PAGE: 1 OF 3 **BILL OF LADING** (Non Negotiable Unless Consigned to Order)

LINE, AS CARRIER♦

SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)					2707720290 OOLU2707720290					
VKM FOODS PRIVATE LIMITED					EXPORT REFERENCES					
202, RAHEJA ARCADE, PLOT NO.						RATE FOLDER 00044037				
61, SECTOR-11, CBD BELAPUR, OPY NON NEGO NAVI MUMBAI - 400 614.					TIABLE					
DISTRICT-THANE, * CONSIGNEE (COMPLETE NAME AND ADDRESS)					FORWARDING AGENT-REFERENCES					
KYOKUYO CO., LTD					FMC NO.:					
3-5, 3-CHOME, AKASAKA,										
MINATO-KU,										
TOKYO JAPAN					POINT AND COUNTRY OF ORIGIN OF GOODS					
NOTIFY PARTY (COMPLETE NAME AND ADD	DRESS) (It is agreed that no respo	nsibility shall be attached	to the Carrier or its Agents for failure	e to notify	ALSO	O NOTIFY PARTY-ROU	TING & INST	RUCTIONS		
KYOKUYO CO., LTD					*STATE- MAHARASHTRA, INDIA					
3-5, 3-CHOME, AKASAKA,										
MINATO-KU,										
TOKYO JAPAN										
PRE-CARRIAGE BY	PLACE OF RECEIPT NHAVA SHEVA, INDIA									
VESSEL/VOYAGE/FLAG		PORT OF LOADING	G INDIA		LOAI	DING PIER/TERMINAL		ORIGINALS TO BE	RELEASED AT	
HAIAN MIND 016 E		NHAVA SHEVA, INDIA			MUMBAI					
PORT OF DISCHARGE TOKYO, JAPAN		PLACE OF DELIVERY TOKYO, JAPAN			I	TYPE OF MOVEMENT (IF MIXED, USE DESCRIPTION OF PACKAGES AND GOODS FIELD) CY / CY CY / CY				
CHECK "HM" COLUMN IF HAZARDOUS MATERIAL) PARTICULARS DECLARED BY SHIP				LIDDED						
CNTR. NOS. W/SEAL NOS.	QUANTITY H	DESCRIPTION OF GOODS			БОТТ	GROSS WEIGHT			MEASUREMENT	
MARK & NUMBERS OOLU6461692 /OOLGI	D1529 /	1600 C	ARTONS		CT./	FCL /40RO	/2560	0 000KGS		
	-									
SHIPPING MARK: 1600 FROZEN PEELED & DE KKY/TOKYO CARTONS VANNAMEI SHRIMP								0.000KGS T WEIGHT	40.000CBM	
	PACKING: 6 X 1.800 KG NE WEIGHT AND COUNT				ET []		80.000KGS			
	AS PER PROFORMA INVOICE NO. PI/D/22-23/40 DTD 05.08.2022									
		SPECIES (SCIENTIFIC NAME LITOPENAEUS VANNAMEI			E):					
					GS	3S				
		TOTAL CARTONS: 1600 NET WEIGHT: 17280.00 KG: GROSS WEIGHT: 25600.00 I INVOICE NUMBER:VKM/S/22-2 DATE:07.10.2022				KGS -23/048				
		EMPERATURE SETTING TO BE A				E AT -				
	** 70	20 DEGRE	E CELSIUS	GIUS ON ATTACHED LIST **						
NOTICE 1: For carriage to or from the United States of Ar declares a higher cargo value below and pays	merica,(i) Clauses 4 and 23 on the re the Carrier's ad valorem freight char	verse side hereof limit the ge: and (ii) if carried on de	Carrier's liability to a maximum of L	J.S.\$500 per pad	ckage or cu	ustomary freight unit by virtue	or incorporation the provisions of	of the U.S. Carriage of Good of COGSA.	s by Sea Act ("COGSA"),unless the Merchant	
NOTICE 2: See Clause 28 on the reverse side hereof: No NOTICE 3: If Goods carried on deck at Merchant's risk with the control of the control	otice to Endorsee and/or Holder and/o ithout responsibility for loss or damag	or Transferee. e howsoever caused.								
PREIGHT & CHARGES PAYABLE AT:			rs a value, Carrier's lim RVICE CONTRACT NO.	DOC FOR		y shall not apply an COMMODITY CODE	d the ad v	alorem rate will be	Received the Container/Package or other units	
				0					indicated in the box identified as "Total No. of Containers/Packages received and acknowledged by Carrier" in apparent good	
CODE TARIFF ITEM	FREIGHTED AS	RATE	PREPAID			COLLECT			order and condition, unless otherwise indicated, to be transported and delivered as herein provided.	
									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 o	
									9 OCT 2022	
									DATED	
									9 OCT 2022	
The printed terms and conditions appearing on t available at www.oocl.com, in OOCL's published					SIGNED OOCL (INDIA) PRIVATE LIMITED BY:					
pamphlet form.					DI:					
+ STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING • SEE CLAUSE 1 HEREOF o SEE CLAUSE 2 HEREOF						, as agent for				
QF001 HQD 01/01							ORIE	NT OVERSEAS		

PAGE: 2 OF 3 PROFORMA - NON NEGOTIABLE

VESSEL: HAIAN MIND VOYAGE: 016 E B/L NO.: OOLU2707720290 QUANTITY (FOR CUSTOMS DECLARATION ONLY) DESCRIPTION OF GOODS GROSS WEIGHT MEASUREMENT _____ OCEAN FREIGHT PREPAID

TOTAL NO. OF CONTAINERS/PACKAGES RECEIVED & ACKNOWLEDGED BY CARRIER FOR THE PURPOSE OF CALCULATION OF PACKAGE LIMITATION (IF APPLICABLE): 1 CONTAINER(S)/PACKAGE(S)

DESTINATION CHARGES COLLECT PER LINE TARIFF, AND TO BE COLLECTED FROM THE PARTY WHO LAWFULLY DEMANDS DELIVERY OF THE CARGO.

