OOCL ORIENT OV	erseas Cont	IAINER LINI	PROF	ORMA – NON NE	GOTIABLE	BILL OF LADING (Non Negotiable Unless Consigned to Order)		
SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)				BOOKING NO.	BILL OF LADI	NG NO.		
SANCHITA FROZEN FOODS				2700388050 EXPORT REFERENCES	OOLU2	700388050		
PVT.LTD.		RATE FOLDER 00044037						
OFFICE NO.607, 6TH FLOOR				IN SHPR IEC	IN SHPR IEC 0305019848			
OFFICE NO.607, 6TH FLOOR OPY NON NEGO NMS TITANIUM, PLOT NO. 74,								
SECTOR -15, CBD BE CONSIGNEE (COMPLETE NAME AND ADDRES			FORWARDING AGENT-REFERENCES					
SEA TREASURE SEAFOODS LTD.				FMC NO.:				
60-64 MAHANA ROAD,								
HAMILTON, NEW ZEALAND								
				POINT AND COUNTRY OF O	RIGIN OF GOODS			
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) (It is agreed that no responsibility shall be attached to the Carrier or its Agents for failure to notify (see Clause 13 on reverse))				ALSO NOTIFY PARTY-ROUTI	ING & INSTRUCTIONS			
SEA TREASURE SEAFOODS LTD.				* NAVI MUMBAI, THANE,				
60-64 MAHANA ROAD,				MAHARASHTRA - 400 614, INDIA				
HAMILTON, NEW ZEAL	AND							
PRE-CARRIAGE BY		PLACE OF RECEIPT		-				
VESSEL/VOYAGE/FLAG		NHAVA SHE	VA, INDIA	LOADING PIER/TERMINAL	ORIGINALS TO	BE RELEASED AT		
OOCL HAMBURG 135 E			VA, INDIA	EGADING FIELD FERMINAE	MUMBAI			
PORT OF DISCHARGE		PLACE OF DELIVER			KED, USE DESCRIPTION OF F	PACKAGES AND GOODS FIELD)		
AUCKLAND, NEW ZEALAND			NEW ZEALAND	CY/CY		CY/CY		
CHECK "HM" COLUMN IF HAZARDOUS MATERI CNTR. NOS. W/SEAL NOS.	QUANTITY (FOR CUSTOMS	PARTICULAR	S DECLARED BY SHIPPER DESCRIPTION OF GOODS		GROSS WEIGHT	MEASUREMENT		
MARK & NUMBERS	DECLARATION ONLY)	1770 C		FCL/FCL /40RQ/				
	1770	1 X 40 R			22302.000KG			
<b>NOTICE 1:</b> For carriage to or from the United States of Arr	** TO	SEVEN HU CARTONS 1770 CAR FROZEN C DEVEINED VANNAMEI BRAND: S PACKING: S PACKING: S BUYER PO NET WEIG S.B.NO:1 25/05/20 BE CONT	NE THOUSAND NDRED SEVENTY OOLY) TONS OF OOKED PEELED TAIL ON PRAWN IQF EA TREASURE 10 X 1 KGS, HT NET COUNT NO. 530 HT: 17700.00 KC 648960 DATE : 22 INUED ON ATTACH	IED LIST ** I	incorporation of the U.S. Carriage of G	oods by Sea Act ("COGSA") unless the Merchant		
declares a higher cargo value below and pays NOTICE 2: See Clause 28 on the reverse side hereof: Not	the Carrier's ad valorem freight ch ice to Endorsee and/or Holder and	arge; and (ii) if carried on de I/or Transferee.	ck at Merchant's risk as to perils inherent in such	carriage but in all other respects subject to th	he provisions of COGSA.			
NOTICE 3: If Goods carried on deck at Merchant's risk with Declared Cargo Value US\$		If Merchant enter	s a value, Carrier's limitation o		the ad valorem rate will			
FREIGHT & CHARGES PAYABLE AT:		SE	RVICE CONTRACT NO. DOC FO	RM NO. COMMODITY CODE		Received the Container/Package or other units indicated in the box identified as "Total No. of Containers/Packages received and		
CODE TARIFF ITEM	FREIGHTED AS	RATE	PREPAID	COLLECT	_	<ul> <li>acknowledged by Carrier" in apparent good order and condition, unless otherwise indicated, to be transported and delivered as herein</li> </ul>		
						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 $\mathbf 3$ original bills of lading		
						have been signed, one of which being accomplished, the other(s) to be void. DATE CARGO RECEIVED		
						26 MAY 2022		
						DATE LADEN ON BOARD 0 29 MAY 2022		
						29 MAY 2022		
The printed terms and conditions appearing on the available at www.oocl.com, in OOCL's published pamphlet form.	1		SIGNED OOCL (IND BY:	IA) PRIVATE LIMITED				
+ STRIKE OUT FOR ON BOARD VESSEL BILL • SEE CLAUSE 1 HEREOF								
0 SEE CLAUSE 2 HEREOF QF001 HQD 01/01			, as agent for ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦					
	COPY	NON	NEGOTI	ABLE				
THIS BILL OF	LADING IS A 3	PAGE DOCU	MENT AND CARRIAGE ARRIAGE, WHICH APF	OF GOODS IS SUBJ				

