PROFORMA - NON NEGOTIABLE

PAGE: 1 OF 3 **BILL OF LADING**

LINE, AS CARRIER♦

SHIPPER/EXPORTER (COMPLETE NAME A	ARINE EXPOR	rs	21102	27 EXP	DKING NO. 724373630 PORT REFERENCES	BILL OF LADING	No. 24373630		
19-4-9, CHUNDURI BHIMAVARAM - 5342 ANDHRA PRADESH, I	01	PY N	ON NEG	IN	ATE FOLDER N SHPR IEC	D0129426 ADIFS9662B			
CONSIGNEE (COMPLETE NAME AND ADDI WENZHOU GUANLONGK INTERNATIONAL TRA	AI				RWARDING AGENT-REF C NO.:	ERENCES			
CO., LTD.	DING								
SOUTH HEAD OF ROO BUILDING 2, OUHAI	NIUSHAN *				NT AND COUNTRY OF (
NOTIFY PARTY (COMPLETE NAME AND ALL WENZHOU GUANLONGK		onsibility shall be attached to e))	o the Carrier or its Agents for failure to notify		SQUARE, NC	TING & INSTRUCTIONS 0.1,3,5, DONGA	.NHUA		
INTERNATIONAL TRADING CO., LTD.					ROAD, XINQIAO STREET, OUHAI DISTRICT, WENZHOU CITY,				
SOUTH HEAD OF ROO BUILDING 2,OUHAI	•			ZF	•	OVINCE.CHINA			
PRE-CARRIAGE BY		PLACE OF RECEIP	Г						
VESSEL/VOYAGE/FLAG OOCL NORFOLK 270 E		PORT OF LOADING		LOA	ADING PIER/TERMINAL	ORIGINALS TO BE	RELEASED AT		
PORT OF DISCHARGE MAWEI PORT, ++		PLACE OF DELIVER	RY		PE OF MOVEMENT (IF M	IXED, USE DESCRIPTION OF PAGE	CKAGES AND GOODS FIELD) CY/CY		
CHECK "HM" COLUMN IF HAZARDOUS MATE	•	I	S DECLARED BY SHIPPE		·	EDGED BY THE CARRIE	- , -		
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)		DESCRIPTION OF GOOD			GROSS WEIGHT	MEASUREMENT		
FSCU5309100 /OOLE	ISZ3558 /	1650 C	ARTONS /	FCL/	FCL /40RQ	/27225.000KGS			
	CARTONS	VANNAMEI PACKING PER MAST: SCIENTIF LITOPENA LITOPENA LITOPENA CODE INVOICE INVOICE JOATE MEIG GROSS WE FREIGHT PROCESSE M/S AISH	: 6 X 1.8 KGS CARTON IC NAME: EUS VANNAMEI OF ORIGIN: : 030617 NO: SME/EX/065 .08.2023 HT: 17820.000 IGHT: 27225.0 PREPAID D & PACKED BY WARYA IMPEX	BLOC /23- KGS 00 K	24 , GS	27225.000KGS NET WEIGHT 17820.000KGS			
NOTICE 1: For carriage to or from the United States of declares a higher cargo value below and part NOTICE 2: See Clause 28 on the reverse side hereof:	ays the Carrier's ad valorem freight cha	rge; and (ii) if carried on de	INUED ON ATTAC Carrier's liability to a maximum of U.S.\$500 per ck at Merchant's risk as to perils inherent in suc	HED package or on the carriage but	LIST ** I customary freight unit by virtue of t in all other respects subject to	or incorporation of the U.S. Carriage of Good the provisions of COGSA.	s by Sea Act ("COGSA"),unless the Merchant		
NOTICE 3: If Goods carried on deck at Merchant's risk Declared Cargo Value US\$	without responsibility for loss or dama	ge howsoever caused.	s a value, Carrier's limitation (of liabilit	ty shall not apply an	d the ad valorem rate will b	e charged.		
FREIGHT & CHARGES PAYABLE AT:		SE	RVICE CONTRACT NO. DOC FO	ORM NO.	COMMODITY CODE		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		
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		
							27 AUG 2023		
							DATE LADEN ON BOARD 0 29 AUG 2023		
							29 AUG 2023		
The printed terms and conditions appearing o available at www.oocl.com, in OOCL's publish pamphlet form.	ned US tariffs, and in					SIGNED OOCL (INDI.	A) PRIVATE LIMITED		
+ STRIKE OUT FOR ON BOARD VESSEL BI ◆ SEE CLAUSE 1 HEREOF o SEE CLAUSE 2 HEREOF QF001 HQD 01/01	ILL OF LADING					ORIENT OVERSEAS			

PAGE: 2 OF 3

PROFORMA - NON NEGOTIABLE

VOYAGE: 270 E B/L NO.: OOLU2724373630 VESSEL: OOCL NORFOLK

OOM A, 30/F WORLD TRADE PLAZA O. 71, MAY 4TH STREET UZHOU, FUJIAN 350001	VESSEL: OOCL NORFOLK				/OYAGE : 270 E	B/L	NO.: OOLU272437363
ALAPADÜ POST, KAIKALURU MANDAL, KRISHNA DISTRICT, ANDHRA PRADESH, 521340 APPROVAL NO. 1894 TEMPERATURE SETTING TO BE AT - 18 DEGREE CELSIUS CEAN 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) ESTINATION CHARGES COLLECT PER LINE TARIFF, AND TO BE COLLECTED FROM THE PARTY WHO AWFULLY DEMANDS DELIVERY OF THE CARGO. HIPPER LOAD AND COUNT, CONTAINER(S) SEALED BY SHIPPER ESTINATION OFFICE ADDRESS: OCL (CHINA) LTD. OOM A, 30/F WORLD TRADE PLAZA O. 71, MAY 4TH STREET UZHOU, FUJIAN 350001 HINA HONE: (86) 591-88592000		QUANTITY (FOR CUSTOMS DECLARATION ONLY)	Y NON	DESCRIPTION OF GOODS	IABLE	GROSS WEIGHT	MEASUREMENT
ESTINATION OFFICE ADDRESS: OCL (CHINA) LTD. OOM A, 30/F WORLD TRADE PLAZA O. 71, MAY 4TH STREET UZHOU, FUJIAN 350001 HINA HONE: (86) 591-88592000	MARK & NUMBERS DCEAN FREIGHT PREPA TOTAL NO. OF CONTA CALCULATION OF PAC DESTINATION CHARGES LAWFULLY DEMANDS DE	ID INERS/PACKAGE LIMICOLLECT	NO.136, SOMI ALAPADU POST MANDAL, KRISHNA DIST ANDHRA PRADI APPROVAL NO TEMPERATURE 18 DEGREE CI CAGES RECEIVI FATION (IF AL PER LINE TAR THE CARGO.	ESWARAM VILLAGE, KAIKALURU TRICT, ESH, 521340 . 1894 SETTING TO BEELSIUS ED & ACKNOWLEI PPLICABLE): IFF, AND TO BE	GE, E AT - OGED BY CAR 1 CONTAIN E COLLECTED	RIER FOR THE	 PURPOSE OF (S)
DELIBERATELY LEFT BLANK AND CONTINUE ON NEXT PAGE	DESTINATION OFFICE DOCL (CHINA) LTD. ROOM A, 30/F WORLD NO. 71, MAY 4TH STR FUZHOU, FUJIAN 3500 CHINA	ADDRESS: TRADE PLA EET 01					
	DELIB	ERATELY L	EFT BLANK ANI	D CONTINUE ON	NEXT PAGE		

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for

COPY NON NEGOTIABLE

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

B/L NO.: OOLU2724373630

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

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 carrier of such most ractice. It is carried to sold cardiage, however, the terms and conditions of the Bill of Lading shall be deemed in all instances to the the Carrier of the Goods, to the lowest carrier of the Goods, to the lowest carrier of the Goods, to the terms and conditions of this Bill of Lading.

If the stage of carriage where loss or damage occurred is not known.
Exclusions
gar 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 releved from liability for any loss or damage to the extent that such loss or
wave caused by:

- An act or omission of the Merchant:
 Insufficiency or defective condition of packing or marking.
 Complance with he insultations of persons entitled to give them.
 Handling, loading, stowage or unloading of the Goods by the Merchant;
 Interest vice of the Goods.
 Stifks, lockout, stopage or restraint of labour from whatever cause whether partial or general;
 An unclear indoort.

Notwithstanding anything provided for in Clause 4(B)(1) if the stage of the carriage where loss or damage to the Goods is known them subject to the operation of Clause 4(I) which shall poply where loss or damage occurs to the Goods from the time when the Goods are discharged from the time when the Goods are discharged from the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at the Port of Loading until the sine when the Goods are discharged from the Vessel at the Port of Libscharge the Carriers (sability in respect of any such loss or damage occurring shall be determined as bilows:

- ention or national law is applicable then the liability of the Carrier shall be determined pursuant to
- Staglet to Clause 4(B)(Z)(a) if loss or damage to the Goods is torown to have occurred during a period when the Goods the custorly of a Participating Carrier then the Carrier shall have the benefit of any and all rights, defences, exemptions are an immunities contained in or incorporated by or computating applicated to the Participating Carrier shall record (s) with the Carrier (in addition to all of the rights, defences, exemptions, limitations and immunities contained in this Bill of and the Carrier's timp and for this purpose such benefit, rights, defences, exemptions, limitations and immunities shall be to be incorporated herein, and copies are obtainable from the Carrier upon request.

- If carriage includes carriage to, from or through a port in the United States of America this Bill of Lading shall be subject.

 COSSA, he terms of which are incorporated herein and shall be paramount throughout carriage by sea and the entire time that, at the codes are in the actual stackly of the Carrier or in sub-controlled to the sea-terminal in the United States of America before and ding onto the Vessel or after discharge therefrom as the case may be.
- The Carrier dail not be table is any capacity inclusioner for loss or delay in the Carolis or non-delivery or including concer causest while No Code see in the Lindhor State of Amenda any form the selemental and sen on the ody of the Carrier. All these lines the Carrier acts as appet only for and on health of the Merchant and agrees to pro-operation of the Code in accordance with the usual terms, conditions and sufficient of Perdicipating Carriers. If the carrier is demied the right to act as appet only at these fines, its liability for loss and damage to the Goods or non-deliver elevely referred falls to determined in accordance with the Carriers with Clause 4(4) the con-
- If COGSA applies then the liability of the Carrier shall not exceed US\$500 per package or customary fleight unit unless alue of the Goods has been declared on the face hereof with the consent of the Carrier and extra freight has been paid in case Clause 23 shall apply and the declared value (if higher) shall be substituted for the limit and any partial loss or damage be adjusted pro-ratio on the basis of such declared value.

MERCHANTS SECONSIBILITY AND INDEMNIFICATION

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ment of all obligations undertaken by the Merchant in this tills of Lading and remain so liable broughout the transportation

withdrawing his having transferred this till of Lading andor tiles to the Goods to sorther party.

If the property of the Merchant in the

SHIPPER-PACKED CONTAINERS
If a Cordainer has not been filled, packed, studied or loaded by the Carrier, the Carrier shall not be liable for loaded on the control of the Recharts shall indemnely the Carrier against any loss, damage, liability or expense incurred to the monance in which the Cordainer has been filled, packed, stuffed or loaded, or the unsuitability of the contents for carriage in Containers, or the unsuitability of dedective condition of the Cordainer arising without any want of due diligence on the part of the Carrier the Cordainer scanning bill for the proposed by fill or the proposed by the proposed by fill or the proposed by fil

the unsuitability or defective confidence of the incorrect setting of any temperature controls thereof which we be apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was filled, sulfield or loaded; or

DANGEROUS GOOGS AND CONTRABAND

The Merchart undertakes not to lender for transportation any Goods which are of a dangerous, inflammable, radioactive
aging nature without previously giving written notice of their nature to the Carrier and marking the Goods and their
or or other covering on the outside as required by any laws or regulations which may be applicable during the carriage.
Goods which are or all any time become dealegous, inflammable, indicactive or damaging may, at any time or place, be
Occoded with are or all any time become dealegous, inflammable, and cardioactive or damaging may, at any time or place, be
Occoded with are or all any time become dealegous, inflammable, and cardioactive or damaging may, at any time or place, be
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If the property of the property of

OPTIONAL STOWAGE
The Goods may be showed by the Currier in Containers or similar stricks of treapport used to consolidate Goods.
The Goods may be showed the first that or paties, whether by the Coartie or the Merchant, may be carried on or
ext without notice in the Merchant, Goods (or the mile restor) whether carried one does not under deck shall participate in
average and shall be deemed to be within the definition of Goods for purposes of the Hague Rules, Hague-Vistly Rules or,
as the case may be

SIT Gladers to see some promisers and the process of the receipt by the Carrier in external apparent good order and most and submiss moded of the lost number of Containers or other partiages or units identified on the face hereof as further of Containers or other partiages or units identified on the face hereof as further of Containers/Packages received and acknowledged by the Carrier.

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

roll this Bill of Lading.

NOTIFICATION AND DELIVERY
Except as provided by tarift, any mention herein of notify parties is solely for the Cantron's information, and failure to give ton shall not retrieve the Cartrier shallow any control of the Cartrier.

The Cartrier shall be described by the Cartrier shall be the Cartrier shall be deemed to have been debered to the Merchant and the Cartrier may with or without notice, but subject to list here shall be deemed to have been debered to the Merchant and the Cartrier may with or without notice, but subject to list not sole not container and/or store or werehouse the Goods or any part thereof above, allow, a fine open or over at the sole ink and expense of the Merchant. Therespon, the liability of the Cartrier in respect of the Goods in a shall not sole to shall be given for a great or shall be contained and the cartrier shall be contained to the Cartrier shall be contained to the Cartrier shall be an expense of the Merchant. Therespon, the liability of the Cartrier in respect of the Goods shall vially and the costs of such storage (place of payable by the Cartrier or any agent or sub-contactor of the Cartrier shall have no liability what to cost or contained to the Cartrier shall have no liability what to cost or shall be contained to the Cartrier and the contained to the Cartrier and the contained to the Cartrier shall be not intentionally deliver the top persons known by him to have no right to possession under the Bill of Lading.

odd to persons known by him to have no right to possession unner tree one to believing.

