PROFORMA - NON NEGOTIABLE

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

LINE, AS CARRIER♦

					DOO	KING NO	DILL OF LAD	INC NO		
SHIPPER/EXPORTER (COMPLETE NAME AN			732077120	BILL OF LAD	732077120					
FORSTAR FROZEN FOODS PVT. LTD.						ORT REFERENCES	00102	732077120		
505 A, GALLERIA, HIRANANDANI						RATE FOLDER 00044037				
		TM GUDD THG 0202060460								
GARDENS, A. S. MARG, POWAL OPY NON NEGO MUMBAI - 400 076, INDIA.						TIABLE				
MUMBAI - 400 076,	INDIA.									
CONSIGNEE (COMPLETE NAME AND ADDRE		FORWARDING AGENT-REFERENCES								
NETTUNO ALIMENTARI SPA						FMC NO.:				
VIA PRIMO MAGGIO 2										
20028 S. VITTORE C										
ITALY		POIN	POINT AND COUNTRY OF ORIGIN OF GOODS							
NOTIFY PARTY (COMPLETE NAME AND ADD	onsibility shall be attached se))	ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS								
CASASCO AND NARDI SPA						++MAHARASHTRA, INDIA				
PIAZZA FOSSATELLO							,			
GENOVA, ITALY.	•									
•										
PRE-CARRIAGE BY		PLACE OF RECEIF	PT		-					
THE OMNINGE BY		NHAVA SHEVA,++								
VESSEL/VOYAGE/FLAG		PORT OF LOADING			LOA	DING PIER/TERMINAL	ORIGINALS TO	BE RELEASED AT		
CYPRESS 057 W			EVA, INDIA				MUMBAI			
PORT OF DISCHARGE		PLACE OF DELIVE				,	IIXED, USE DESCRIPTION OF	PACKAGES AND GOODS FIELD)		
GENOA, ITALY		GENOA, IT	TALY		CY	Z/CY		CY/CY		
(CHECK "HM" COLUMN IF HAZARDOUS MATER	QUANTITY	PARTICULAR	S DECLARED BY S	SHIPPER	BUT	NOT ACKNOWL	EDGED BY THE CARE	RIER		
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	(FOR CUSTOMS DECLARATION ONLY)		DESCRIPTION	OF GOODS			GROSS WEIGHT	MEASUREMENT		
OOLU6432478 /OOLJS	SB9832 /	1900 C	ARTONS	/F	CL/	FCL /40RQ	/21100.000KG	S		
	1900	1X40 RO					21100.000KG	40.000CBM		
	CARTONS	TOTAL ĈA	RTONS: 190	0			NET WEIGH	T		
			ILSO SHRIMP	S BLAI	NCHED		14375.000KG	·S		
		IOF, FROZEN PUD SHRIMPS BLANG IOF. FROZEN COOKED PDTO SHRI								
		H.S. COL	SUKII	TMPS TQF.						
		H.S. COD	75 00	77.0	C					
		TOTAL NET WT.: 14375.00 TOTAL GRS. WT.: 21100.00				GS				
		SHIPPING	BILL NO.6	981718	B DATED					
		24.01.20 FREIGHT	DREPATO							
	** TO	TEMPERAT	'URE SETTIN 'INUED ON A'	G TO 1 TTACHI	ED.	A'I' - I _' TST **				
NOTICE 1: For carriage to or from the United States of Aldeclares a higher cargo value below and pays	merica,(i) Clauses 4 and 23 on the r s the Carrier's ad valorem freight cha	everse side hereof limit the arge; and (ii) if carried on d	Carrier's liability to a maximum of	U.S.\$500 per pac	ckage or c	customary freight unit by virtue	or incorporation of the U.S. Carriage of C	Goods by Sea Act ("COGSA"),unless the Merchant		
NOTICE 2: See Clause 28 on the reverse side hereof: No NOTICE 3: If Goods carried on deck at Merchant's risk wi										
Declared Cargo Value US\$							nd the ad valorem rate wil			
FREIGHT & CHARGES PAYABLE AT:		Si	ERVICE CONTRACT NO.	DOC FORM	M 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		 acknowledged by Carrier in apparent good 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		
								DATE LADEN ON BOARD o		
								25 JAN 2024		
								DATED		
								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								DIA) PRIVATE LIMITED		
pamphlet form.							BY:			
+ STRIKE OUT FOR ON BOARD VESSEL BILL ◆ SEE CLAUSE 1 HEREOF	L OF LADING									
o SEE CLAUSE 2 HEREOF QF001							ORIENT OVERSE	, as agent for		
HQD 01/01							TIME ACCADE			