PAGE: 1 OF 3

# PROFORMA - NON NEGOTIABLE

		PROFORMA - NON NEG	OTIABLE	PAGE: 2 OF 3
VESSEL: OOCL HAMBURG		VOYAG	BE:135 E B/L	NO.: OOLU2700388050
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)		BLE GROSS WEIGHT	MEASUREMENT
		TEMPERATURE SETTING TO BE AT 21 DEGREE CELSIUS	-	
CALCULATION OF PAC DESTINATION CHARGES LAWFULLY DEMANDS DE	INERS/PAC KAGE LIMI COLLECT LIVERY OF UNT, CONT ADDRESS: LIMITED RT STREET	CAGES RECEIVED & ACKNOWLEDGED TATION (IF APPLICABLE): 1 PER LINE TARIFF, AND TO BE CO THE CARGO. AINER(S) SEALED BY SHIPPER	CONTAINER(S)/PACKAG	E(S)
DELIE	ERATELY L	FT BLANK AND CONTINUE ON NEX	T PAGE	

SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

, as agent for



THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD TERMS AND CONDITIONS OF CARRIAGE, WHICH APPEAR AT THE END HEREOF AS PAGE 3

RECEIVED for shymeri in external apparent good order and condition, unless otherwise indicated, the number of containers, packages or other customary teight unks identified as "Total Number of Container/Packages neevined and admondedged by the customer's on the Inde external scale transmission and conditions thereof from Package Administry, underwer is applicable, to Packag of Delivery of Pack of Delivery of the Containers, manufers, quantity, contents and vuluel interlocins there are as the considered informative ty the Custrian.

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Notwithstanding any customs or privileges to the contrary, the Merchant, in accepting this Bill of Lading, expressly agrees bound by all stipulations, exceptions, and conditions attached hereto or stated herein, whether written, printed, stamp otherwise incorporated herein, as fully as if they were all signed by such Merchant.

IDENTITY AND DEFINITION OF CARRIER. 'Orient Overseas Container Line' and 'OOCL' are trade names for interior provided separately by: Orient Overseas Container Line Limited ('OOCLL') and OOCL(Europe) Limited ('OEUL')

I be deemed to be the Carrier for Goods not carried in 1 (a) above xe of doubt, for the purpose of this Clause, transhipment of Goods in either Russia, Poland or Turi fing or 'discharging' Goods.

