ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS

2000 ANTWERPEN - BELGIUM PRE-CARRIAGE BY PLACE OF RECEIPT NHAVA SHEVA, INDIA VESSEL MOYAGE/ELAG PORT OF LOADING LOADING PIER/TERMINAL ORIGINALS TO BE RELEASED AT

NHAVA SHEVA, INDIA MUMBAT NAGOYA EXPRESS 061 W PORT OF DISCHARGE TYPE OF MOVEMENT (IF MIXED, USE DESCRIPTION OF PACKAGES AND GOODS FIELD) PLACE OF DELIVERY ANTWERP, BELGIUM ANTWERP, BELGIUM CY/CY CY/CY

(CHECK "HM" COLUMN IF HAZARDOUS MATERIAL)				PARTICULARS DECLARED BY SHIPPER BUT NOT ACKNOWLEDGED BY THE CARRIER						
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS		QUANTITY (FOR CUSTOMS DECLARATION ONLY)	H	DESCRIPTION OF GOODS			GROSS WEIGHT		MEASUREMENT	
OOLU6189178	/OOLHH	Т4761 /	1	2300 CARTONS	/FCL/FCL /	/40RQ	/25300	.000KGS	;SPPL02249485	
ESEAL# : SPPL02249485		2300 CARTONS		1 X 40 REEFER COI COVERING APPLICANTS REF: I TOTAL 2300 MASTEI FROZEN BLANCHED SHRIMPS TEMPERATURE SETT 18 DEGREE CELSIUS CREVETTES DECORT BLANCHIES GEPELDI GEBLANCHEERD GES GEBLANCHEERD GES GARNELEN, BLANCHI PELADA, BLANQUEAI KIDI, BLANSZOWANI INDOPACIFICO SGUSCIATO, SCOTT	D-14638 R CARTONS OF IQF PUD ING TO BE AT - S IQUEES, E GARNALEN, CHALTE IERT GAMBA DA KREWETKA E GAMBERO		25300	.000kgs	40.000CBM	

NOTICE 1: For carriage to or from the United States of America, (i) Clauses 4 and 23 on the reverse side hereof limit the Carrier's liability to a maximum of U.S. \$500 per package or customary freight unit by virtue or incorporation of the U.S. Carriage of Goods by Sea Act ("COGSA"), unless the Merchant NOTICE 2 declares a higher cargio value below and pays the Carrier's and valorem freight chanter, and (ii) if carried on deck at Merchants risk as to perils inherent in such carriage but in all other respects subject to the provisions of COGSA.

NOTICE 2 See Clause 28 on the reverse side hereof. Notice to Endorsee andorr holder and/or Transferee.

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

OF001

HQD 01/01

NOTIFY PARTY (COMPLETE NAME AND ADDRESS) (It is agreed that no responsibility shall be attached to the Carrier or its Agents for failure to notif (see Clause 13 on reverse))

THALASSA SEAFOODS NV/SA OUDE LEEUWENRUI 40

Declared Cargo Value US\$
FREIGHT & CHARGES PAYABLE AT TARIFF ITEM FREIGHTED AS CODE 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 vold.

DATE CARGO RECEIVED 21 DEC 2022 DATE LADEN ON BOARD o 24 DEC 2022 DATED 24 DEC 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: NAGOYA EXPRESS VOYAGE: 061 W B/L NO.: OOLU2711246100 QUANTITY (FOR CUSTOMS DECLARATION ONLY) GROSS WEIGHT MEASUREMENT SPECIES: PARAPENAEOPSIS STYLIFERA CAUGHT IN INDIAN OCEAN FAO 051 ORIGIN: INDIA. FREIGHT PREPAID PROCESSED & PACKED BY : M/S. ALPS ICE & COLD STORAGE M/S. ALPS ICE & COLD STORAGE PVT LTD, 30, APMC YARD, MAFCO COMPOUND, VASHI, NAVI MUMBAI 400703 MAHARASHTRA, INDIA. EU PLANT APPROVAL NO. 1108 SHIPPING BILL NO. 6204093 DT. 16.12.2022 SHIPMENT EFFECTED IN 1X40 FT REFRIGERATED CONTAINER. TOTAL NET WEIGHT: 23000 KGS NET DEGLAZED WEIGHT: 17250 KGS NET DEGLAZED WEIGHT:17250 KGS TOTAL GROSS WEIGHT: 25300 KGS DATA LOGGER #: EML225100290 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:
OOCL BENELUX N.V.
THEATED BUILDING 17TH FLOOR THEATER BUILDING, 17TH ITALIELEI 124 - BUS 74 17TH FLOOR B-2000 ANTWERP **BELGIUM** (32) - 3 - 2348888DELIBERATELY LEFT BLANK AND CONTINUE ON NEXT PAGE

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for

COPY NON NEGOTIABI

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

B/L NO.: OOLU2711246100

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 on-delayer or on-delayer or on-delayer or on-delayer on-delayer on-delayer or on-delayer on-de

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 transfer understake shot to be underfor for sampostionary only Cooks which require enfergration, without giving written notice of their nature and the required temperature setting of the themson and the propriet demperature setting of the themson and the particular and hold harmless the Carrier against all oaks, carrier agrees to indemnify and hold harmless the Carrier agrees to indemnify on loss of charging or to sold or damage of any propenty. Sold micromity shall include and any dama, tooks, damage, these or express sold or tooks or charged and the proposal providers, but of the sold Lading.

