.

DATE CARGO RECEIVED DATE LADEN ON BOARD of 29 SEP 2022 DATED 29 SEP 2022 The printed terms and conditions appearing on this Bill of Lading are available at www.oocl.com, in OOCL's published US tariffs, and in SIGNED OOCL (INDIA) PRIVATE LIMITED pamphlet form + STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING ◆ SEE CLAUSE 1 HEREOF o SEE CLAUSE 2 HEREOF , as agent for

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER+

VESSEL: LOTUS A		VOYAGE: 012 T	B/L	NO.: OOLU2707338370
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	DESCRIPTION OF GOODS	GROSS WEIGHT	MEASUREMENT
		PLANT APPROVAL NO. 1108 HS CODE: 0306 SHIPPING BILL NO. DT. 26.09.2022		
		TOTAL NET WEIGHT: 20000 KGS TOTAL NET DEGLAZED WEIGHT: 14000 KGS TOTAL GROSS WEIGHT: 22100 KGS DATA LOGGER:		
		TEMPERATURE SETTING TO BE AT - 18 DEGREE CELSIUS		
CALCULATION OF PAC DESTINATION CHARGES LAWFULLY DEMANDS DE	INERS/PACI KAGE LIMI COLLECT LIVERY OF UNT, CONT ADDRESS: B	AGES RECEIVED & ACKNOWLEDGED BY C. ATION (IF APPLICABLE): 1 CONTA ER LINE TARIFF, AND TO BE COLLECT THE CARGO. INER(S) SEALED BY SHIPPER	INER(S)/PACKAGE	I(S)
DELIB	ERATELY L	FT BLANK AND CONTINUE ON NEXT PAG	E	

SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

, as agent for

COPY NON NEGOTIABLE

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

B/L NO.: OOLU2707338370 TERMS AND CONDITIONS (Also Available in Pamphlet Form from the Carrier or its Agents)

The printed terms and conditions appearing on the face and reverse side of this Bill of Lading are available at www.oocl.com, in Carrier's published US tariffs, and in pamphlet form

If the stage of carriage where loss or damage occurred is not known Exclusione

- An act or omission of the Merchant: lexuficiony or defective condition of packing or marking. Complation with the instructions of persons entitled to give them: Handling, loading, stowage or unloading of the Goods by the Merchant: Interest vice of the Goods: Sitike, lockout, stoppage or restraint of labour from whatever cause whether partial or general; A nuclear incident.

inding anything provided for in Clause 4(B)(1) if the stage of the carriage where loss or damage to the Goods is kin ct to the operation of Clause 4(C) which shall apply where loss or damage occurs to the Goods from the time when is loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at scharge the Carriers liability in respect of any such loss or damage occurring shall be determined as follows:

2. The Currier shall not be table in any capacity materiorer for loss or delay to the Goods or on-delayer or misched the control of the Goods or on-delayer or misched the control of the Goods or on-delayer or misched the control of the Goods or on-delayer or misched the control of the Goods or on-delayer or misched the Goods or on-delayer on-delayer or on-delay

Septicine national or international safety standards and in it in all respects for camage by the Camer.

MERICHATS RESPONSIBILITY AND INDEMNIFICATION
1. All of the persons coming within the definition of Merchart shall be jointly and severally liable to the Carrier for the dustributed of all obligations understates by the Merchart in this fill of Lading and remains so liable throughout the transportation routestasshing their having transferred this fill of Lading and/or title to the Cooks to another pasty.

Lading have been checked by the Shipper on needed of this fill Calledge and that such particulars and any other particulars functions between the control of the fill of Lading have been checked by the Shipper on needed of this fill Calledge and that such particulars and any other particulars functions of the fill of Lading have been checked by the Shipper on needed of this fill Calledge and that such particulars and any other particulars functions to the fill of Lading have been checked by the Shipper of the Carrier to such indemnity shall in no way time its responsibility and liability under or indebeguage of such particulars. The right of the Carrier to such indemnity shall in no way time its responsibility and liability under notice of their nature and the required temperature setting of the themson and the required temperature setting of the themson and the capital expension of the such and the such and the capital expension of the such and the

DECK CARGO AND LIVESTOCK (not being Goods stored in Comainers other than flats or pallets) which are stated herein to be carried or deck and k herber or not carried on deck, are carried without responsibility on the part of the Carrier for loss or damage of sever nature string during carriage by sea whether caused by unseaworthness or negligence or any other cause were, recept that in respect of Goods carried or for them the limits distree of America Goods are carried on deck at the rts risk as to perils inherent in such carriage but in all other respects subject to COGSA.

12) DESCRIPTION OF GOODS

This Bill of Lading shall be prima facine evidence of the receipt by the Carrier in external apparent good order and accordation except as contenium stored or botal number of Containers or other packages or units identified on the face hereof as Total Number of Containers/Packages received and advisor/adept by the Carrier.

No representation is made by the Carrier as to the weight contents, measure, quantity, quality, description, condition, marks, numbers or value of the Goods and the Carrier shall be under no responsibility whatsoever in respect of such description.

acc of the Bit of Lading.

NOTIFICATION AND DELIVERY
Except as provided by terif, lawy mention herein of notify parties is solely for the Carrier's information, and failure to give itscribed has provided by terif, lawy mention herein of notify parties is solely for the Carrier's applicable terif.

The Merchant that liste delivery of the Goods within he time provided for in the Carrier's applicable teriff.

If the Merchant has to take delivery of the Goods or part of them grups experient on the teriffs periodicted free time, the first the Merchant threat the sole to the parties of the sole to the parties of the sole to the carrier's applicable teriff.

It will be a sole of the parties of the sole of the parties of the

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**Taming of the Coods or other discrepancies of the Goods, who was a sample of the Goods or other discrepancies of the Goods, who was a sample of the Goods or other discrepancies of the Goods or other discrepancies of the Goods or any part thereof, by the Carrier whether or not such freight and changes are stated on the face of this Bill of Lading or the Coods and Analyses (middle or Collect at declaration, and shall be paid in hill widout offsets, constrainting or the Coods and or the Coods and the Coods and

7) MATTERS AFFECTING PERFORMANCE. If st any time the performance of the contract evidenced by this Bill of Lading is or is likely to be affected by any hindrance, risk, delay, difficulty or dissolvantage of whatsoner kind which cannot be wooded by the exercise of reasonable endeavours, the Carrier (whater or not the transpot is commercing may willout notice to the Merchant test the performance of this contract as terminated and place the Goods or any part of them at Merchant's deposal are any place or port notive that the Carrier range been and set and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease. The Carrier shall revertheless be entitled to full freight and changes on Goods received for transportation, and the Merchant shall pay any additional costs of carriage to and delivery and stonge at such place or port.

SIGNOUS STATINS, aft of in participate (Toffm.)

METHODOS AND ROUTES OF TRANSPORTATION. The Carrier may at any time and without notice to it Merchant (a) use any means of transport or stronge withstowers (b) for any purpose whatsower transfer the Goods for asseme on a substitute vessel or of harviest transfer the Goods from one conveyance on an extended vessel or of harviest transfer the Goods from one conveyance on a notification of the Goods may not have been contemplated or provided for hereint; (a) proceed by any note whether or not such as the nesteen or most direct or canadra you late to the formation of the Goods may not have been contemplated or provided for hereint; (a) proceed by any note whether or not such as the nesteen of the contemplate of provided for hereint; (a) proceed by any note in propose. (b) proceed in the provided for the formation of t

consequences loss or usuage areas forming volcate, and excellent subconversables be into ageing scale or any south deat of indicate or consequential loss or disrange, such liability shall in no evert exceed the fleight again for the transport covered by this Bill of Lading.

3. The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant whether before or after the Goods are received by the Carrier for transportation or shelver to the Merchant.

the costs of replacement, transportunes ***...**...*

20) INSPECTION OF GOODS

ADMINISTRATION OF GOODS

To Charles shall be entitled, but only not deligation, to goes any Container at any time such to region to the second container at any time such to region to the container at any time such to region to the container of the co

21) VARIATION OF CONTRACT. Merchant agrees that this Bill of Lading constitutes the entire agreement between the parties. There are no understandings to the subject market of this agreement other than as herein set forti, and any such actual or purposing brit or to contemporanceus understandings or communications are hereby advaged. No servant or agent of the Cartier shall have power to waive or vary any of the term hereof unless such waiver or variation is in wifting and is specifically authoritied in witting by the Cartier. Subject to Glause 3. all agreements or freight regignments for the subjection of the Glooks.

LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, si-rers shall be entitled to the same rights of limitation as are or would be available to the owner of the Ver-last Limitation Convention of 1957, the London Limitation Convention of 1976 or any other applicable conve-, governing the rights of shipowners to limit their fability in accordance with the tornage or value of the

consequences interect.

20 NOTICE OF LOSS: TIME BAR

1. Unless notice of loss or damage to the Goods and the general nature of it be given in writing to the Carrier at the Time of Delivery before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading, or if the loss or damage be not apparent, within seven consecutive days thereafter, such removal shall be prima bace evidence of the delivery by the Carrier of the Goods described in this Bill of Lading.

2. Subject to Clause 26(3), the Carrier shall be discharged of all faisility under this Bill of Lading unless suit is trought and written notice them of the control of the Coods. In the case of total loss of the Goods have been shall delivery of the Goods. In the case of total loss of the Goods have been after delivery of the Coods. In the case of total loss of the Goods have been after of trigger little gap by by incorporation or by force of them, the Carrier shall be described from all lability when the Coods have been delivered.

obligations of all parties concerned in correction with the carriage of the Goods hereunder shall be governed by an control in accordance with English law and any and all claims, sust, proceedings or disputes hossower strings in correction such Bill of Ladring, contract, right and obligations shall be determined in accordance with English law. If the carriage of Goods hereunder is longer trade by, from or history ap not in the United States or if COGSA shall for reason witsomer apply computionly to the carriage of the Goods hereunder is longer in the Committee of the Code hereunder them this Bill of Ladring, the correct control and other violences hereunder them this Bill of Ladring, the correct control and other violences hereunder them this Bill of Ladring, the correct control with the carriage of the COGSA hereunder them this Bill of Ladring, the correct control with the carriage of the COGSA hereunder them this Bill of Ladring, the correction with the carriage of the COGSA hereunder them the Bill of Ladring, control, and the CogsA hereunder them the CogsA hereunder the third them the CogsA hereunder them the CogsA hereunder

SIGNED OOCL (INDIA) PRIVATE LIMITED

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