- gludget that a second person or entity, including without limitation, the Vessel, her owner, operati charterer and/or another member of an aliance and/or consortium and/or joint arrangement of w <sup>har</sup> is viso a carrier/baltee then that person or entity shall have the benefit of all the rights and de may be a member, is also a carr for in this Bill of Lading or by law.

s hereby given that Carrier is a member of alliances and/or consortia and/or joint arrangements. The members of such including Carrier, reserve the right to carry cargo for each other, and otherwise cooperate with each other in the carriage thort order to the horthand. In the case of actu carriage, however, the terms and confersion of his Bill of Lading shall ind the Merchant shall be bound by item and Carrier shall be deemed in all instances to be the Carrier of the Gods, to the terms and confersion of the Bill of Lading.

ext in the terms and conditions of this Bill of Lading. DETINITIONS Works climitsion of any adviction in any applicable law herein mentioned: "VESSEL" shall include the digit named in this Bill of Lading, any substituted vessel(d), any vessel to which transhipment may be made in the ammon of this contrast and any vessel, call, digiter or often means of transposition whereas, quested to the provide state of the provide state of the contexponent of the State of the anged from the Vexest<sup>1</sup>, "PLACE OF RECEIPT" stall be the place where the Goods are received from the Meri Perindepart Carrier to ther respective against "PLACE OF DELTRIFY" shall be the place where the G sequence April 10, found any assignment productions on the Vector Technologies and the Vector NLLS the approved April 10, found any assignment productions on the Vector NLL Sector NLLS Sector NLLS and the Vector NLLS and the Vector NLLS and the Vector NLLS and the Vector NLLS Sector NLLS and the Vector NLLS and the ite; "STATE

CARRIER'S TARIFF The terms of the applicable tarif(s) of the Carrier are incorporated herein. Copies of the relevant ons of the applicable tariff(s) are obtainable from the Carrier upon request. In the case of inconsistency between this Bill of and the applicable tariff(s) this Bill of Lading shall prevail except in the United States of America where the provisions of

consibility (if any) of the Carrier for loss or damage to the Goods occurring from the time essel at the Port of Loading until the time when the Goods are discharged from the ermined in accordance with the provisions of Clause 4(C).

The Carrier shall be under no liability whatsoever for loss or damage to the Goods or non-delivery The many machine sector to too barriege to the observe the machine many, non-delivery or middelivery arises prior to loading onto or subsequent ve, in case and to the extent that any applicable law provides for any addition entif of every right, defence, limitation and liberly of the Hague Rules during otwithstanding that the loss or damage did not occur at sea.

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

Exclusions age of the carriage where the loss or damage to the Goods is not known then the Carrier shall be liable for loss and to the Goods save that the Carrier shall be relieved from liability for any loss or damage to the extent that such loss or ised by

An act of onitions of the Matchart Issuedicrony or reflections containing Completions with traininguing of advinging or marking Completions with traininguing of personal settified to give them: Handing, loading, isowage or unicational of the Goods by the Merchant; Inherent vice of the Goods; Stitle, lockout, stoppage or remarked of the Goods; Stitle, lockout, stoppage or remarked of the Goods; Stitle, lockout, stoppage or remarked of the Goods; A nuclear incident; (i) (ii) (iv) (v) (vi) (vi) (vi) (vi)

Burden of Proof The burden of proving that any loss or damage was caused by one or more of the events mentioned in 4(B)(1)(4)(b) to (4)) shall rest upon the Camier save that when the Camier is able to demonstrate that, in the circumstances because the second second

mitation If the Carrier is liable for loss or damage to the Goods then the amount of compensa the invoice value of the Goods plus freight and insurance (if paid).

The Carrier's maximum liability hereunder shall in no circumstances exceed US\$2 per kilo of gross weight damaged unless the value of the Goods has been declared by the Merchant with the consent of the Carrier ar been paid whereupon the declared value (if higher) as shown on the face of the Bill of Lading shall be subt minit and any partial loss or damage shall be adjusted por atta on the basis of such declared value.

If the stage of carriage during which loss or damage occurred is known

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

(a) By the provisions contained in any international convention or national law, which provisions cannot b private contract to the destiment of the Merchant, and would have applied if the Merchant had made a separate with the Carrier in respect of the particular stage of the carriage where the loss or damage occurred and re-thered any particular document with in must be issued in order to make such international Convention or national stage. and direct co eived as evi

no international convention or national law is applicable then the liability of the Carrier shall be dex ns of Clause 4(B)(1).

