OOCL ORIENT OV	erseas Cont	TAINER LINE		RMA – NON NE		PAGE: 1 OF 3 BILL OF LADING on Negotiable Unless Consigned to Order)		
SHIPPER'EXPORTER (COMPLETE NAME AND FORSTAR FROZEN FOC 505 A, GALLERIA, HIRANANDANI GARDEN A. S. MARG, POWAI, MUMBAI - 400 076,	DS PVT. LT	D. PY NON NE		BOOKING NO. 2732076600 DOLU2732076600 EXPORT REFERENCES RATE FOLDER 00044037 IN SHPR IEC 0392068460				
SUPERMERCATI TOSAN CEREA S.R.L VIA PALESELLA, 1, 37	10			FORWARDING AGENT-REF FMC NO.:	ERENCES			
CEREA (VR) ITALIA. VAT: 01286680234				POINT AND COUNTRY OF ORIGIN OF GOODS				
SUPERMERCATI TOSAN CEREA S.R.L VIA PALESELLA,1,37 CEREA(VR)ITALIA. VAT: 01286680234			ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS ++MAHARASHTRA, INDIA					
PRE-CARRIAGE BY VESSEL/VOYAGE/FLAG		PLACE OF RECEIPT NHAVA SHEVA, ++ PORT OF LOADING		LOADING PIER/TERMINAL	ORIGINALS TO BE	E RELEASED AT		
CYPRESS 057 W		NHAVA SHEVA, INDIA		TYPE OF MOVEMENT (IF M	CKAGES AND GOODS FIELD)			
GENOA, ITALY		GENOA, ITALY		CY/CY	CY/CY			
CHECK "HM" COLUMN IF HAZARDOUS MATER	IAL)	PARTICULARS DECLARED BY S	SHIPPER B	R BUT NOT ACKNOWLEDGED BY THE CARRIER				
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	(FOR CUSTOMS M	DESCRIPTION		I /EGI /40DO	GROSS WEIGHT	MEASUREMENT		
OOLU6210594 /OOLJS	2000 CARTONS	2000 CARTONS  1X40 RO TOTAL CARTONS: 2000 FROZEN PUD SHRIMPS IQF H.S. CODE: 030617 SB NO. 6991249 DATI TOTAL NET WT: 16600 TOTAL GRS. WT: 2140 TEMPERATURE SETTING -20 DEGREE CELSIUS	0 BLANC E 24.0 0.00 K 30.00	/21430.000KGS 21430.000KGS NET WEIGHT 16600.000KGS	40.000CBM			
TOTAL NO. OF CONTA   CALCULATION OF PAC DESTINATION CHARGES LAWFULLY DEMANDS DE  NOTICE 1: For carriage to or from the United States of An	INERS/PACK KAGE LIMIT COLLECT F LIVERY OF  ** TC nerica(t) Clauses 4 and 23 on the	AGES RECEIVED & ACLATION (IF APPLICAB) ER LINE TARIFF, AND THE CARGO. BE CONTINUED ON ACCOUNTS AND ACCOUNTS A	KNOWLE LE): D TO B	DGED BY CAR 1 CONTAIN E COLLECTED D LIST ** ge or customary freight unit by virtue or	RIER FOR THE ER (S) / PACKAGE FROM THE PAR	PURPOSE OF   (S) TY WHO ds by Sea Act ("COGSA"),unless the Merchant		

declares a higher cargo value below and pays the Carrier's ad valorem freight charge; and (ii) if carried or NOTICE 2: See Clause 28 on the reverse side hereof: Notice to Endorsee and/or Holder and/or Transferee. NOTICE 3: If Goods carried on deck at Merchant's risk without responsibility for loss or damage howsoever caused.

