OOCL ORIENT C	VERSEAS CONT	AINER LINI	PRO	Forma - non ni	EGOTIA	BLE (No	BILL OF LADING	
SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)				воокіng no. 2734078410		BILL OF LADING	NO. 34078410	
SIVA SAI CHARAN M 19-4-9, CHUNDURI BHIMAVARAM - 5342 ANDHRA PRADESH, J	VARI STREET		ON NEG	EXPORT REFERENCES RATE FOLDEI IN SHPR IE(9426		
consignee (complete name and address) NORDIC SEAFOOD A/S, SOEREN NORDBYSVEJ 15, 9850 HIRTSHALS, DENMARK				FORWARDING AGENT-RE FMC NO.:	FERENCES			
				POINT AND COUNTRY OF	ORIGIN OF GO	ODS		
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) (It is agreed that no responsibility shall be attached to the Carrier or its Agen (see Clause 13 on reverse)) NORDIC SEAFOOD A/S, SOEREN NORDBYSVEJ 15, 9850 HIRTSHALS, DENMARK, VAT/EORI NO. DK 11142141, *				ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS * SHIPMENTADVICE (AT) NORDICSEAFOOD.COM.				
PRE-CARRIAGE BY		PLACE OF RECEIP		_				
vesselvoyage/flag ONE RECOGNITION 002 W		KATTUPALLI, INDIA PORT OF LOADING KATTUPALLI, INDIA			CHENNA		RELEASED AT	
PORT OF DISCHARGE ANTWERP PORT, BELGIUM		PLACE OF DELIVERY ANTWERP PORT, BELGIUM		TYPE OF MOVEMENT (IF MIXED, USE DESCRIPTION OF FCL / FCL		SCRIPTION OF PAC	CY/CY	
CHECK "HM" COLUMN IF HAZARDOUS MAT		PARTICULAR	S DECLARED BY SHIPPE	R BUT NOT ACKNOWL	EDGED BY	THE CARRIE	R	
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY H (FOR CUSTOMS M DECLARATION ONLY)		DESCRIPTION OF GOOI	DS	GROS	S WEIGHT	MEASUREMENT	
FBIU5067319 /OOL	JRY6895 /	2000 C	ARTONS /	FCL/FCL /40RC	2/22000	.000KGS		
CY/CY	CARTONS TOTA PROL FACT CFR SPEC TEME 25 I CARTO INDI HS C RAW TAII PACP BACP			CONS 24/001 NDIA 878 VANNAMEI O BE AT - RE IN DEVEINED OS IQF PER PER CHED LIST **	DIA 878 ANNAMEI BE AT - IN EVEINED IQF ER ED LIST **			
NOTICE 1: For carriage to or from the United States of declares a higher cargo value below and p NOTICE 2: See Clause 28 on the reverse side hereof	of America,(i) Clauses 4 and 23 on the r bays the Carrier's ad valorem freight cha	everse side hereof limit the rge; and (ii) if carried on de	Carrier's liability to a maximum of U.S.\$500 pe ck at Merchant's risk as to perils inherent in su	er package or customary freight unit by virtue	e or incorporation of t to the provisions of C	the U.S. Carriage of Good COGSA.	s by Sea Act ("COGSA"),unless the Merchant	
NOTICE 3: If Goods carried on deck at Merchant's ris Declared Cargo Value US\$ FREIGHT & CHARGES PAYABLE AT:	k without responsibility for loss or dama	ge howsoever caused. If Merchant enter	s a value, Carrier's limitation	of liability shall not apply a	nd the ad val	lorem rate will be	e charged. Received the Container/Package or other units	
			0				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 3 MAR 2024 DATE LADEN ON BOARD o 6 MAR 2024 DATED 6 MAR 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 pamphiet form.					SIGNED (BY:	DOCL (INDIA	A) PRIVATE LIMITED	
+ STRIKE OUT FOR ON BOARD VESSEL E • SEE CLAUSE 1 HEREOF • SEE CLAUSE 2 HEREOF	BILL OF LADING						, as agent for	

SEE CLAUSE 1 HEREOF
 o SEE CLAUSE 2 HEREOF
 QF001
 HQD 01/01

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

C THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD TERMS AND CONDITIONS OF CARRIAGE, WHICH APPEAR AT THE END HEREOF AS PAGE 3

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PAGE: 2 OF 3

PROFORMA - NON NEGOTIABLE

VESSEL: ONE RECOGNITION		VOYAGE: 002 W	B/L	NO.: OOLU2734078410
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	Y NON DESCRIPTION OF GOODS ABLE	GROSS WEIGHT	MEASUREMENT
CALCULATION OF PAC DESTINATION CHARGES LAWFULLY DEMANDS DE SHIPPER LOAD AND CO DESTINATION OFFICE OOCL BENELUX N.V. THEATER BUILDING, 1 ITALIELEI 124 - BUS B-2000 ANTWERP BELGIUM PHONE: (32)-3-23488	KAGE LIMIT COLLECT E LIVERY OF UNT, CONTF ADDRESS: 7TH FLOOR 74 88	ER LINE TARIFF, AND TO BE COLLECTED	ER(S)/PACKAGE	(S)

SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

, as agent for



ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD TERMS AND CONDITIONS OF CARRIAGE, WHICH APPEAR AT THE END HEREOF AS PAGE 3

B/L NO.: OOLU2734078410

TERMS AND CONDITIONS (Also Available in Pamphlet Form from the Carrier or its Agents)

EIVED for shipment in external apparent good order and condition, unless otherwise indicated, the number of containers, types or other cautomaty Height unus identified as "Total Number of Container) Revalages received and acknowledged by the "or the face here bare bare bare and conditions here for Reval for Reval of Reval (acknowledged by the able, to Floxe of Delivery of Part of Discharge, whichever is applicable. Heights, measurements, marks, numbers, quantity, in and value if mentioned herein are to be condered universe."

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withstanding any customs or privileges to the contrary, the Merchant, in accepting this Bill of Lading, expressly agrees Ind by all sipulations, exceptions, and conditions attached hereto or stated herein, whether written, printed, stam grivels incorporated herein, as fully as if they were all signed by such Merchant.

IDENTITY AND DEFINITION OF CARRIER. "Orient Overseas Container Line" and "OOCL" are trade intalion reovided separately by: Orient Overseas Container Line Limited ("OOCLL") and OOCL(Europe) Limit

L shall be deemed to be the Carrier for Goods not carried in 1 (a) above bidance of doubt, for the purpose of this Clause, transhipment of Goods in either Russia, Poland or Turl s toading' or 'discharging' Goods.

If it is uttimately adjudged that a second person or entity, including without limitation, the Vessel, her owner, operate sid and space charterer and/or another member of an aliance and/or consortium and/or joint arrangement of w may be a member, is also a carrier/ballee then that person or entity shall have the benefit of all the rights and de for in this Bill of Lading or by law.

s hereby given that Carrier is a member of aliances 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 is the carriage of the such others is the based of add carriage. Jowers, the terms and coofficient of this Bill of Lading shall be demined and carrier of the Bill of Lading the demined in all instances to be the Carrier of the Cools, to the terms and conditions of this Bill of Lading.

text in the terms and condutions of the slif of Ladarg. DEFINITIONS Which limitation of my definition in any applicable law herein mentioned: "VESSEL" shall include the eligi named of this oxitized and any vessel, carling lighter or other management of this contract. "MERCHAIN" includes the manne of this contract and any vessel, carling lighter or other management of this contract. The MERCHAIN" includes the promagnet, endotropic and any vessel, carling lighter or other management of this contract. The MERCHAIN" includes the promagnet, endotropic and any vessel, carling lighter or other management of this contract. The MERCHAIN" includes the promagnet, endotropic and any vessel, carling lighter or other management of the docsd, any person or the light lighter or therm endotropic light or the docsd, any person or the light light and therm in the general field to the consignment of the Coods or of the endotsement of this Bil of Lading and anyone active light and the say and persons." "COODE" includes any other associations where the docsd and the docsd any person of the light light and the management of the light light and the management of the consignment of the Coods or of the endotsement of this Bil of Lading or dherwise; "PARTICIPATING CARRIER" includes any other associations where its docsd any other the property doced herein; "CONTARDER" includes any reason of the consignment of the EGoods or the endotsement of this Bil of Lading or otherwise; "PARTICIPATING CARRIER" includes includes any other savels, talk patiel, crash, elide or any minar anticle of transport use to consolidate or transport includes any other savels, talk patiel, crash, elide or any minar anticle of transport used to consolidate or transport includes any other savels, talk patiel, crash, elide or any minar anticle of transport used to the Vested includes on other savels, talk and an access the place where the Coods are received from the Merchant by Lighter, Participating Carier or the respresed sagenth, "PROT CO DEIGRARMS" a disablaged from the Vessel, "FLAGE OF RECEPT" and Ib the black where the Coold are revelowed from the Mercland IV and "Revised" (and the Coold are revelowed and the Coold are revelowed by Beak AI of the Coold are red by the Coolier or the Participating Carrier to the Mercland. "COORAY refers to the Contriage of Coold by Beak AI of Basile approved AI(11), 100 and and yushowed model (and the Coold are revelowed the MAGE BIOLES) where to Basile approved AI(11), 100 and and yushowed model (and the Coold are revelowed the MAGE BIOLES) where to Basile approved AI(11), 100 and and yushowed model (and the Porticed Gene all Dunaves on Fohrmany 33, 1988, References to UE/VISOF) refers to the Hage Relies as Anemoded by the Portocid Gene all Dunaves on Fohrmany 33, 1988, References to UE/VISOF) refers to the Hage Relies and Arenhode of the Portocid Gene all Dunaves on Fohrmany 33, 1988, References to UE/VISOF) refers to the Hage Relies and Arenhode of the Portocid Gene all Dunaves on Fohrmany 33, 1988, References to the Biol of Lagies and the Mereent O exception of DORT TO PORT TRANSPORT Transfer and and the Port of Loading and/or Fohrmany charge and context on the Instead of Biol of Lading in the relevant boxes.

CARRIER'S TARIFF The terms of the applicable tariff(s) of the Carrier are incorporated herein. Copies of the relevant ons of the applicable tariff(s) are obtainable from the Carrier upon request. In the case of inconsistency between this Bill of and the applicable tariff(s) this Bill of Lading shall prevail except in the United States of America where the provisions of

4) CARRER'S RESPONSIBILITY AND CLAUSE PARAMOUNT (A) Port to Part Transport I carriage a Port by Part Transport, the responsibility (I any) of the Carrier for loss or damage to the Goods occurring from the time when the Goods are loaded on boards the Vested at the Port of Loading until the time when the Goods are discharged from the Vested at the Port of Outbarray shall be determined in accordance with the provision of Gouds are (C).

The Carrier shall be under no liability whatsover for loss or damage to the Goods or non-delivery or misdelivery howso caused flux-hoss or damage, non-delivery or misdelivery arises prior to loading onto or subsequent to discharge from the Ver Northinstanding the active, in case and to the extert that any applicable are provides for any additional proof or dependiable Carrier shall have the benefit of every right, defence, limitation and levery of the Hague Rules during such additional compu period or responsibility norbititating that the loss or damage dato not court at as.

(B) Combined Transport If analoge & Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance of the carriage form the Tacs of Receipt or the Port of Loading whichever is applicable to the Place of Delivery or the Port of Discharge whichever is applicable and, save as is otherwise provided for in this Bill of Lading, the Carrier's liability for toss or damage to the Goods shaft be as biotexic. If the stage 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 liable for loss and to the Goods are that the Carrier shall be relieved from liability for any loss or damage to the extent that such loss or was caused by:

An act or omission of the Merchant, Insufficiency or defactive condition of packing or marking. Compliance with the instruction of percense retified to give them, Handing, loading, stowage or unolading of the Goods by the Merchant; Internet vice of the Goods; Shike, lockout, stoppage or restinati of labour from whatever cause whether partial or general; A nuclear incident; ch the Carrier could no avoid and the consequence of which he could not prevent by the exercise of

Limitation If the Carrier is liable for loss or damage to the Goods then the amount of compensation shall be ca to the invoice value of the Goods plus freight and insurance (if paid).

The Carrier's maximum fability hereunder shall in no circumstances exceed US\$2 per kilo of gross weight of the Good damaged unless the value of the Goods has been declared by the Merchant with the corsent of the Carrier and excess fre been paid whereupon the declared value (if higher) as shown on the face of the Bill of Lading shall be substituted for th limit and any partial loss or damage shall be adjusted por orate on the basis of sub-declared value.

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

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(C) which shall apply where loss or damage occurs to the Goods from the time when the Goods are loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at the Port of Claushage to clauries lability in respect of any such loss or damage occuring that be determined as blows:-

By the provisions contained in any international convention or national law, which provisions cannot be departed contract to the detriment of the Merchant, and would have applied if the Merchant had made a separate and direct Carrier in respect of the particular stage of the carriage where the loss or damage occurred and received as e my particular document which must be issued in order to make such international Convention or national law applica

ention or national law is applicable then the liability of the Carrier shall be determined pursuant to If no international conv ions of Clause 4(B)(1).

Clause Paramount All carriage under this Bill of Lading (whether electronically produced or not) shall have effect subject egidation enacted in any country making the Hague or Hague-Viday Rules compulsorily applicable and in the absence of th legislation in accordance with the Hague Rules or COSA in the case of carriage to or from the Unles States of

e Hague Rules are not compulsorily applicable but are contractually applicable the Carrier's responsibility shall in no event exceed GBP100 per package or cu

If any terms of this Bill of Lading are held repugnant to the Hague Rules, Hague-Visby Rules, COGSA or any other computority applicable legislation then such provision shall be null and void to the extent of such invalidity without invalidating the remaining

es in the Hague, Hague-Visby Rules, or COGSA to carriage by sea shall be deer s or waterborne carriage.

(D) USA Clause Paramount (if applicable)

Transige includes carlage to, from or through a port in the United States of America this Bill of Lading shall be subject by the terms of which are incorporated herein and shall be paramount throughout carlage by sea and the entire time that are in the scalal carloxy of the Carlar or or to sub-contractor at the sea-terminal in the United States of America before to the Vessel or after discharge berefrom as the case may be.

The Carlier shall not be liable in any appecial whoteverse for loss at delay to the Condex or non-advisory or mixediney over caused while the Condex as in the Valed Saltest of Annetics analy from the seathmental and a zone in the actual ody of the Carlier. At these times the Carlier acts as agent only for and on behalf of the Merchant and agrees to process position of the Condex as in the usual terms, contains and tartify of principanity Carlier. The any reasons Carlier is denice the right to act as agent only at these times, its liability for base and damage to the Condex every theoret shall be determined in accounce with the usual terms, contained the shared the right to act as agent only at these times, its liability for base and damage to the Goods or non-delivery or elemy theoret shall be determined in accounce with Cause 4.00 [Mercel].

If COGSA applies then the liability of the Carrier shall not exceed US\$500 per package or customary freight 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-table on the basis of sub-clearler value.

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 Except as provided herein in Clauses 4(D)(1)and (2), and where COGSA does not apply by operation of law, Carrier's will be governed by COGSA unless its liability under some other body of law applicable to the particular stage of the where the loss occurred is more theywardle to the Carrier (with regards to defenses and inflamitions), in which case that sport where the loss of tr body of law will appl

Body of environment, the second secon

Incide rational or international safety standards and is fit in all respects for carnage by the Lamin. MERCOANTS RESPONSIBILITY AND INCENNIFCATION All of the presence compare within the definition of Metriciant shall be joinly and severally liable to the Carrier for the due meet of all obligations undertaken by the Metriciant in this Bill of Lading and remain so liable throughout the transportation the transportation in the strength of th

Expense array Lading or applicable any action brought by this Bill of Lading.

REGULATIONS RELATING TO GOODS The Merchant shall comply with all rules, laws, regulations or requirements of customs, port and other authorities, and ar and pay all dudies, taxes, fires, imposts, expenses or kosses incurred or suffered by reason thered or by reason of any concert or insufficient description, marking, numbering or addressing of the Goods, and indeminity the Carrier in response If the Carrier is obliged to handover the Goods or any part thereof into the custody of any customs, port or such handover shall constitute due delivery of the Goods or any part thereof to the Merchant under this Bill of Lac

SHPPER-PACKED CONTAINERS If a Container has not been lifeld, satisfactured by the Carrier, the Carrier shall not be liable for loss of of the second secon

the contained "boundaries into the purpose of which has required, but the unsuitability or defective configure of the function of the incorrect setting of any temperature controls thereof which ave been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was filed, stilled or loaded; or

utified or loaded, or acting of temperature controlled Goods at other than the booked temperature. The Shipper is responsible for the packing and sealing of all Shipper-packed Containers. The Shipper shall inspect before sutifing temperature controllers and a be prime to the container by of that the Container is in good order and condition. If a Shipper-packed Container is delivered by the Carrier with the Container that the lable for any advecting of Cooks. If a dain for strategies in these against the Carrier, the grees to identify the Carrier with the order (identify the Carrier with the grees to identify the Carrier with a one and cooks (identify the Carrier with the grees to identify the Carrier with a one of the Cooks (identify the Carrier with the conset of whatboever nature adheed adnot incorrect in correction with any such dam packing of ter The Shipper

DANGEROUS GCOOS AND CONTRABAND The Merchan undertaken not bender for transportation any Goods which are of a dangeroux, inflammable, radioactive anging nature which previously gring writem 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 and my time become demogramous, inflammable, radioactive or damaged my, at any firme or place, be do, destroyed, or rendered harmises without comprenation, and if the Menchant has not given notice of their nature to be carried clause (11), the Carrier shall be under to hability to make my general average contribution in regued of such

The Merchant warrants the Goods are lawful Goods and undertakes not to deliver to the Carrier any Co ontaining any contraband.

ntaming any conseasa. If the requirements of Clauses 9(1) and (3) are not complied with, the Merchant shall indemnify the Carrier against all nage or expense of whatloover nature and howsoover arising out of such Goods or Containers being tendered for stion or delivered to or handled or carried by the Carrier.

IDEXC CARCO AND LIVESTOCK. To changi Good Average of containers of the than flat or salit(s) which we stated herein to be carried on deck and whether on classifier of containers and without responsibility on the part of the Carrier for biss or damage we except that in respect of Goods carried to or from the United States of America Goods are carried on deck at the fin sits as to price historer in and carrange but in all other respects state/of the Carrier for the state of the other of the state state instrument in and carrange but in all other respects state/of the COSA are carried on deck at the fin sits as to price historer in and carrange but in all other respects state/of the COSA.

GPTONUS_STORMS: The Dock rays is extended by the Carrier in Containers or similar articles of baseport used to consolidate Goods. Goods stored in Containers of there than flast or paties, whether by the Carrier or the Marchant, may be carrier on or sk whoru ricks or the Marchant. Goods (or the Tain Netsoda) whether arraide on dec number carde and each patiestate in average and shall be deemed to be within the definition of Goods for purposes of the Hague Rules, Hague-Viaby Rules or as the case may be

as the case may se. If Goods not in containers are carried on deck, the Carrier shall so state such carriage on the face hereof. When Goods ners are stowed on deck, the Carrier shall not be required to specially note, "on deck" carriage on the face of this Bill of any custom to the contrary nothitistratinging.

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ulars. Any reference to temperature or the end of such description to Goods which require refigeration doesn "apparent good order and condition" when used in the Bill of Lading while to Goods which require refigeration doesn "apparent good code, when received were verified by the Carter as being coded temperature and no reliance should be placed by the Marchant as to the accuracy of such temperature above on in the Bill of Lading.

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NOTECATION AND DELLERFY
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or file Goods or other discrepancies of the Goods, which are found youn urpacking of the Container. FREIGHT ANO CHARGES Freight and charges (including but not limited to destination charges) shall be deemed fully earned on receipt of the ore your part hered. By the Cartier whether on toxics infegrint and theregies are stated on the less of this Bill of Lading or d to be Preparad or Collect at destination, and shall be paid in full without diffect, counterchaim or deduction and non-ting and the analy event, Condor comyanics bial or rol toxi. The Method and Yusteria or direct comyanics bial or rol toxi. The Method and Yusteria or direct comyanics bial or rol toxi. The Method and Yusteria or direct and particular furthered by or or beard of the Shiper. The Carter may at the open any Container or other package or unit and inspect, reverph, remeasure or revolue the contents; and if the direct flaggit and the flaggit charged or to double the source that a sum equal to beard or the difference in the correct flaggit and the flaggit charged or to double the source the length to summary the United flaggit and the flaggit charged, which we can be applied. All the persons coming within the difference of the correct flaggit less the flaggit charged, whichever sum it flag and dranges due under the Bill of Lading gal cole to double the and reveals priority and severally responsible for all and the persons coming within the difference of the correct. Highl tess and reveals priority and severally responsible for all and hanges due under the Bill of Lading gal poindels that flaggit due to barded the source that a law equal to the correct and barden shall be the solution of Mechange that a law equal to the correct the solution barden gal poindels the flaggit and the solution barden shall be the solution of Mechange that a law equal to the correct the solution barden gal poindels the flaggit correct the solution barden gal poindels the Bill of Ladings of Correct and the solution barden gal poindels the solution bar

Teachonized multity these includencing any static and the Carlier. The Carlier shall have a less in the Goods and any shocurent relating thereto, which shall survive delivery, for all sums samed or due or payable to the Carlier under this and/or any other contract with the Merchard, or on account of the Goods or carlange, storage and reading of the Goods, including but not millered to, general assess contributions, field, delivery, destination, demurange, deterition, not and/or handling charges, to whomever due and/or for the cost of recovering the same and/or any fines or provides levels against the Carlier by reason of any acts or omissions for which the Merchard in segmentable. Carlier may all is sub discretion exercise its line at any tange was the or missions for which the Merchard in is exponsible. Carlier may all is sub-discretion exercise its line at any tange and at any place, whether the contractual transportation is completed indices to the Merchard at any time and at any place at the code discretion of the Carlier. The Carlier shall be entitled to call the difference in the event that based proceeds but to cover the Unitariand due to be Carlier.

WATTERS AFFECTING DEPERDENT AND ACCE. If at any time the performance of the contract evidenced by this Bill so o is likely to be affected by any hindrance, risk, deby, difficulty or disadvantage of whatsover individual and by the exercise of resonable endeavours. The Carrier (whether on to the transport is commenced) may timbun noice that the performance of this contract as terminated and place the Goods or any part of them at Merchan's Big does or port which the Carrier may deem alse and conversion, thereagon the responsibility of the Carrier in respect does or port which the Carrier may deem alsed and conversion, thereagon the responsibility of the Carrier in respect does and the Merchan's failing any additional costs of carrings and delivery and storage at such place or port.

THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD TERMS AND CONDITIONS OF CARRIAGE, WHICH APPEAR AT THE END HEREOF AS PAGE 3

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Michael MA RO/DISS OF MARKSORTATION. The Canter may at any line and without noise is in Marchael (a) use any means of transport or donge wholeover. (b) for any purpose wholeover transpit the Cooks or as means an autisative water the cooks from one conveyance to another event hough transpitions of the docks in the means of the docks of the means of the docks of the means of the docks of the dock of the means of the docks of the dock of t

PAGE: 3 OF 3

GENERAL The Carrie All of a carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any or to meet any particular market or use. In no circumstances shall the Carrier be liable for loss or damage due to

provided herein, the Carrier shall in no circumstances be liable for direct or indi arising from any other cause. If the Carrier should nevertheless be held legally liable uential loss or damage, such liability shall in no event exceed the freight paid for the tra-Save as otherwise proteinal loss or damage aris

consequentiate for the derived arrange from any core cause. In the Gartin and our reconstruction to independ on the start fraction of the start of the start fraction of the start of t

. . . All Co and must be re-* resr** The Metchant. Al Containers to be the joint and several responsibility of all the persons coming within the definition of the M be redelivered clean and undamaged to a place or point of interchange norminated by the Cartier within to in the Cartier applicable birtifs and contracts, failing which each of such persons are pointly and severally tioto, loss or expense incurred as a result flereof including but not limited to demurrage, container detention of replacement, transportation and regult.

INSPECTION OF GOODS The Carrier shall be entitled, but under no obligation, to open any Container at any time and to inspect the content thereupon appears that be contents or any part thereof carrier shall be properly be carried or carrier shall be the without incompare any additional expense or shalling any measures in relation to the Container or its construct or any assess and/or incompare y meansable additional expense to carry to borchism the carrier shall be any assess and/or incompare y meansable additional expenses to carry to borchism the carrier given y under this Bill ding. The Mechanit hand indemnity the Carrier equals additional expenses on income. The Carrier is not responsible for any damage or loss to the Cargo resulting from inspection by outching or oth These and Mechanism ballo he responsible for any damage or loss to the Cargo resulting the numericant hall be inspection.

WBMT0HOLG CONTROLT. Menchen agrees that this Bill of being consultants the enter is farmed and the second s

atte togetettette og van sen en unang. 201 GENERAL AVERAGE: General Average shall be adjusted at any port or place at the option of the Carri accorators with the York-Anteep Rules, 1984 and any subsequent modification or re-machinent thereis and shall be an to Cartainers and/or Goods loaded on dex for under dex. In the even of accident, damps, finange or distant before or the commencement of the voyage resulting from any cause whatoever statistic, contract or otherwise, the Mechani results in our of a service of the service of the service of the service of the commencement of the constrainer and or a subseq and the service of a service of the constrainer and or event of the constrainer and or subseq and the service of the service of the constrainer and the service of the

23) AD VALOREM DECLARATION OF VALUE. The Merchant agrees that higher compensation than that provided for in this Bio I Lading may not be diamet unless the nature and value of the Goods have been declared by the Merchant prior to the commencement of the camage and inself in this BioI calating in the space application. Of Declared Cago Value' and exits height paid on such declared value's frequired. In such case, the declared value if emitting and the the satis for calculating to Camris stability, from/provided that such declared value and exits of the camber of the Ca

LIMITATION OF LIABLITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, stot and space rere 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 or law, governing the rights of shipowners to limit their liability in acc jurisdiction in which any claim is brought under this Bill of Lading.

SUB-CONTRACTING AND INDEMNITY The Carrier shall be entitled to sub-contract the whole or any part of the duties undertaken by the Carrier in this Bil in relation to the Goods on any terms whatsoever consistent with any applicable law.

(b) Mechani understanding and an all approximation shall be made against any period be law. ..., a current in the still dives including all services that no calino callegation shall be made against any person performing or understanding such dives including all services in the source contraction of the Certerio dem than the calino callegation of the carriage of the contract of the the Certerio dem than the calino callegation shall be person, any subalty whatsoerer in connections with the Goods on port of boards port of the carriage of the carriage of the contract of the the callegation shall be performed by the carriage of the medice on the part of auto-persons. The media out all carriagences thereof.

an Unterpretation of the sector of the se r whom the Carrier as r the purpose of this I by this Bill of Lading.

The provisions of Clause 25(b) shall extend to claims or allegations of whatsoever nature agai pace on the carrying Vessel.

(e) The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carter by any person often than in accordance with the terms and conditions of the Bill of Lading which imposes or altempts to impose upon the Carter any lability whiteover in convection with the Goods whether on a darking uot of registron on the part of the Carter and, if any such claim or allegation should nevertheless be made, to indemnify the Carter against all consequences thereas.

NOTICE OF LOSS: TME BAR
 Unless notice of loss or damage to the Goods and the general nature of it be given in writing to the Carrier at the
 more of beiney before or at the time of the Goods and the general nature of it be given in writing to the Carrier at the
 more time of the loss or damage to the Goods and the general nature of it be given in writing to the Carrier at
 more time of the loss or damage to the Goods and the general nature of it be given in writing to the Carrier at
 more time of the loss or damage to the Goods and the general nature of a loss or damage.
 More the Carrier at the Carrier of the Goods decribed in the Bill of Lading.
 Subject to Carse 26(2), the Carrier shall be discharged of al liability under time Bill of Lading.
 Notwithstanding Clause 26(2), there COGSA, the Hogae Fuller or Hugae-Valoy spoty by incorporation *et by* frore
 ward their declause at 162, where COGSA, the Hogae Fuller or Hugae-Valoy spoty by incorporation *et by* frore
 ward the declaward be claused at the code the Goods, unless suit is brought with nore
 ver of their delayer of the date when they should have been delivered.

BOTH-TO-BLAME COLLISION. If the Vessel comes into collision with another vessel as a result of the revessel and any act, neglect or default of the master, mariner, pilot or of the servants of the Carrier in the management of the Vessel, the Merchant undertakes to pay the Carrier or where the Carrier is not the

NOTICE TO ENDORSEE AND/OR HOLDER AND/OR TRANSFEREE. By taking up this Bill of Lading, ement and/or becoming a holder and/or by transfer hereof and/or by presenting this Bill of Lading to obtain odd herein and/or otherwise, the endorseeholden/transferee and the Carrier agree that the holder/endorse por become a party to a contract of carninge with the carrier on the basis herein.

DISENTIANS CLAUSE. Canitor has in the labels for any lone, damage deby or blaver in performance is any time hacking blave lauding via or all the discharge from the Valent of outings any uppe, analog happening and/or threat and/or alter effects of one or more of the following acts of four, and of war, for-persistican, enterpoint, est of public entermines, hiveve, parker, assaining haveve, hipeding, arrest or rulest or people, seizure unde legal process, act or omission of Shipper, its agent or representable, with longing or restant of labe from hardware cause, parker all organism (in the or union commonline, for all label of the discover and the seizure of the discover and the seizure). For example, the seizure of the discover and the seizure (in the origin of the discover and the seizure) is a seizure of the discover and the seizure (in the origin of the discover and the seizure). For example, the seizure of the discover and the seizure (in the origin of the discover and the seizure) is a seizure of the discover and the seizure (in the origin of the discover and the discover a

Solid APPLICABLE LAW. This Bill of Lading, the contract contained in anclor evidenced hereby, and the rights obligation of all parties concerned in connection with the carriage of the Goods hereander shall be governed by and contrain its accontance with English have and any and all classing, busycholder and obligations shall be determined in accondence with English have and any and tables. The contract, right and obligations shall be determined in accondance with English have and any and table. The ontracted for the carriage of door hereander is the bill of Lading, contract, right a busycholder and the carriage of door hereander shall be governed by and contract the contract of the carriage of door hereander is the bill of Lading, busycholder and the carriage of door hereander shall be contract. Topics the bill and the carriage of door hereander shall be contract. Topics the bill be carriage of door hereander shall be contract, rights and busycholder and bu

31) FERSONAL DATA PROTECTION. The parties agree to fully comply with General Data Protection Regular 2016/079 (CGORF) and any applicable data protection laws and be board by the terms available at Mpsultwave combenginessoccencerindus/mpliket/Document/Framework/L/Shaper pdf/Tramework/L/Shaper pd

, as agent for

SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

ORIENT OVERSEAS CONTAINER

LINE, AS CARRIER♦