Subject to Clause 4(B)(2)(a) If loss or damage to the Goods is known to have occurred during a period when the Goods he outsdoy of a Participating Claimer them the Claimer shall have the benefit of any and all rights, detences, exemptions, and immunities contained in or incorporated by or complicably applicable to the Participating Carrier's tatf(s) or a) with the Claimer's traffic of the programs, exemptions, limitations and immunities contained in this BII of of the Claimer's traffic of the programs, exemptions, limitations and immunities contained in this BII of the Claimer's traffic of the programs benefit, right, detences, exemptions, limitations and immunities shall be to be incorporated herein, and copies are obtainable from the Claimer upon request.

Clause Paramount All carriage under this Bill of Lading (whether electronically produced or not) shall have effect s egidation enacted in any country making the Hague or Hague-Viaby Rules computantly applicable and in the abase h legislation in accordance with the Hague Rules or COGSA in the case of carriage to or from the United Sta

here the Hague Rules are not compulsorily applicable but are contractually applicable then subject to C ation) the Carrier's responsibility shall in no event exceed GBP100 per package or customary freight un

If any terms of this Bill of Lading are held repugnant to the Hague Rules, Hague-Visby Rules, COGSA or any other comp applicable legislation then such provision shall be null and void to the extent of such invalidity without invalidating the rer

es in the Hague, Hague-Visby Rules, or COGSA to carriage by sea shall be deer ys or waterborne carriage.

(D) USA Clause Paramount (if applicable)

If carriage includes carriage to, from or through a port in the United States of America this Bill of Lading shall be subject to COGSA, the terms of which are incorporated herein and shall be paramount throughout carriage by sea and the entire time that the Goods are in the statul catody of the Carrier or its sub-contract at the sea-terminal in the United States of America before loading onto the Vessel or after discharge therefrom as the case may be.

If COGSA applies then the faibility of the Carrier shall not exceed US\$500 per package or customary freight unit unless of the Goods has been declared on the face hered with the consert of the Carrier and extra freight has been paid in se Clause 23 shall apply and the declared value (if higher) shall be subsituted for the limit and any partial loss or damage signated provides on the basis of such declared value.

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 Except as provided herein in Clauses 4(D)(1)and (2), and where COGSA does not apply by operation of law, Carrier's will be governed by COGSA unless its liability under some other body of law applicable to the particular stage of the ruhere the loss occurred is more focustable in the Carrier (with repeats to deforease and limitation) in which care that

body of leven in super-WARRANTES. The Merchant represents, warrants and agrees that: The Goods and reg Cosment ploader by the Bendmark are packed and genore in such a manner as to be handed in indirary counce of the interpretation of the Bendmark and the Bendmark and the property of perturbance Any Goods placed by the orderatin Cosmens are compatible and allowed Costainers or other property of perturbance Any Goods placed by the orderatin Costainers are compatible and allowed Costainers or other property of perturbance The Merchant Intervantion that the Costainer in the supplication of the Intervant Perturbance and in the supplication of the Intervant Perturbance and intervantion and the Costainer in the supplication of an effective cable national or international safety standards and is fit in all respects for carrings by the Carter.

Include national or international safety standards and a fin all respects for catange by the Catinet. MECIN-MTS SEEPONSIBILITY AND NOTEXNIFICICATION All of the persons coming within the definition of Merchant shall be jimity and severally labels to the Carrier for the due internet of all obligations undertaken by the Merchant in the Bill of Labing and remains alloke throughout the transportation within standards the first and the second state of the second state of the Bill of Labing and remains alloke throughout the transportation methods and the second state of the Bill of Labing and remains a labile throughout the transportation methods and the second state of the Bill of Labing and remains a labing and regimes a state of the Bill of the Shipper than indicating the carrier to another the Bill of Labing and remains a state of the Bill of the Shipper than indicating the Carrier to acut indicating and remains an any other parachies the Shipper than indicating the Carrier to acut indicating and the second state of the Bill of the Shipper than indicating the Carrier to acut indicating and remains a stating or resulting from inaccurates in the Shipper thanking the major and lability under The Merchant undertakes not to theore for transportation and corrier against all indicating from any domains, frees or there are and the required temperature setting of the thermostatic controls before second of the states of the Bill of the Shipper there are advected any second of any second any order debiggion of the Merchant under the states of the Bill of a storing to by thick parties or to preserve supports). Such indicating shift all and any datas, text, shift, shif