PAGE: 2 OF 3 PROFORMA - NON NEGOTIABLE

VOYAGE: 057 W

VESSEL: CYPRESS				VOYAGE: 057 W	B/L	NO.: OOLU2732077120
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	Y NON	DESCRIPTION OF GOODS	IABLE	GROSS WEIGHT	MEASUREMENT
		20 DEGREE CE	LSIUS			
TOTAL NO. OF CONTA CALCULATION OF PAC DESTINATION CHARGES LAWFULLY DEMANDS DE 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	COLLECT E LIVERY OF UNT, CONTA ADDRESS:	ER LINE TARI THE CARGO. INER(S) SEAL	FF, AND TO BI	E COLLECTED	RIER FOR THE ER(S)/PACKAGE FROM THE PAR	PURPOSE OF (S) TY WHO
DELIB	ERATELY LE	FT BLANK AND	CONTINUE ON	NEXT PAGE		

SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

, 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

RECEIVED for shipment in external apparent good order and condition, unless otherwise indicated, the number of containers, packages or other customary freight units identified as "Total Number of Container/Buckages received and advancedeged by the Carder' on the face have obligated to all the sema and conditions thereof from Pictice of Receipt or the Port of Lobardage, whichever is applicable, legists, measurements, marks, numbers, quantity, contents and value frenditional featurements, marks, numbers, quantity, contents and value frenditional featurements.

Combined Transport age is Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance for firm the Place of Decept or the Port of Loading whichever is applicable to the Place of Delivery or the Port of Discret ver is applicable and, save as is otherwise provided for in this Bill of Lading, the Carrier's liability for loss or damage shall be as follows:

If the stage of carriage where loss or damage occurred is not known Exclusione

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 refieved from liability for any loss or damage to the extent that such loss or was caused the

An act comission of the Merchant treafficiency or defective condition of packing or making, treafficiency or defective condition of packing or making. Handling, loading, stowage or unloading of the Goods by the Merchant, theretor tive of the Goods. Strike, lockout, stoppage or restraint of labour from whatever cause whether partial or general; A muclear 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:

Skipert to Clause 4(B)(Z(s) if loss or damage to the Goods is known to have occurred during a period when the Goods he custody of a Participating Clariner then the Carrier shall have the benefit of any and all rights, defences, exemptions, and immunities contained in or incorporated by or complicative papelicate to the Participating Carrier studies or s) with the Carrier (in addition to all of the rights, defences, exemptions, limitations and immunities contained in this Bill of and the Carrier shall and for the jurpose so the herefit, rights, defences, exemptions, limitations and emmunities shall be to be incorporated therein, and copies are obtainable from the Carrier upon request.

USA Clause Paramount (if applicable)

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 o

explicable national or international safety standards and in 8 in all respects for carriage by the Carrier.

1. All of the personal coming within the definition of Merchant shall be justify and severally liable to the Carrier for the due.

All of the personal coming within the definition of Merchant shall be justify and severally liable to the Carrier for the due.

All of the personal coming within the definition of Merchant shall be justified and shall be s

SHIPPER-PACKED CONTAINERS
If a Container has not been filled, packed, stuffed or loaded by the Carrier, the Carrier shall not be liable for loss of or to the contents and the Methants shall indemnify the Carrier against any loss, damage, liability or expense incurred by the manner in which the Cortainer has been filled, packed, stuffed or loaded; or the unsuitability of the contents for carriage for Cortainers; or the unsuitability of defective condition of the Cortainer single whose the Cortainer single who contents for carriage or the contents for carriage or which it is required to the re

the Container reasonably lift for the purpose for which it is required; or the unsubability or defective condition of the Container or the incorrect setting of any temperature controls thereof which wave been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was filled, stuffed or loaded; or

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 facie evidence of the receipt by the Carrier in external apparent good order and ondition except as orderwise noted of the total number of Cortainers or other packages or units identified on the face hereof as Total Number of Cortainers/Packages received and acknowledged by the Carrier.