MULTIPLE BILLS OF LADING

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- MATTERS AFFECTING PERFORMANCE. If at any time the performance of the contract evidenced by this Bill of so its likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of whistoner kind which cannot be by the exercise of reasonable endeavour, the Cauriler (whether on the transport is commenced) may without notice to chart treat the performance of this contract as terminated and place the Goods or any part of them at Mechanist disposal dates or port which the Cauriler may deem shall and convenient, whereopon the responsibly of the Caurier in reduced cooks shall cease. The Carrier shall nevertheless be entitled to full fleight and changes on Goods received for facility, and the Mechanist shall pay any additional costs of carriage to and delively and strange at such place or port.

18. METIOGS AND ROUTES OF TRANSPORTATION. The Carrier may at any time and without notice to the Merchant (a) user any memory of transport or storage whatever the policy of the property of the Cooks or any not have been contemptated or provided for herein; (c) proceed by any route whether or not asynches the normal direct or contempts you have been contemptated or provided for herein; (c) proceed by any route whether or not any or the property of the property

PAGE: 3 OF 3

such direct or indirect or consequential loss or damage, such failing shall in no evert exceed the fleight paid 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 delivery to the Merchant.

20) NSPECTION OF GOODS

The Carrier shall be etilled, but under no obligation, to open any Container at any time and to inspect the contents. If it thereupon appears that the contents or any part beend cannot safely or properly be carried or carrier further, either at all, or without focuring any additional expense or lating any measures in relation to the Container or it a content or any part of the content of the content or any part of the content of the content or any part of the content of the content of the content or any part of the content of the content or any part of the content of the content or any part of the content or an

WEATING OF CONTROL. Menhant agrees het his Bill of Leding constitute, the retire agreement between the files. These also in collected and of this agreement done them as them is 600, and single such a falsa laupsprofied prior to or contemporareous understandings or communications are herely abrogated. No sewant or agent of the first shall have pose to wave or vary any of the terms hered unless such varievor variations in a living of all separations or the laupsprofied. No sewant or agent of the first shall have pose to wave or vary any of the terms hered unless such varievor variations in a living or all separations. The support of the contemporary of the

229 GSIPIRAT, AVERAGE. General Average shall be adjusted at any port or place at the option of the Carris accordance with the Vork-Arberep Rules. 1984 and any subsequent modification or re-enscinned therein and shall be ago to Cordainers and/or Goods loaded on deck or under deck. The never of accident, danger, chamage or disaster before or the commencement of the voyage resulting from any cause whatsoever statute, contract or otherwise, the Merchant or combinate with the Carrier in General Average par to the payment of any sacrifice, losses or experient of General Average and the part of the properties of the contract and shall pay any salvage and special changes incurred in respect of the Goods. If a state vessel is comed or operated by the Carrier Average and the past of a safily at the safily resettly between the Carrier and the variety of the Carrier and Average contribution (including but not limited to salvage) the most office of the Carrier and the variety of the Carrier and the Carrier deal three a lien on the Goods for all General Average contribution (including but not limited to salvage) the confidence of the Carrier and the Carrier shall average and to provide such can't deposit or other security for the estimated amount of such contribution or expense as increased and to provide such can't deposit or other security for the estimated amount of such contribution or expense as increased and the carrier to the carrier and the carrier and

LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, slot and space trers shall be entitled to the same rights of limitation as are or would be available to the owner of the Vessel under the els Limitation Convention of 1957, the London Limitation Convention of 1976 or any other applicable convention, statute

(c) Without prejudice to the Merchant's indemnity obligations herein, the Vessel and every subcontractor of his of any nature whethoever (including but not limited to the Participating Cartier, the Vessel, the connect, charters, and the properties of the Vessel, the connect, charters, and the vessel of the Vessel, and the effective the vessel of the Vessel, and a disease the sense of the Vessel, and the efforts of the Vessel of the

28) 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 TL Loss or Delivery before or at the time of the removal of the Goods into the catadoy 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 admit be prima their 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 bability under this Bill of Lading, and written notice themed given to the Carrier within near norther after oblevey of the Goods. In the case of total loss of the Goods with the Codes of the Carrier of the

30) APPLICABE LAW. This Bill of Lading, the contract contained in anxior evidenced hereby, and the rights and obligations of all parties concerned in correction with the carriage of the Goods hereunder shall be governed by and construct in accordance with English law and any and claims, suits, proceedings or disquists however arriang in correction with such Bill of Lading, contract, rights and obligations shall be determined in accordance with English law. If the carriage of looks hereunder is foreign hade to, from one house, and the contract of the co

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER

LINE, AS CARRIER♦