Lading or applicab

REGULATIONS RELATING TO GOODS The Merchant shall comply with all rules, laws, regulations or requirements of customs, port and other authorities, and ar and pay all duties, taxes, fines, imposts, expenses or losses incurred or suffered by reason thereof or by reason of any necretor or insufficient description, making, numbering or addressing of the Goods, and indemnify the Carrier in respect If the Carrier is obliged to handover the Goods or any part thereof into the custody of any customs, port o such handover shall constitute due delivery of the Goods or any part thereof to the Merchant under this Bill of La

SHIPPER-ACKED CONTAINERS If a Container has not been lifeld, packed, stuffed or loaded by the Carrier, the Carrier shall not be liable for loss of or to be constrained and Merchann shall indemnify the Carrier against any loss, damage, labitity or expense incurred by the more in which the Container has been filed, packed, stuffed or loaded, or the unsubability of defective containst or Containers; or the unsubability of defective contains or the Container string without any want of due diigence on the part of the Carrier the Container transcolor of lab. Containers; or

the Container reasonably fit for the purpose for which it is required, or the unsuitability of defective condition of the Container on the incorrect setting of any temperature controls thereof which are been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was filled, staffed or loaded, or

whe been apparent upon reservements and the booked temperature. The Shopper is responsible for the packing and saming of all Shippe-packed Containers. The Shipper shall negative the packing and saming of all Shippe-packed Containers. The Shipper is a responsible for the packing and saming of all Shippe-packed Containers is allo got order and condition. If a Shippe-packed Container is delivered by the Carter with a the carter is in got order and condition. If a Shippe-packed Container is delivered by the Carter with a the same shift of the carter is in the carter against all and any costs (including, but without limitation, leage costs), expent is indemnify the Carter against all and any costs (including, but without limitation, leage costs), expent is indemnify the Carter against all and any costs (including, but without limitation, leage costs).

NONCERPCUE GOODS AND CONTRABAND The Meteriar undertakes not to increder for transportation any Goods which are of a dangeroux, inflammable, rading rading nature whole previously griving writem notice of their nature to the Carrier and marking the Goods and er or other covering on the oxatile as nequired by any laws or regulations which may be applicable during the carriar Goods which are or any time location disperso, inflammable, radicable or dhamgeling us, any time or build d, destroyed, or tredered harmites willoud compensation, and if the Mechanit has not given notice of their nature under Guade (31). A Carrier shall be under no labelity to make greenal average controllation in respect.

The Merchant warrants the Goods are lawful Goods and undertakes not to deliver to the Carrier any Cor ontaining any contraband.

g any contractance. equirements of Clauses 9(1) and (3) are not complied with, the Merchant shall indemnify the Carrier against all e expense of whatsoever nature and howsoever arising out of such Goods or Containers being tendered for delivered to or handled or carrier by the Carrier.

Table of the devices or a function of the second se

Honoreast in the day particular termination and compared analysis of the second o

, as the case may be. II Goods not in containers are carried on deck, the Carrier shall so state such carriage on the face hereof. When Goods inters are stowed on deck, the Carrier shall not be required to specially note, "on deck" carriage on the face of this Bil of any custom to the contrary notwithstanding.