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

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 migrap experience of the teriffs periodicted free time, the case of the Carrier of the Merchant. Therepore, he failight 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 Carrier of the Merchant. Therepore, he failight 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 any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or payable by the Carrier or any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-contractor of the Carriery shall be any spent or sub-c

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uch detwey trans to the description of the Goods, which are supported to the Goods and the Goods and the Goods are supported to the Goods and the Goods are supported to the Property of the Goods are supported to the Property of Collect at description, and death to pain in life without district constraints or description and mannered to be Property of Collect at description, and death to pain in life without district constraints or description, and control to the Collect at description, and death to pain in life without district constraints or description, developed and charges in the papertic description. The frequency of the Goods are supported to the papertic constraints of the Goods and the Goods and the Goods are supported to the Goods and the Goods are supported to the Goods and any document entered in the Goods and any document entered in the Goods and any document entered in the Goods and the Goods and any document entered in the Goods and any document entered in the Merchant or on account of the Goods and any document entered in the Merchant or on account of the Goods and any document entered in the Merchant or on account of the Goods and any document entered in the Merchant or on account of the Goods.

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.

IMENION AND ROUTES OF TRANSPORTATION. The Carrier may at any time and without notice to the Merchant (a) use any means of transport or stongs whatcover (b) for any purpose whatcover transity the Goods or carry assess on a substitute vessel or otherwise transier the Goods from one consequence to another even floops that contains the assessment on a substitute vessel or otherwise transier the Goods from one consequence to another even floops that return the containing the containing

B/L NO.: OOLU2732077120

consequences loss or usuage areas forming volcate, and excellent subconversables be into ageing scale or any south deat of indicate or consequential loss or disrange, such liability shall in no evert exceed the fleight again 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 shelver to the Merchant.

20 NOSECTION OF GOODS

1. The Carrier shall be erified, thu under no obligation, to open any Container at any time and to inspect

1. The Carrier shall be erified, the under no obligation, to open any Container at any time and to inspect

1. The description of the container of the container or any part thereof carrior safety or propely be carried or carried further,

or without incurring any additional segreties or taking any measures in relation to the Coretainer or its contents

where the Carrier may be the soft in any observed and any observed and any observed and a state of the container of

21) VARATION 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 of the three has an interior self city, and any such adult parties. The parties of t

LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, sixers shall be entitled to the same rights of limitation as are or would be available to the owner of the Vee to Limitation Convention of 1957, the London Limitation Convention of 1978 or any other applicable convergence of the property of the propriet of the conversing the rights of shippowners to limit their liability in accordance with the tornage or value of the

(c) Without prejudice to the Merchant's indemnity obligations herein, the Vessel and every subcontractor of the day nature whatoover (including but not limited to the Participating Carrier, the Vessel, the owner, chartered haster, officer and rever of the Vessel, and employees, apprecia, representatives, and all stewdoors, International warderings, carpentatives, and all stewdoors, International warderings, carpentatives, and other independent contractions) shall have the benefit of evidence, limitistion and other play whatoover nature herein contrained or otherwise available to the Carrier and were expressly for its benefit, and inentering into this contract, the Carrier, does not conjust on whealth to all values of tractional proposes or Vessel, the time "budocraterior" as used herein shall include both findset are authorisectors hired by the Carrier to perform the Carrier's own obligations under the Bill of Lading, or the obligation printy. For the purpose of this Calsuse 25, the Vessel and all subcontractors shall be deemed to be parties to the evidenced by this Bill of Lading.

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 Coods have been after of the Coods have been after or the period shall begin to run two months after the Goods have been delivered for the Coods, and the Coods have been and the Coods have been after or the period spay by by incorporation or by force of the run of the Coods have been as all labelity where the Coods have been delivered.

30) APPLCABLE LIVI. 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 contract in accordance with English laws and any and claidsams, suits, proceedings or dispute horsowers arising in connection such Bill of Lading, contract, rights and edisplatons shall be determined in accordance with English laws. If the carriage of doors hereunder is longer trades in the contract contains the critical contains and accordance with English laws. The carriage of the Goods hereunder shows be the contract contains the determine accordance with Ladings contract, rights and obligations shall be determine accordance with Ladings after a factor of the contract contains.

31) PERSONAL DATA PROTECTION. The paries agree to fully comply with General Data Protection Regulation (1997) and any applicable data protection laws and be bound by the terms available at https://www.oc.com/reg/resourcecenterin/dust/prison/Documents/Transevork/). Shipper pdf/Transevork/) under which the Merchant at the Carties are the "Carties and protected for insperiod and protected for insperiod to the Carties are the Carties and the Carties and the Carties are the Carties and the Cart

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER

LINE, AS CARRIER♦

, as agent for