SHIPPER LOAD AND COUNT, CONTAINER(S) SEALED BY SHIPPER

DESTINATION OFFICE ADDRESS:

ORIENT OVERSEAS CONTAINER LINE LIMITED JAPAN BRANCH BYF., GATE CITY OSAKI EAST TOWER, 1-11-2 OSAKI, SHINAGAWA-KU, TOKYO 141, JAPAN (81) 3-34936262 DELIBERATELY LEFT BLANK AND CONTINUE ON NEXT PAGE

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for

COPY NON NEGOTIAB

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

PROFORMA - NON NEGOTIABLE VOYAGE: 016 E VESSEL: HAIAN MIND B/L NO.: OOLU2707720290

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

Combined Transport
is Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance
min the Place of Recept or the Port of Loading whichever is applicable to the Place of Delivery or the Port of Dis
is applicable and, save as is otherwise provided for in this Bill of Loading, the Carrier's liability for loss or damage
all the as follows: If the stage of carriage where loss or damage occurred is not known Exclusione

- An act or orision of the Merchaet troutlicency or detective consists of packing or making, troutlicency or detective consists of packing or making. The packing troutliness of the packing of the Goods by the Merchant, Handling, loading, stowage or unloading of the Goods by the Merchant, Inherent vice of the Goods. Stills, 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 country of the Coods or on-delayer or misched the country of the Goods or on-delayer or misched the country of the Coods or on-delayer or misched the country of the Coods or on-delayer o

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 Calledg and that such particulars and any other particulars flurinshed by or on behalf of the Shipper are adequate, accounts and cornect.

3. The Shipper shall indemnify the Carter against all loss, damage and exponses arising or resulting from inaccurates in or inadequacy of such particulars. The right of the Carrier to such indemnify shall in no way time its responsibility and liability under notice of their nature and the required temperature setting only only the carrier.

3. The Shipper standard setting the Carrier against all loss, all the carrier against all loss, there is the carrier against all loss, the carrier against all loss, there is the carrier against all loss, the carrier against all loss and against the found and

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.

2) DESCRIPTION OF GOODS

This Bill of Lading shall be prima face evidence of the receipt by the Carrier in external apparent good order nordion except as otherwise noted of the total number of Containers or other packages or units identified on the face hereo Total Number of Containers Packages received and advancedaged by the Carrier.

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

- 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 late delivery of the Goods or part of them grups experient on the teriffs periodicted free time, the first the Merchant that is to late delivery of the Goods or part of them grups experient on the teriffs periodical free time, the second is packed an Container and/or store or warehouse the Goods or any part thereof ashore, afford, in the open or cover at the sole first and expenses of the Merchant. Therepore, the lability of the Carrier in respect of the Goods shall be widely and the costs of such storage if paid or payable by the Carrier or any spent or sub-contractor of the Carriery has a first or the contractive existing the costs of such storage if paid or payable by the Carrier or any spent or sub-contractor of the Carriery has a first or the contractive existing the costs of such storage of or fault and the costs of such storage of the contractive existing the cost of such storage of the sub-cost or the contractive existing the cost of the sub-cost or the cost of the sub-cost or the contractive existing the cost of the sub-cost or the sub-cost or the cost of the sub-cost or the cost of the sub-cost or the cost of the sub-cost or the sub-cost

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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 without offset, 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 to 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 of t

- 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 matter of this agreement other than as herein set forti, and any such actual or upported pict to recontemporations understandings or communications are hereby advaged. No servant or agent of the Carlier shall have power to waive or vary any of the terms hereof unless such valveor or variations in writing and is specifically advanticed in writing by the Carlier. Subject to Status 2, all agreements or height engagements for the subpress of the Carlier subject of the Garden Subject to the subpress of the Garden Subject to the subpress of the Garden Subject to the Subjec

- LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, steeps shall be entitled to the same rights of limitation as are or would be available to the owner of the Vessel schmidtson Convention Convention of 1957, the London Limitation Convention of 1978 or any other applicable core, governing the rights of shipowners to limit their liability in accordance with the tonrage 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, susts, proceedings or disputes hossower arrian; 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 long-trusted, by more of hossing-by a port in the Uniform States or If COGSA shall for reason witsomer apply computionly to the carriage of the Goods hereunder is long-to-control with the carriage of the Codd hereunder been this Bill of Ladring, the correct control and other violences the level, and the eights and collegations of all parties controlled in control with the carriage of the Codd hereunder been this Bill of Ladring, inc. state, proceeding of the Codd hereunder the control with the carriage of the Codd hereunder been the Bill of Ladring, control, and the control of the Codd hereunder the control of the Codd hereunder the codd hereunde

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER

COPY NON NEGOTIABLE LINE, AS CARRIER