2) DESCRIPTION OF GOODS The Bill of Lading shall be evidence of the receipt by the Carrier in external apparent good order order accepts a torwise noted of the total number of Containers or other packages or units identified on the face hereo foal Number of Containers/Packages received and acknowledged by the Carrier. No representation in made by the Carrier as the weight-context, measure, quantity, quality, description, condi-tants, numbers or value of the Goods and the Carrier shall be under no responsibility whatlower in respect of such descrip induced. 12)

iculars. Any reference to temperature or the term "apparent good order and condition" when used in the Bill of Ladiq with the condition of the second booked temperature and no reliance should be placed by the Merchant as to the accuracy of such temperature shown on or this Bill clauder.

ace of the line of Ladrag. MOTIF-CITCME NO DELINEEY Except as provided by left[, any mention herein of notity parties is solely for the Carrier's information, and failure to give caliform share in creating the Carrier lader for releave the Merchanic of any obligation to the Carrier's applicable teriff. The Merchanic that lake delivery of the Goods with the time provided for in the Carrier's applicable teriff. The Merchanic that lake delivery of the Goods with the time provided for in the Carrier's applicable teriff. The Merchanic that lake delivery of the Goods with the time provided for the Carrier's applicable teriff. Except the Carrier label the Merchanic Thereson, the Label of the Carrier in respect of the Goods share and the cores of such stronger (P paid or payagite by the Carrier or any gent for sub-contractor of the Carrier is and the cores of such stronger (P paid or payagite by the Carrier or any spent of sub-contractor of the Carrier is and and the cores of such stronger of paid or payagite by the Carrier or any spent of sub-contractor of the Carrier is and and the cores. Carrier shall have no labelly withstronger (P the modelivery of Goods in a statule or constructive assistion to persons holding forget of fraudulent documents which reasonably purport to be original Bills of Labeling of the data or persons holding forget of fraudulent documents which reasonably purport to be original Bills of Labeling of the data persons known by him to have no night to possession under the Bill of Labeling.

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10 LEN. The Carrier shall have a loss on the Goods and any document relating thereto, which shall survive delivery, for sums earned or due or payable to the Carrier under this and/or any other contract with the Merchan or on account of the Go or carrange, storage of naming of the Goods, including the under limited to, general warges contributions, finglit, delived destination, demurage, detention, port and/or handing drages, to whomever due and/or for the cost of recovering the as and/or any fines or prediste levied against the Carrier transmit of any sot or mission for which the Merchan is responded to ord. For the properties due destination, or or. For the purposed such limits and any place, whether the contractual transportation is complex filters and the any place, the sole discustion due to the sole discussion due to the claim filteres on the contract. The Carrier shall be we might be able discussion and any place, attempting to account or private transports the due tails must be able discussion and any place, attempting to account or private transports the due tails mode as the limit.

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THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD TERMS AND CONDITIONS OF CARRIAGE, WHICH APPEAR AT THE END HEREOF AS PAGE 3

COPY NON NEGOTIABLE LINE, AS CARRIER

Since US training, and in participate troim, IME TOS training, and in participate troim, Methadis (a) use any means of transport or training whatsover: (b) for any purpose whatsover transite the Goods or can seen on a substraining west or denierise trainer the Goods from one conveyance to another even hough training training of the Goods may not have been contemplated or provided for herein; (c) proceed by any rotae whether or not as the originate of the Goods may not have been contemplated or provided for herein; (c) proceed by any rotae whether or not substrain is the meanest or most direct or containing under the originate or the originate originate or the originate originate

PAGE: 3 OF 3

GENERAL The Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any time or to meet any particular market or use. In no circumstances shall the Carrier be liable for loss or damage due to

provided herein, the Carrier shall in no circumstances be liable for dire arising from any other cause. If the Carrier should nevertheless be held legs juential loss or damage, such liability shall in no event exceed the freight paid Save as otherwise pr

und red or indirect or indirect and many source access. If the Larrer should nevertheses be held legally liable for any transferred in the local source and the legal source access and the legal source access and the legal source access and the Bill of Ladrag. The terms of this Bill of Ladrag, and the ladrage source access and the ladr

4. All Containes to be the joint and several responsibility of all the persons coming when the definition and must be redelivered clean and undamaged to a place or point of interchange nominated by the Cartestical ling hardworks and joint and a several research in the clinit when clinit clinitized is a second the clinitized second in the clinitized second in the clinitized second second in the clinitized second second in the clinitized second second

