OOCL ORIENT O	ve <b>rs</b> eas Conta	AINER LINI	·	PROFO	DRMA – NON NE	GOTIA	ABLE (N	PAGE: 1 OF 3 BILL OF LADING on Negotiable Unless Consigned to Order			
SHIPPER/EXPORTER (COMPLETE NAME AI			BOOKING NO.		BILL OF LADING	NO.					
INDYGLOBAL VENTUR		2732442720 EXPORT REFERENCES	32442720								
521, AVIOR AT NIR		RATE FOLDER 00044037									
					-						
L. B. S. MARG , M MUMBAI, MUMBAI MA	UDOND (WEST)	PY N	ON NE	EGC	TIABLE	=					
400080, INDIA	IIANAJIIINA,				The second services and the second second						
CONSIGNEE (COMPLETE NAME AND ADDR	RESS)				FORWARDING AGENT-REFERENCES FMC NO.:						
S F I ROTTERDAM B		FINE NO.									
MERCURIUSWEG 12B	3113 AR										
SCHIEDAM THE NETH	ERLANDS										
					POINT AND COUNTRY OF ORIGIN OF GOODS						
NOTIFY PARTY (COMPLETE NAME AND AD	DRESS) (It is agreed that no respo (see Clause 13 on reverse	nsibility shall be attached t	the Carrier or its Agents for failur	e to notify	ALSO NOTIFY PARTY-ROU	TING & INST	RUCTIONS				
S F I ROTTERDAM B	.V.										
MERCURIUSWEG 12B	3113 AR										
SCHIEDAM THE NETH	ERLANDS										
PRE-CARRIAGE BY		PLACE OF RECEIP									
VESSEL/VOYAGE/FLAG		NHAVA SHEVA, INDIA PORT OF LOADING			LOADING PIER/TERMINAL		ORIGINALS TO BE	RELEASED AT			
APL BARCELONA 215 W		NHAVA SHEVA ,INDIA					MUMBAI				
PORT OF DISCHARGE ROTTERDAM		PLACE OF DELIVERY ROTTERDAM			CY/CY	IXED, USE D	ESCRIPTION OF PAG	CKAGES AND GOODS FIELD)  CY/CY			
(CHECK "HM" COLUMN IF HAZARDOUS MATE	RIAL)			LUDDED	, -	DCED B	V THE CARRIE	•			
CNITE NOS WISEAL NOS QUANTITY		PARTICULARS DECLARED BY SHIPPER DESCRIPTION OF GOODS			BUT NOT ACKNOWLE	MEASUREMENT					
MARK & NUMBERS OOLU 6234699 /OOLJ	(FOR CUSTOMS DECLARATION ONLY)	2600 C			CI /ECI /40DO		SS WEIGHT	WEAGONEWENT			
OOLU6234699 /OOLU	SB9159 /	2600 C.			CL/FCL /40RQ						
			RESH FRUIT: EEDLESS GR			1560 NE	0.000KGS T WEIGHT				
	CHICIONS	PACKED I	N CONSUMER	PACK		1300	3000.000KG\$				
	1 1	NET WEIG	NET WEIGHT HT: 13000	KGS							
		GROSS WE	IGHT : 156	00 KG							
			URE SETTING	G TO	BE AT +						
		DEGREE	CELSIUS								
TOTAL NO. OF CONT	AINERS/PACK	AGES REC	EIVED & AC	KNOMT	EDGED BY CAR	RIER	FOR THE	PURPOSE OF			
CALCULATION OF PA DESTINATION CHARGE	S COLLECT PI	ER LINE	TARIFF, AN	LE): D TO	BE COLLECTED	FROM	THE PAR	TY WHO			
LAWFULLY DEMANDS D SHIPPER LOAD AND C	ELIVERY OF E	THE CARG	O. SEALED BY :								
DESTINATION OFFICE	ADDRESS:										
NOTICE 1: For carriage to or from the United States of declares a higher cargo value below and par	America,(i) Clauses 4 and 23 on the re	verse side hereof limit the	INUED ON A' Carrier's liability to a maximum of I	J.S.\$500 per pa	ckage or customary freight unit by virtue of	r incorporation of	f the U.S. Carriage of Good	s by Sea Act ("COGSA"),unless the Merchant			
NOTICE 2: See Clause 28 on the reverse side hereof: NOTICE 3: If Goods carried on deck at Merchant's risk	Notice to Endorsee and/or Holder and/o	or Transferee.	ck at Merchant's risk as to penis in	nerent in such c	arriage but in all other respects subject to	the provisions o	COGSA.				
Declared Cargo Value US\$		f Merchant enter			liability shall not apply an	d the ad v	alorem rate will b				
FREIGHT & CHARGES PAYABLE AT:		SE	RVICE CONTRACT NO.	DOC FOR	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 0 DATED 31 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

QF001 HQD 01/01

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

, as agent for

PROFORMA - NON NEGOTIABLE

VOYAGE: 215 W

B/L NO: OOLU2732442720

PAGE: 2 OF 3

VESSEL: APL BARCELONA				PROFORMA - NO	N NEGOTIABLE VOYAGE: 215 W	B/T	NO.: OOLU2732442720
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	H M	NON	DESCRIPTION OF GOODS		GROSS WEIGHT	MEASUREMENT
ORIENT OVERSEAS CON LIMITED - OOCL NETH WNA BUILDING, 6E VE	ERLANDS B	NE RANCI	I				
WNA BUILDING, 6E VE WEENA ZUID 134 3012NC ROTTERDAM, T PHONE: (31)-10-2248	HE NETHER	LANDS	5				
DELIB	ERATELY L	EFT E	BLANK AND	CONTINUE 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

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 the carrier of the carrier, or the carrier, the carrier of the Carrier, the carrier of the Carrier, the terms and conditions of the Bill of Lading shall be deemed in all instances to the the Carrier of the Cocci, to the terms and conditions of this Bill of Lading.

- DETENTIONS Whose instant on any event of vention in any applicable law herein mentioned: "VESSEL" shall include the et[s] named in this Bill of Lading, any substituted vessel(s), any vessel to which transhipment may be made in the et[s] named in this Bill of Lading, any substituted vessel(s), any vessel to which transhipment may be made in the manusco of this contract and any vessel, and lighter or other means of transpostation withoutoneer, wound, chartened, operated controlled and used by the Carrier or Participating Carrier in the performance of this contract, "MERCHANT" includes the per consiging, enhance, transferre, biologic off this doublement, consiginger, evenlow of the Goods, any preson or first of service processing, and the cooks any preson or entity owning ritided to the possession of the Cooks or of this Bill of Lading and anyone acting on behalf of any such persons." "COOCS" as any preson for the time being in pressure on of this Bill of Lading or otherwise, "PARTICIPATING CARRIER," includes any other sea, water, land or all carrier performing any part of the carriage provide herein. "CONTARPE" includes container, staller, transportable task, falt, pallet, crade, led or any similar article of transport used to consolidate or transport includes any other sea, water, land or all carrier performing any part of the carriage provide herein. "CONTARPE" includes or "Labbot NO BOACM", when noted on this Bill of Lading shall men that the Goods have been placed not note the Vessel of the Bill of Lading, "PORT OF LOADING" ability and the place where the Goods are recoived from the Merchant by a discharged from the Vessel; "PLACE OF RECEST" shall be the place where the Goods are recoived from the Merchant by a discharged from the Vessel; "PLACE OF RECEST" shall be the place where the Goods are recoived from the Merchant by a discharged from the Vessel; "PLACE OF RECEST" shall be the place where the Goods are recoived from the Merchant by a discharged from the Vessel; "PLACE OF RECEST" shall b

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
ware caused by:

- An act or omission of the Merchant, hastficiency or defective condition of packing or marking. Complaince with his 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 and immunifies contained in or incorporated by or computating applicates to the Participating Carrier shall not (s) with the Carrier (in addition to all of the rights, defences, exemptions, limitations and immunifies contained in this Bill of and the Carrier's timit and for this purpose such benefit, rights, defences, exemptions, limitations and immunifies 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 form 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 elevery 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 fleight unit unless size of the Goods has been declared on the face hereof with the consent of the Carrier and extra freight has been paid in case Cause 23 shall apply and the declared value (if higher) shall be substituted for the limit and any partial loss or damage the adjusted pro-ratio in the basis of such declared value.

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

MERCHANT'S RESPONSIBILITY AND INDEMNIFICATION

All of the persons coming within the deficition of leteraturat shall be jointly and severally liable to the Carrier for the due ment of all obligations coming within the deficition of leteraturat shall be jointly and severally liable to the Carrier for the due ment of all obligations undertaken by the Merchant 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 Merchant agrees to indemnify and hold harmless the Carrier against all order all any claims, loss, damage, fires or or of their nature and the required Improvalines setting of the thermostic controls before enough of the Shipper are designed or resulting to many breach of any warranty or develoption of the Merchant and grees to indemnify and hold harmless the Carrier against all and any claims, loss, damage, fires or to personal land or the standard and the standard and the terms of this Bill of lading or applicated law (including but not limited to those Carrier may since or is allowed to the charter and the terms of the Bill of lading or by pictured to the standard and the standard a

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 to the contents and the flexhant shall indemnify 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 bif for the propose or which it is required, or

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 previously 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
disclosively or rendered harmless without compensation, and if the Merchart has not given notice of their nature to the
under Clusse (1)). No Certification is done in Salidily in male any general average contribution in respect of such

DECK CARGO AND LIVESTOCK.

In the control of the co

CPTONAL STUMME
TO COME TO THE CONTROL TO CON

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.

NOTIFICATION AND DELIVERY
Except as provided by terif, any mention herein of notify parties is solely for the Carrior's information, and failure to give ton shall not retrieve the Carrior. See the Carrior is information, and failure to give ton shall not retrieve the Carrior.

If the Michand hall is built delivery of the Cooks or part of them upon expiration of the triffs prescribed free time, the shall be deemed to have been delivered to the Microhant and the Carrior may with or without notice, but subject to bit is to gen or zover at the sole ink and expenses of the Merchant and the Carrior may with or without notice, but subject to bit to gen or zover at the sole ink and expenses of the Merchant. Therespon, the liability of the Carrior in respect of the Goods in pacific solve short specified paid only and the cost of sour short specified paid or graphed by the Carrior or any agent or solv-contactor of the Carrior; that is continuations. Carrior shall have no liability whatcover for the misselvery of Cooks in its scalar or constructive solve the continuations. Carrior shall have no liability whatcover for the misselvery of Cooks in its scalar or constructive solve to present or the contribution of the contribution of

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

MULTIPLE BILLS OF LADING

MOUNTIPLE BILLS OF LADING

Goods will only be delivered in a Container to an individual betrahen if all Bills of Lading in respect of the corticle of the Container and C

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 of Place of Receipt to the Port of Unchange to the Port of Port of

PAGE: 3 OF 3

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.

NSPECTION OF GOODS

The Carrier shall be entitled, but under no obligation, to open any Container at any time and to inspect the contents. It thereupon appears that the contents carry part thereof cannot safely or properly be carried or carried further, other at all, without focuring any additional expense or taking any measures in relation to the Container or its contents or any part without focuring any additional expense to carry or the container to a carried or the contents or any part assessment afficient or any reasonable additional expense to carry or to contain the carriery or its down the man abstrar or out under cover or in the open, at any piace, which storage shall be deemed to constitute due delivery under this Bill of ding. The Mecharts shall indemnify the Carrier and suppression for any damage or loss to the Cargo resulting from inspection by customs or other thouses and Merchants that be responsible for any dosting, from penalties incurred as a result of such inspection or brother tonless and Merchant shall be responsible for any dosting, from penalties incurred as a result of such inspection or

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 his of any nature whatosover (including but not limited to the Participating Cartier, the Vessel, the connect, charters, and the properties of the Vessel, the connect, charters, representables, and at altevedores, terminal or defence, influence of the Vessel, and enterties, and enterties, representables, and at altevedore, terminal or defence, influence or the Vessel, and enterties of the Vessel of the Vessel

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 and the Carrier of the Codes of Carrier of the Goods described in the Bill of Lading.

2. draws and the Carrier of the Codes of the Carrier of the Goods, to the Carrier of the Goods of the State of Lading unless said is brought

2. draws and the Carrier of the Codes of the Carrier of the Goods, the Indian of the Codes of the State of Lading unless of the Carrier of the

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♦