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

LINE, AS CARRIER♦

OCCION STRICE				PR			N NEG		on Negotiable Unless Consigned	to Order)
SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)						(ING NO.		BILL OF LADING NO.	20070	
SEAFOOD INNOVATIONS					2728429070 OOLU2728429070 EXPORT REFERENCES					
NILACKATHANAM HOUSE, KANNETHU					RATE FOLDER 00063119					
ROAD, CHAKKARAPARAMBU,					IN SHPR IEC 1003000711					
THAMMANAM.P.O,COCHIN-32,										
INDIA.										
CONSIGNEE (COMPLETE NAME AND ADDRESS)					FORM	VARDING AGENT-REI	FERENCES			
TO ORDER					FMC NO.:					
TO ORDER										
						T AND COUNTRY OF	ORIGIN 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-ROUTING & INSTRUCTIONS					
L'IDEAL NV,					ANDURONDA IMPORT GMBH					
VAN DE WERVESTRAAT 8,					KIRSCHBAUMWEG 32					
2060 ANTWERP, BELGIUM					50996 KOELN					
			GEI	RMANY						
PRE-CARRIAGE BY		PLACE OF RECEIPT]					
VESSEL/VOYAGE/FLAG		KOCHI, KERALA, INDIA PORT OF LOADING			LOADING PIER/TERMINAL ORIGINALS TO BE RELEASED AT					
HYUNDAI SINGAPORE 001 W		COCHIN			KOCHI					
PORT OF DISCHARGE		PLACE OF DELIVERY		TYPE OF MOVEMENT (IF MIXED,		MIXED, USE	, USE DESCRIPTION OF PACKAGES AND GOODS FIELD)			
ANTWERP		ANTWERP		FCL / FCL			CY/CY			
(CHECK "HM" COLUMN IF HAZARDOUS MATERIAL)		PARTICULAR	S DECLARED BY S	HIPPER E	BUT N	OT ACKNOWL	EDGED E	BY THE CARRIER	₹	
(FOR (ANTITY CUSTOMS ATION ONLY) H		DESCRIPTION C	F GOODS			GR	OSS WEIGHT	MEASUREMENT	
OOLU6206151 /OOLHSZ323		1900 C	CARTONS	/F(CL/F	CL /40RQ	/2090	0.000KGS		
	1900	 1900 CZ	ARTONS				2090	00.000KGS		
CA	RTONS	H'ABT. 1.900 MASTERCARTO			NS NET WEIGHT					
	1X40FT CONTAINER 1. FROZEN SEAFOOD MIX I(AC.	15200.000KGS					
	(1900 CARTONS)				·-					
		PACKING:	: 20% GLAZE/10	xanna	3MS	NET				
		TOTAL 19	0% GLAZE/10	-01	31.10	1411				
	E U APPROVAL NO: 1521 NET WEIGHT: 15200 KGS									
	1 17	VEIGHT W	IITH GLAZE:	19000	O KG	SS				
		JATA LOG	TH GLAZE:	20900 TN	U K.G	38				
		23080013	306							
		INVOICE 48/SI/20	NO & DATE :							
NOTICE 1: For carriage to or from the United States of America,(i) Clau	** TO	BE CONT	'INUED ON A'I				or incorporation	of the U.S. Carriage of Goods	hy Saa Act ("COGSA") unlace the March	ant
declares a higher cargo value below and pays the Carrier's a NOTICE 2: See Clause 28 on the reverse side hereof: Notice to Endors	id valorem freight char ee and/or Holder and/o	ge; and (ii) if carried on our or Transferee.	deck at Merchant's risk as to perils inh	erent in such ca	rriage but in	n all other respects subject t	to the provisions	of COGSA.	-,	
NOTICE 3: If Goods carried on deck at Merchant's risk without responsi										
PREIGHT & CHARGES PAYABLE AT:	lt	Merchant enter	rs a value, Carrier's limi SERVICE CONTRACT NO.		RM NO.			alorem rate will be	Received the Container/Package units indicated in the box identified	
· · · · · · · · · · · · · · · · · · ·				0					No. of Containers/Packages rece acknowledged by Carrier in appar	eived and rent good
CODE TARIFF ITEM FREIGHT	ED AS	RATE	PREPAID			COLLECT			order and condition, unless indicated, to be transported and del herein provided.	otherwise
									The receipt, custody, carriage and o	delivery of
									the goods are subject to the terms a on the face and back hereof an Carrier's applicable tariff.	appearing nd to the
									In witness whereof 3 original bills have been signed, one of whi accomplished, the other(s) to be voi	ich being
									DATE CARGO RECEIVED	_
									10 NOV 2023	3
									DATE LADEN ON BOARD o	
									12 NOV 2023	
									DATED 12 NOV 2023	₹
									12 100 2023	•
<u> </u>		I					SIGN	ED OOCL (INDI	<u> </u> A) PRIVATE LIMITI	ED
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							BY:			
pamphlet form.										
+ STRIKE OUT FOR ON BOARD VESSEL BILL OF LADIN ◆ SEE CLAUSE 1 HEREOF	G									agent f
o SEE CLAUSE 2 HEREOF QF001							OP T	ENT OVERSEAS		igent for
HQD 01/01								ENT OVERSEAS		

PROFORMA - NON NEGOTIABLE PAGE: 2 OF 3 B/L NO.: OOLU2728429070

VOYAGE: 001 W

VESSEL: HYUNDAI SINGAPORE

QUANTITY (FOR CUSTOMS DECLARATION ONLY) CNTR. NOS. W/SEAL NOS. MARK & NUMBERS DESCRIPTION OF GOODS GROSS WEIGHT MEASUREMENT DTD 10/11/2023 SHIPPING BILL NO & DATE : FREIGHT PREPAID TEMPERATURE SETTING TO BE AT -22 DEGREE CELSIUS 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.

THEATER BUILDING, 17TH FLOOR ITALIELEI 124 - BUS 74

B-2000 ANTWERP

BELGIUM BELGIUM PHONE: (32)-3-2348888 DELIBERATELY LEFT BLANK AND CONTINUE ON NEXT PAGE

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER

B/L NO.: OOLU2728429070 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.

is in hereby given that Carrier is a member of alliances and/or consortia and/or joint arrangements. The members of such is, including Carrier, reserve the right to carry cargo for each other, and otherwise cooperate with each other in the carriage of which carrier to the Metheratu. In the case of such carriage, however, the terms and confinion of the Bill of Lading , and the Metherat shall be bound by them and Carrier shall be deemed in all instances to be the Carrier of the Goods, to the terms and conficients of this Bill of Lading and the Metherature of the Carrier of the Goods,

- by, and the Merchant shall be bound by them and Carrier shall be deemed in all instances to be the Carrier of the Goods, extent to the terms and condition of this sill of Lading.

 DEFRITIONS Without limitation of any definition in any applicable law herein mentioned: "VESSEL" shall include the step) cannot in this Bill of Lading, any substituded vessel(s), any vessel to which transpherent may be made in the ormanic of this contract and any vessel, cath, lighter or other means of transportation whatsoever, owned, chartered, operated to the contract and any vessel, cath, lighter or other means of transportation whatsoever, owned, chartered, operated may be contracted to the contract and any vessel, cath, lighter or other means of transportation whatsoever, owned, chartered, operated may be compared to the contract and any owned, chartered, operated may be compared to the contract and any owned to the contract and the contrac

Port Transport is Port to Port Transport, the responsibility (if any) of the Carrier for loss or damage to the Goods occurring from the time Goods are loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the the Port of Discharge shall be determined in accordance with the provisions of Clause 4(C).

rier shall be under no liability whatsoever for loss or damage to the Goods or non-delivery or misdelivery houses I such loss or dramage, non-delivery or misdelivery arises prior to loading onto or subsequent to discharge from the Ver landing the above, in case and to the extent that any supelicable law provides for any additional perior of responsibility shall have the benefit of every right, defence, limitation and liberty of the Hague Rules during such additional computi responsibility notwintanding that the loss or damage did not occur at demander of the control of the control

Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance of the page from the Piaco of Receipt or the Post of Loading whichever is applicable to the Place of Delivery or the Post of Discharges here here is applicable and, save as is otherwise provided for in this Bill of Lading, the Carrier's liability for loss or damage to the text hall he and follows:

- Exclusions
 ge 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
 vast caused by:

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

tanding anything provided for in Clause 4(B)(1) if the stage of the carriage where loss or damage to the Goods is ject to the operation of Clause 4(C) which shall apply where loss or damage occurs to the Goods from the time whe the loaded on board the Vessal at the Port of Loading until the inventhe the Goods and educatinged from the sischarge the Carriers liability in respect of any such loss or damage occurring shall be determined as follows:

- If COGSA applies then the liability of the Carrier shall not exceed US\$500 per package or customary freight uni-tive of the Goods has been declared on the face hereof with the consent of the Carrier and extra freight has been case Clause 23 shall apply and the declared value (if higher) shall be substituted for the limit and any partial loss or a digitated pro-rais on the basis of such declared value.

- the national or international safety anatherds and is fit in all respons for carriage by the Carrier.

 MRECHANT SRESPONSIBILITY AND INCEMENFACTATION.

 All of the persons coming within the definition of Merchant shall be jointly and severally liable to the Carrier for the due of all obligations undertaken by the Merchant in this fill of Lading and remain as liable shoughout the transportation.

 The Sloper later available to the same that the permissions stellange to the Goods as each on the foca of this Bill of lading and that such particulass and any other particulars and by one orbeat of the Sloper are desequent and the permissions stellange to the Goods as each on the foca of this Bill of lading and that such particulass and any other particulars and by one orbeat of the Sloper are desequent accurated and correct.

 The Sloper that incemently the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in the correct and accurate and correct.

 The Sloper that incements. The right of the Carrier sagerst all loss, damage and expenses arising or resulting from inaccuracies in the correct and the same and t

- by, such handwore shall constitute due delivery of the coors or any part berrors or one exercises warners one or a seminary support of the coors of the contract of the contract of the contract of the contract of the Medican shall ended, studied or loaded by the Carrier, the Carrier shall not be liable for load of the the contract and the Medican shall endemnly the Carrier sparts any loss, damage, liability or expense incurred by rice, if such loss, damage, liability or expense incurred by rice, if such loss, damage, liability or expense incurred by rice, if such loss, damage, liability or expense incurred by the contract of the co

- The Merchant warrants the Goods are lawful Goods and undertakes not to deliver to the Carrier any Containers or
- orsaming any contrasand.

 If the requirements of Clauses 9(1) and (3) are not complied with, the Merchant shall indemnify the Carrier against all mage or expense of whatsoever nature and howsoever arising out of such Goods or Containers being tendered for tation or delivered to or handled or carried by the Carrier.

DECK CARGO AND LIVESTOCK for being Goods stowed in Containers other than flats or pallets) which are stand herein to be carried on deck and whether or not carried in deck, are carried without responsibility on the part of the Contrel for loss or damage of whether or the carried in deck, are carried without responsibility on the part of the Contrel for loss or damage were. except that in respect of Goods carried to or from the United States of America Goods are carried on deck at the first six as to pells interner in such carried poin and other respects to GOOds.

- delivery to the Merchant.

 4. All Containers to be the joint and several responsibility of all the persons coming within the definition of the Merchantand must be redelivered clean and undamaged to a place or point of interchange nominated by the Carrier within the time researched in the Carrier's applicable tariffs and contracts, failing which each of such persons are jointly and severally liable for such determion, losses or expense incurred as a result thereof including but not limited to deturrage, container determion changes.

- Without prejudice to the Merchant's indemnity obligations herein, the Vessel and every subcontractor of reature whatsoever (including but not limited to the Participating Carrier, the Vessel, the owner, charterer, officer and crew of the Vessel, and enoployees, agents, respectativelys, and all teseredors, terminal men, carpeterers, latelier, ship cleaners, surveyors and other independent contractors) shall have the benefit of expectatively. The contractors of the present of the Carrier as it such surpressly for its benefit, and in entering into this contract, the Carrier, does so not only on its own behalf but also states for such persons or Vessel. The term "subcontractor is used herein shall include both ident and in the carrier is not seen to the carrier of the contractor of the carrier is not for some the Carrier acts as agent. An indirect subcontractor is a person with whom the Carrier is not fix. For the purpose of his Clause 25, the Vessel and all subcontractors shall be deemed to be parties to thoold by the Bill of Lading.

- APPLICABLE LAW. This Bill of Lading, the contract contained in anxion evidenced hereby, and the rights and store of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and constant of container with English is used any and all claims, sulss, proceedings or disputes however arising in connection with Bill of Lading, contract, rights and deligations shall be determined in accordance with English is used.

 Bill of Lading, contract, right sand exclusions that be determined in accordance with English is used. The contract of th
- 2016/079 (CDRPT) and any applicable data protection lates and be board by the terms available all https://www.not. combrenjiesconcenterindus/pris/abDocumeria/Termanevol/A) papiesper plf.Termanevol/Termanevol/A) papiesper plf.Termanevol/Termanevol/A) papiesper plf.Termanevol/Termanevol/A) papiesper plf.Termanevol/Termanevol/A) protected by the Merchant to the Carter or the content of cartering. The Merchant is the distance of the content of cartering the Merchant is the cartering the second data provided to the Cartering or the Cartering the Merchant is processed providing service development of the Cartering the Cartering the Cartering the Merchant is provided by the Cartering th

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