The costs of replacement, transportunate the second second

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 forth, and any such astatus or upmoted prior to contemporations understanding or communications are hereby aborged. Not serving or agree of the Carlier shall have power to waive or vary any of the terms hered unless such waiver or variation is in winning and is appointed in the variances in writing by the Carlier. Subject Cause 3.1 agreements or height engingements for the shipment of the Cause 2.3 and generations of the third particular to the Cause 3.1 agreements for the shipment of the Cause 3.1 agreements for the shipment of the Cause 3.1 agreements for the shipments for the shipment of the Cause 3.1 agreements for the shipment for the shipment of the Cause 3.1 agreements for the shipment of the Cause 3.1 agreement of the Shipment of th I have power to waive or vary any of the terms hereof unless such waiver or n writing by the Carrier. Subject to Clause 3, all agreements or freight engag ded by this Bill of Lading.

Can dependencies of a set of RARAE. General Average shall be adjusted at any port or place at the option of the accordance with the York-Artenge Rules, 1998 and any adseagent modification or re-extractment thereto and shall be common with the York-Artenge Rules, 1999 to any advance and advance and a set of the advance results of the volgen results (from any cause available) to the source results of the volgen results (from any cause available) to the source results of orders in the the control or operated by the volgen results (from any cause available) to the source results of the volgen results (from any cause available) the source results of controls. The there is the control or operated by the Came, takings hall to paid for as luly at 196 as shifty as 116 as all the saling variable) through the control operated by the control of the test of the control operated by the Came, takings hall to paid to as luly as 116 as all the saling variable) to the possible of the location. The test of the control operated by the Foods without obtaining usershift for general average control control on other control the test of the control operation of the control operation of the foods without obtaining usershift for general average control control on the control operation of the saling has a single and all the control operation of the control operation in the macroe operation of the sack of the test of the control operation of the control operation of the sack of the test of the control operation of the control operation of the sack of the test of the control operation of the control operation of the sack of the test of the control operation of the control operation of the control operation of the sack of the test of the control operation operation of the control operation ope

The Bits instruments request. AD VLADEE DECLARATION OF VALUE. The Merchant agrees that higher compensation than that provided for the Bill of Ladog may not be channed unless the nature and value of the Goods have been declared by the Merchant prior to commonement of the carrings and interesting the Bill of Ladog in the space captioned "Declared Cargo Value" and extra spit paid on such declared value if required. In such case, the declared value all the provided for that the sit or calculating the Carrier's labble; ((f) and) provide that its ubcleared value all allo prima bice widence, but shall not conclusive on the Carrier and larger provided that study declared value allow provide the time to declared value allow provide the study the conductive value does not acceed the time value of the Goods at stimute. Any pradia damage what is adjudger to rute on the bard is also the declared value allow provide the study the does not acceed the time value of the Goods at stimute. Any pradia damage what is adjudger to rute on the bard is also the declared value allow provident is that the declared value allow provide that study the study head the study.

LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), denise, time, si ers shall be entitled to the same rights of limitation as are or would be available to the owner of the vul is limitation Convention of 1957, the London Limitation Convention of 1976 or any other applicable com governing the fights of shipowners to limit their liability is accordance with the tonnage or value of the or law, governing the rights of shipowners to limit their liability in acc jurisdiction in which any claim is brought under this Bill of Lading.

SUB-CONTRACTING AND INDEMNITY The Carrier shall be entitled to sub-contract the whole or any part of the duries undertaken by the Carrier in this Bill in relation to the Goods on any terms whatsoever consistent with any applicable law.

Metchant undertakes that no claim or allegation shall be made against any person performing or undertaking such including all servants, agents and sub-contractors of the Carrier, other than the Carrier, which imposes or attempts allegated the Cardon to port of ladding be joint of discharge whither or not alling out of modified or the part of ross and, any such claim or allegation should nevertheless be made, the Merchart will indemnify the Carrier against equincess thereof.