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 outsion except as otherwise noted of the total number of Containers or other packages or units identified on the face hereof clall Number of Containers Packages received and advancedaged by the Carrier.

No representation in stade by the Carrier as to the verigit contents, measure, quantity, quality, description, conditionaries, numbers or value of the Goods and the Carrier shall be under no responsibility whatsoever 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 take delivery of the Goods or part of them grups experient on the teriffs periodicted free time, the first the Merchant threat or the Goods or part of the migra special control of the teriffs periodical free time, the second is packed an Container and/or store or warehouse the Goods or any past thereof ashore, afford, in the open or cover at the sole first and expenses of the Merchant. Therepoor, the faithful 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 shall be a sub-contractor of the Carriery shall be a sub-control or the carriery shall be a sub-co

- In Deptions Review by min to have a regime to present and a Billia of Lading in respect of the content of the Goods will only be delibered in a Container to an individual Merchant if all Billia of Lading in respect of the content of the miner have been surrendered authorising delivery to that Merchant if a single Place of Delivery. In the overet that this remerch is not fulfilled the Currier may in its absolute discretion urpack the Container and, in respect of Goods for which Bills fright have been surrendered, deliver them to the Merchant. Such delivery shall constants develower hereunder but he before the surrendered of the Container and, in respect of Goods for which Bills fright have been surrendered, deliver them to Merchant of the appropriate changes.

  In multiple Bills of Lading are seasoid in respect of the content of a Constainer, them the pacticidar of the Goods described in multiple bills of Lading are seasoid in respect of the content of a Constainer, them the pacticidar of the Goods described in multiple bills of Lading are seasoid in respect of the content indicated. If I Lading is inspect of the Constainer consists of bulk Goods or proprieted Goods, or to becomes maked or understands, the Merchants shall see delivery heard constanted or indicated bills. Deliver the Activities of the Constainer consists of bulk Goods or other discrepancies of the Goods, which are found upon unpacking of the Container.

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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 (mid-lading or college and extension, and shall be paid in fall without offert connectation of the Coods and or the second or the Coods and or the Coods and the Coods

- 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 vester or therefore transfer the Goods from one conveyance on an extended vester or otherwise transfer the Goods from one conveyance on an extended vester or otherwise transfer the Goods from one conveyance or next developed transfer prices of the Goods may not have been contemptated or provided for hereint; (a) proceed by any route whether or not asset to the state of the Goods and the state of t

yours Cause. It may be a summy activities to the legally liable for any usuch direct or indirect or consequential loss of uname, such individual horizont inventments be held legally liable for any covered by the 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 deliver to the Metchant.

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 market of this agreement other than as herein set forth, and any such actual or purposed prior to contemporances understandings or communications are hereby advegated. No sevent or agent of the Carlier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically advertised to the contraction of the variable of the Carlier shall be Californ. Subject to Clause 3. All agreements or freight regiments for the other of the Goods of the Carlier shall be clause 3. All agreements or freight regiments for the other of the Goods.

- LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, stems shall be entitled to the same rights of limitation as are or would be available to the owner of the Vertex to Limitation Convention of 1957, the London Limitation Convention of 1976 or any other applicable come, governing the rights of shipowners to limit their liability in accordance with the tonnage 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 connection with the carriage of the Goods heerunder shall be governed by an dorn in accordance with English law and any and all claims, sust, proceedings or dispute howsover attining in connection such Bill of Lading, contract, rights and obligations shall be determined in accordance with English law.

  If the carriage of Goods hereunder is long-time table, by more of through a port in the United States or if COGSA shall for reason witnessever apply computationly to the carriage of the Goods hereunder from the Bill of Lading, the contract contains and other evidences the theory, and the rights and obligations of all parties concerned in control with the carriage of the Codd hereunder them the Bill of Lading, the contract contains and obligations with a state of the Codd hereunder them the Bill of Lading, so that is, such proceeding of the Codd hereunder the contract of the Codd hereunder the state of the Codd hereunder them the Bill of Lading, contract, rights and obligations what the Codemis coordinate with United States law.

SIGNED OOCL (INDIA) PRIVATE LIMITED

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