Declared Cargo Value US\$	If Mer	chant ente	ers a value, Carrier's lim SERVICE CONTRACT NO.	nitation of liabilit	cy shall not apply and	the ad valorem rate will b	e charged.  Received the Container/Package or other units	
PREIGHT & CHARGES PATABLE AT.			BERVICE CONTRACT NO.	0	COMMODITY CODE		indicated in the box identified as "Total No. of Containers/Packages received an	
CODE TARIFF ITEM	FREIGHTED AS		PREPAID		COLLECT		<ul> <li>acknowledged by Carrier" in apparent god order and condition, unless otherwise indicate to be transported and delivered as here</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 applicable tariff.  In witness whereof 3 original bills of ladin have been signed, one of which bein accomplished, the other(s) to be vold.  DATE CARGO RECEIVED	
							DATE LADEN ON BOARD o 25 JAN 2024	
							25 JAN 2024	
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 pamphlet form.						SIGNED OOCL (INDIA) PRIVATE LIMITED BY:		
+ STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING • SEE CLAUSE 1 HEREOF • SEE CLAUSE 2 HEREOF • GF001 • HQD 01/01							, as agent for	
						ORIENT OVERSEAS		

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER

PAGE: 2 OF 3 PROFORMA - NON NEGOTIABLE

VOYAGE: 057 W B/L NO.: OOLU2732076600

VESSEL: CYPRESS

VESSEL: CYPRESS					VOYAGE: 057 W	B/L	NO.: OOLU2732076600
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	Y NO	DESC	RIPTION OF GOODS	IABLE	GROSS WEIGHT	MEASUREMENT
SHIPPER LOAD AND CODESTINATION OFFICE OOCL (ITALY) S.R.L. VIA DE MARINI 53 TORRE SHIPPING 12TH FLOOR 16149 GENOVA (ITALY PHONE: (39-10) 8598	UNT, CONTAI ADDRESS:	INER(S) S	EALED	BY SHIPPE	R		
DELIE	ERATELY LE	T BLANK	AND CC	NTINUE ON	NEXT PAGE		

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for

**COPY NON NEGOTIABLE** 

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

## 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

EIVED for shipment in external apparent good order and condition, unless otherwise indicated, the number of containers, ages or other customary freight units identified as "Total Number of Container/Brakages received and acknowledged by the "or to the Exercise Josephs and conditions herefore from Exec of Received for the Part of Loading, whicheve is applicable. Weights, measurements, marks, numbers, quantity, rest and value if mentioned hereis in each considered unknown by the Carrier.

s hereby given that Carrier is a member of atlances 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 wise in the carriage of a such and raticle to the Membershall. In the case of sold carriage, however, the terms and conditions of the Bill of Lading shall be considered to the carrier of the Country of the Carrier of the Country of the Carrier of the Country of the the terms and conditions of this Bill of Lading.

If the stags of carriage where loss or damage occurred is not known.
Exclusions
get of the carriage where the loss or damage to the Goods is not known then the Carrier shall be fiable for loss and
to the Goods save that the Carrier shall be relieved from faibility for any loss or damage to the extent that such loss or
was caused by:

An act or omission of the Merchant, hastficiency or defective condition of packing or marking. Complaince with the instructions of persons entitled to give them; Handling, loading, stowage or unloading of the Goods by the Merchant; Inherent vice or the Goods; Stilke, lockout, stoppage or restraint of liabour from whatever cause whether partial or general; A nuclear incident:

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 time 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 or in composited by or computating applicated to the Participating Carrier shall record to 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.

The Contex shall not be back in any equicity institutioner for loss or delay to the Condus or non-delivery or intending-core caused with the Condus are in the United States of America any from the submittant of an in the actual ody of the Carrier. All these times the Carrier acts as agent only for and on behalf of the Merchant and agrees to procue postulate of the Condus in accordance with the usual terms, condustion and tarificily of Principating Carrier. If or any reason Carrier is denied the right to act as agent only at these times, its liability for loss and damage to the Goods or non-delivery or elsevery thereof shall be determined in accordance with Clause 4 (6) hereof.

If COGSA applies then the liability of the Carrier shall not exceed US\$500 per package or customary freight unit unless to fi the Goods has been declared on the face hereof with the consent of the Carrier and extra freight has been paid in se Causez 23 shall apply and the declared value (if higher) shall be substituted for the limit and any partial loss or damage digitated provate on the basis of stude fectand value.

icable enforms or international safety standards and is fit in all respects for carriage by the Carmer.

MERCHANT'S RESPONSIBILITY AND INDEMNIFICATION

All of the persons coming within the deficition of Meternatar shall be jointly and severally liable to the Carrier for the due ment of all obligations coming within the deficition of Meternatar shall be jointly and severally liable to the Carrier for the due ment of all obligations undertaken by the Meternatar in this Bill of Lading and retire to the Goods to switcher part of all or the productions of the control of the first of the control of the first production of the first plant be seen checked by the Shipper or receipt of this Bill of lading and that such particulars and any other particulars sited by orn or health of the Shipper are adequate, accurate and correct.

The Shipper shall indemnify the Carrier against all loss, damage and expenses arising or resulting from inaccurates in Bill of Lading by any person other than the Shipper.

Bill of Lading to any person other than the Shipper.

The Metchart agrees to indemnify and hold harmless the Carrier against all order any and the carrier and the production of the Metherat under the terms of this Bill of lading or applicated law (including but not limited to those Carrier may suffer the carrier and the

SHIPPER-PACKED CONTAINERS
If a Container has not been filled, packed, stuffed or loaded by the Carrier, the Carrier shall not be liable for load of the contents and the Methant small indemnify the Carrier against any loss, damage, fability or expense incured the manner in which the Container has been filled, packed, stuffed or loaded, or the unsuitability of the contents for carriage in Orothainers, or the unsuitability of exclusive in Orothainers, or the University of the Orothainer arising without any want of due dispense on the part of the Cart
there contains the Contains for Carriage or which it is request.

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

DINIGEROUS COODS AND CONTRABAND

The Merchart undertaken not be tender for transportation any Goods which are of a dangerous, inflammable, radioactive
aging nature without perioacily giving written notice of their nature to the Carrier and marking the Goods and their
er 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 deargoous, inflammable, radioactive or damaging may, at any time or place, be
discossived, or rendered harmless without compensation, and if the Merchart has not given notice of their nature to the
under Clusse (1)). No Carrier shall be under to faithily to make any general average contribution in respect of such

DECK CARGO AND LIVESTOCK.

In the control of the co

SITY Globioms to see some processions and continues are continued to the receipt by the Carrier in external apparent good order and most good and be primar facie evidence of the receipt by the Carrier in external apparent good order and no recognit an otherwise noted of the lotal number of Containers or other packages or units identified on the face hereof as unturber of Containers Packages received and acknowledged by the Carrier.

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

roll this Bill of Lading.

MOTIFICATION AND DELIVERY
Except as provided by terif, any entries herein of notify sprifice is adoly for the Central's information, and failure to give
Except as provided by terif, any entries herein the Membard of any distigation to the Centre
The Membard shall take delivery of the Cooks within the time provided for in the Centrel's applicable terif.

The Membard shall bake delivery of the Cooks within the time provided for in the Centrel's applicable terif.

The Membard shall be take delivery of the Cooks or part of thems on experison of the teriff prescribed free time, the
shall be deemed to have been delivered to the Membard and the Carrier may with or without notice, but subject to its lenn or
over at the sole init and experies of the Membard. Therespon, the lability of the Carrier in respect of the Goods is and delivery of the Carrier in sepect of the Goods is and delivery of the Carrier in the Carrier i

odis Detroits known by min to never to right as present and the first provided by the content of the content of

MATTERS AFFECTING PERFORMANCE. If at any finne the performance of the contract evidenced by this Bill so is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind which cannot by the exercise of reasonable endeavours. The Carrier (whether or not the transport is commenced) may without notice than the set the performance of this contract as terminated and place the Goods or any part of them at Merchant's disposace or port which the Carrier may deem set and convenient, whereepon the responsibility of the Carrier added to the carrier may deem set and convenient, whereepon the responsibility of the Carrier added to the carrier may deem set and convenient, whereepon the responsibility of the Carrier added to the carrier may deem set and convenient, whereepon the responsibility of the Carrier added to the carrier may deem set and convenient, whereepon the responsibility of the Carrier added to the carrier and the carrier may be considered to the carrier may be considered to the carrier and the carrier may be considered to the carrier and the carrier may be considered to the carrier and the carrier may be carried to the carrier may be carried to the carrier and the carrier may be carried to the carrier may be

19. METIODS AND ROUTES OF PRAISOPORTATION. The Canter may at any time and villious notice to it Merchant (a) use any means of transport or storage windstorers; (b) for any purpose windsnower transity the Goods or asseme or a substitute vess of ordinaries streamed the Goods from one conveyance to another even though transition forwarding of the Goods may not have been contemplated or provided for herein(.) opposed by any route whether or not as the nearest or most direct or assembly value from the Port of Louding or Place of Receipt to the Port of Unchange to the Port of Continger and the Port of Unchange to the Port of Por

**B/L NO**.: OOLU2732076600

such direct or indirect or consequential loss or damage, such liability 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.

MINECTION OF GOODS

The Control of GOODS

Th

WAUTOLOC CONTROCT. Menhant agrees het his Bill of Leding constitute, the relies apprenent between the first. These also in substantiaging bits explicit antier of this apprenent of the times he have not form, and any possible has been apprenent to the properties of the first shall have posse to wave or vary any of the terms hereof unless such varievor or validation is in writing and is specified. No several or agent of the first shall have posse to wave or vary any of the terms hereof unless such varievor or validation is in writing and is specified. The contribution of the properties of the shall be contributed in writing by the Carrier. Subject to Clause 3, all agreements or freight engagements for the shipment of the Goods supervised by the Bill of Linding.

229 GSIRDAR, AVERAGE. General Average shall be adjusted at any port or place at the option of the Carri accordance with the Vork-Average Pales. 1984 and any subsequent modification or re-enactment thereto and shall be agreed to Cordainers and/or Goods loaded on deck or under deck. In the event of accident, damps, dramage or disaster before or the commencement of the vioyage resulting from any cause whatsoever statute, contract or otherwise, the Merchant contribute with the Carrier in General Average on the payment of any scartifice, losses or express of a General Average on that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sax vessel is owned or operated by the Carrier, value get shall be paid for a fully at it is salving sessife) between the Carrier shall have a lien on the Goods for all General Average contribution (including but not limited to salvage) into Carrier. If the Carrier delivate the Carrier of the Carrie

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 hof any nature whatoover (including but not limited to the Participating Cariner, the Vessel, the owner, charters, Marter, officer and over of the Vessel, and employees, again, representables, and all selectories thermal of defence, initiation and liberty of whatoover nature herein contained or otherwise available to the Cariner as if such other contained or the vessel of the contained or an advance of the contained or otherwise available to the Cariner as if such or and trained or the contained or otherwise available to the Cariner as if such or and contained or the contained or otherwise available to the Cariner as if such or an advanced or the contained or the contained or the cariner as in a contained or the contained or the cariner as an advanced or the cariner as one cariner as a contained or the cariner as one carined or the cariner as one carined or the cariner as one carined or the cariner as one cariner as a contained or the cariner as an advanced or the cariner as an advanced or the cariner as one cariner as a contained or the cariner as a contained as a contained or the cariner as a contained or the carine as a contained or the cariner as a contained or the carine as a contained or the c

20) NOTICE OF LOSS: TIME BAR

1. Unless notice of loss or dramage to the Goods and the general nature of it be given in writing to the Carrier at the
These of Delivery before or at the time of the removal of his Goods into the custody of the person entitled to delivery thereof
under this Bill of Lading, or if the loss or dramage be not apparent, within seven consecutive days thereafter, such removal shall
be prima face evidence of the delivery by the Centire of the Goods described in the Bill of Lading.

2. draws a subject to Cause 26(3), the Carrier shall be described or of all sizelily under this Bill of Lading.

2. draws a subject to Cause 26(3), the Carrier shall be described or of all sizelily under this Bill of Lading.

3. Notwithstanding Clause 26(2), where COGSA, the Hopps Rules or Haque-Valdy apply by incorporation or by force
of low, the Carrier shall be describedged from all sizelily whistories 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.

30) APPLICABLE LAW. This Bill of Lading, the contract contained in and/or evidenced hereby, and the rights obligations of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and constraint in accordance with English law and any and claims, suits, proceedings or dispulse horsover airting in connection such Bill of Lading, contract, rights and obligations shall be determined in accordance with English haw. If the carriage of doos hereunder is longer table to, from or through a port in the United States or I COGSA shall for reason withoutered apply complainty in the carriage of the Goods hereunder shall be given the contract contained to the c

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER

LINE, AS CARRIER♦