(c) Whotu projudice to the Merchan's indemnity obligations herein, the Vessel and every subcontractor of any nature whotsoever (including but not limited to the Participating Carmer, the Vessel, the owner, chart Mater, oficer and over of the Vessel, and employees, agarts, representatives, and all selevolves, any watchmen, cargenters, lasher, sha blory of whistoever make here here the defence, limitida on all blory of whistoever make here including of ordinaria and sale values. The were expression for its benefit, and in retering into this contract, the Carmer, dees and could be the Cartier as its were expression for the benefit and in retering into this contract, the Carmer, dees and could be the Cartier as its automatices to the other of the Vessel in the terminary of the carties of a sub-there has all include both dive subcontractors hind by the Camer to perform the Carter's own diligations under the Bill of Lasting, or the doil privily. For the proposed of this Cause 25, the Vessel and all subcontractors shall be deemed to be parties t widenced by this Bill of Lading.

provisions of Clause 25(b) shall extend to claims or allegations of whatson re on the carrying Vessel.

(c) The Menhant further understates that no claim or allogation in respect of the Goods shall be made against the Carrier by any person other than in accordance with the terms and conditions of the Bill of Lading which imposes or alterpts to proper upon the Carrier any lability whiteover in convertion with the Goods whether nor carriaring out of registres on the part of the Carrier and, if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereas.

Consequences interest. NOTICE OF LOSS: TME BAR 1. Unless notice of bass or damage to the Goods and the general nature of it be given in writing to the Cantier at the TBood of Delivery before or at the time of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading, or if the bass or damage be not apparent, within seven consecutive days thereather, such removal data be prima bace velocities of the distribution of the Cantier of the Goods described in the Bill of Lading, under this Bill of Lading, under this Bill of Lading, under the Bill of Lading unless auti is brought and written notice theored given to the Cantier which the Goods have been received for transportation. Goods the pendo shall begin to in the months after the Goods have been received for transportation. If the Mill the Goods and an all ladily withstream in respect of the Goods, unless suit is brought within one year of their delivery or of the date when they should have been delivered.

a bath indirect to incomently the curves since the owners have dense characteristic the carrying lyses and any constraint of the carrying lyses and constraints of the carrying lyses and constraints of the constraints of loss of, or dan mers to the Me

NOTICE TO ENDORSEE AND/OR HOLDER AND/OR TRANSFEREE. By taking up this Bill of Lading, w ment and/or becoming a holder and/or by transfer hereof and/or by presenting this Bill of Lading to obtain or is herein and/or otherwise, the endorsee/holden/transferee and the Cartier agree that the holden/endorsee/ hocome a party to acontact of cartings with the cartier on the basis herein.

20) EXCEPTONG CLADE: Carrier table core hashe for any loss, damage, delay or failure in performance oursing at any time location by horin to table, or or after discharge from the Vessel or damage, and any onge, and the carrier loss of the core of the origonal structure and the structure loss of the core of the origonal structure loss of dawa, for quantities restrictions, ensisting the structure loss of the core of the origonal structure loss of the core of the core of the origonal structure loss of the core of th

APPLICABLE LAW. This Bill of Lading, the contract contained in and/or evidenced hereby, and the of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and

obligations of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and const in acconstance with English taw and any and all claims, suits, powedlings or disputs however arising in connection such Bill a Laring, contrast, rights and obligations shall be determined in acconstance with English haw. If the carriage of Goods herealing is longing table, bit more through a point in the lutimes States or if OGGAS shall for reason whatevere apply computationity to the carriage of the Goods hereander them this Bill of Lading, the contract contra-duct evidences the theory, and the rights and calignation all all particles contened in contractions with the carringe of the G disputs howeverse mining in connection with such Bill of Lading, contract, rights and colligations shall be determin accontance with Under States takes.

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31) PERSONAL DATA PROTECTION. The parties agree to fully comply with General Data I 2016/879 ("GDPR") and any applicable data protection laws and be bound by the terms availabl com/eng/resourcecenter/industrylinks/Documents/Framework(A)-Shipper.pdl under which the Merchant is

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER