OCCL ORIENT OVERSE	AS CON	tainer Line	PF	ROFORMA - NO	N NEGOTI	ABLE (N	BILL OF LADING on Negotiable Unless Consigned to Order)			
SHIPPER/EXPORTER (COMPLETE NAME AND ADDRES	SS)			воокіng no. 2690883	330	BILL OF LADING				
BLUE-FIN FROZEN FOODS	EXPORT REFEREN	EXPORT REFERENCES RATE FOLDER 00044037								
LTD. 172 TALOIA MIDC RAI	GAD			_		44037				
L-72, TALOJA MIDC, RAIGACOPY NON NEGO					TIABLE					
MAHARASHTRA 410208, INDIA CONSIGNEE (COMPLETE NAME AND ADDRESS)					FORWARDING AGENT-REFERENCES					
CONSIGNEE (COMPLETE NAME AND ADDRESS) THALASSA SEAFOODS NV/SA					FMC NO.:					
OUDE LEEUWENRUI 40										
2000 ANTWERPEN - BELGI										
TEL : +3232261690 BE 0428610831 - RPR AN	N	POINT AND COUN	POINT AND COUNTRY OF ORIGIN OF GOODS							
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) (It	NOTIFY PARTY (COMPLETE NAME AND ADDRESS) (It is agreed that no responsibility shall be attached to the Carrier or its Agents for failure to notify					ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS				
THALASSA SEAFOODS NV/S	ee Clause 13 on reve SA	rse))								
OUDE LEEUWENRUI 40	гттм									
2000 ANTWERPEN - BELGI TEL : +3232261690	LOM									
BE 0428610831 - RPR AN	NTWERPE	IN								
PRE-CARRIAGE BY		PLACE OF RECEIP	r							
		NHAVA SHE	VA, INDIA							
VESSEL/VOYAGE/FLAG KOI 008 W		PORT OF LOADING		LOADING PIER/TE	RMINAL	ORIGINALS TO BE	RELEASED AT			
PORT OF DISCHARGE ANTWERP, BELGIUM		PLACE OF DELIVER			ENT (IF MIXED, USE	DESCRIPTION OF PAG	CKAGES AND GOODS FIELD)			
(CHECK "HM" COLUMN IF HAZARDOUS MATERIAL)			S DECLARED BY SHIF			BY THE CARRIE	CY/CY			
CIVITA. INOS. W/SEAL INOS. (FOR	CUANTITY CUSTOMS RATION ONLY)		DESCRIPTION OF G			OSS WEIGHT	MEASUREMENT			
OOLU3942992 /OOLGCB055		870 M	ASTER CARTON	S/FCL/FCL /2	20RF/113	L0.000KGS				
N	1 X 20' REEFER 870 MASTER CARTONS				10.000KGS					
	ARTONS	FROZEN H		IGER						
		FREIGHT:								
			:11310.00 KG	S						
			URE SETTING ' E CELSIUS	TO BE AT -						
QCEAN FREIGHT PREPAID										
TOTAL NO. OF CONTAINER CALCULATION OF PACKAGE	C T T M T T	ערדית <i>ו</i> די		\ · 1 ∩∩N⊓	יא דאד הי		(C)			
DESTINATION CHARGES COI LAWFULLY DEMANDS DELIVE	LLECT F ERY OF	ER LINE THE CARG	TARIFF, AND '	TO BE COLLEC	TED FROM	1 THE PAR	TY WHO			
NOTICE 1: For carriage to or from the United States of America,(i) Clar declares a higher cargo value below and pays the Carrier's	uses 4 and 23 on the ad valorem freight ch	PBE CONT reverse side hereof limit the harde: and (ii) if carried on de	LNUED ON ATT. Carrier's liability to a maximum of U.S.\$5	ACHED LIST 00 per package or customary freight ur	it by virtue or incorporation	n of the U.S. Carriage of Good				
NOTICE 2: See Clause 28 on the reverse side hereof: Notice to Endor: NOTICE 3: If Goods carried on deck at Merchant's risk without response		age howsoever caused.								
Declared Cargo Value US\$ FREIGHT & CHARGES PAYABLE AT:		.If Merchant enters		DC FORM NO. COMMODITY		valorem rate will b	Received the Container/Package or other units indicated in the box identified as "Total No. of			
CODE TARIFF ITEM FREIG	GHTED AS	RATE	0 PREPAID	COLLECT			Containers/Packages received and 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 ${\bf 3}$ 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 26 JAN 2022			
							20 0 AN 2022			
							dated 26 JAN 2022			
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					SIGNE BY:	DOOCL (INDI	A) PRIVATE LIMITED			
pamphlet form. + STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING • SEE CLAUSE 1 HEREOF o SEE CLAUSE 2 HEREOF QF001										
					, as agent for ORIENT OVERSEAS CONTAINER					
HQD 01/01						E, AS CARRIE				
C	OPY	NON	NEGOT	IABLE						
THIS BILL OF LAD	ING IS A 3	PAGE DOCU	MENT AND CARRI	AGE OF GOODS IS			ANDARD			
TERMS	AND CON	DITIONS OF C	ARRIAGE, WHICH	APPEAR AT THE	IND HEREO	- AS PAGE 3				

PAGE: 1 OF 3

VESSEL: KOI			PROFORMA - NO	VOYAGE: 008 W	D/T	NO.: OOLU2690883330
		V NON	NEGOT		Ц / С	NO.: 00102090005550
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	INON	DESCRIPTION OF GOODS	1/4 L/ La La	GROSS WEIGHT	MEASUREMENT
SHIPPER LOAD AND CO DESTINATION OFFICE OOCL BENELUX N.V. THEATER BUILDING, 1 ITALIELEI 124 - BUS B-2000 ANTWERP BELGIUM (32)-3-2348888	ADDRESS: 7TH FLOOR 74					
DELIB	ERATELY LE	FT BLANK ANI	O CONTINUE ON	NEXT PAGE		

PROFORMA - NON NEGOTIABLE

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

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

RECEIVED for shymeri in external apparent good order and condition, unless otherwise indicated, the number of containers, packages or other customary teight unks identified as "Total Number of Container/Packages neevined and admondedged by the customer's on the Inde external scale transmission and conditions thereof from Package Administry, underwer is applicable, to Packag of Delivery of Pack of Delivery of the Containers, manufers, quantity, contents and vuluel interlocins there are as the considered informative ty the Custrian.

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Notwithstanding any customs or privileges to the contrary, the Merchant, in accepting this Bill of Lading, expressly agrees bound by all stipulations, exceptions, and conditions attached hereto or stated herein, whether written, printed, stamp otherwise 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 names for oversion provided seasatedy by: Orient Overseas Container Line Limited ('OOCLL') and OOCL(Europe) Limited ('OEUL')

shall be deemed land and Turkey.

I be deemed to be the Carrier for Goods not carried in 1 (a) above ce of doubt, for the purpose of this Clause, transhipment of Goods in either Russia, Poland or Turk ding or 'discharging' Goods.

tely adjudged that a second person or entity, including without limitation, the Vessel, her owner, operator se charterer and/or another member of an alliance and/or consortium and/or joint arrangement of w ember, is also a carrier/bailee then that person or entity shall have the benefit of all the rights and de may be a member, is also a carr for in this Bill of Lading or by law.

s hereby green 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 carriage of the other carrier is the members. In the case of a duct carriage, however, the terms and conditions of this Bill of Lading shall not the Membershall be lowed of the Bill of Lading shall not the Membershall be lowed of the Bill of Lading shall be deemed in all instances to be the Carrier of the Gode, to a terms and conditions of the Bill of Lading.

It to the terms and conditions of this Bill of Lading. DEFWINDER WINDER WINDER Limitation of any adjustment in any applicable have herein mentionent: "VESSEL" shall include the (b) named in this Bill of Lading any substituted vessel(s), any vessel to which transhroment may be made in the mance of this contrast and any vessel, call, tally their or other manse of transportation whatshrows, noned, charatenes, departed thole and and any vessel, call, tally their or other manse of transportation whatshrows, present or retrily contrig Bill to the prostession of the Goods or of this Bill of Lading and anyone acting to heath of any such persons. "EOODS" and a prostruct the three being processions in the Bill of Lading and anyone acting on heath of any such persons." EOODS and provide the three being procession of the Bill of Lading and anyone acting on the heath of any such persons. "EOODS" and provide the three being processions in the Bill of Lading and anyone acting on otherwise. "PARTICP/INIG CARREE" includes and persons that the mater, link of and carriers performing any part of the Bill of Lading and the materies. "DATICE BARREE" includes and the rest and the contrast and the action and the Carde the the actings provides the three these in procession in the interest. The CARREE "includes and the rest and the contrast and the contrast and the Carde the there includes and the vessel other mode of three processions and the contrast and the Carde there beneficial contrast and the Vessel other mode of three processions and the Carde and the Carde there be placed in basing shown on the contrast and the stand shown and the contrast and the basing shown the basing shown in the cloads are been basing the basing shown in the contrast and the stand shown and the contrast and the basing shown in the basing shown in the contrast and the stand shown and the basing shown and the basing shown in the loads are the place on basing the Vessel and the many of the stand shown and the basing shown and the basing shown d from the Vesant, "FUACE OF RECEIPT" shall be the place where the Goods are receive incident Carter of the respective agencity. "FUACE OF DEFLUENT' shall be the place Carter of the Plantopainte Carter of the Manchant, "COGAN refers to the Cartering of G prover Agenci N, Ein Carter and an and Carter and Carter and Carter and the state place of the plantopainte Carter and the state of the plantopainte of the state refers to the Happe Rules as Antended by the Placed out on a state shall be detended to exclude all plantopainte refers to be Happe Rules and Amended by the Placed out on a state shall be detended to exclude all plantopaints of the state refers to be Happe Rules and Amended by the Placed out one at Brussel to any factor analon, country, commonwealth, territry or possession, internationally recognized to be propert. "CoMMISTOR" States and the Place of Amended by the Placed in plantopaint of the State State State States and the Place of the states and the states and the Place States and the detended to exclude all plantopaints of the States and the detended by the Placed plantopaint of the States and the state nns or re-enactment thereto. The "HAGUE RULES ating to Bills of Lading done at Brussels August cool done at Brussels on February 23, 1968. Ref of private international law applied by such State ion, internationally recognized to be a body pol ite; "STATE

CARRIER'S TARIFF The terms of the applicable tarif(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

consibility (if any) of the Carrier for loss or damage to the Goods occurring from the time essel at the Port of Loading until the time when the Goods are discharged from the ermined in accordance with the provisions of Clause 4(C).

The Carrier shall be under no liability whatsoever for loss or damage to the Goods or non-deliver The many machine sector to too barriege to the observed to the sector of the sector of

Combined Transport is Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance rom the Place of Resider of the Part of Loading whichever is applicable to the Place of Delivery or the Part of Dis r is applicable and, save as is otherwise provided for in this Bill of Lading, the Carrier's lability for loss or damaga all be as follows: If the stage of carriage where loss or damage occurred is not known

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 relieved from liability for any loss or damage to the extent that such loss or ised by

An act or ornisation of the Metchant: IssuitGroup or relatedue, conditions of analoing or marking. Compliance with the instructions of persona entified to give them: Handing, loading, isowage or unicading of the Goods by the Metchant; Inherent vice of the Goods; Shifue, lockout, stoppage or restraint of labour from whatever cause whether partial or general; A nuclear incident (i) (ii) (iv) (v) (vi) (vi) (vi) (vi)

Burden of Proof The burden of proving that any loss or damage was caused by one or more of the events mentioned in 4(B)(1)(4)(b) to (4)) shall rest upon the Camier save that when the Camier is able to demonstrate that, in the circumstances because the second second

mitation If the Carrier is liable for loss or damage to the Goods then the amount of compensa the invoice value of the Goods plus freight and insurance (if paid).

The Carrier's maximum liability hereunder shall in no circumstances exceed USS2 per kilo of gross weight of th damaged unless the value of the Goods has been declared by the Merchant with the consent of the Carrier and ex been paid whereupon the declared value (if higher) as shown on the face of the Bil of Lading shall be substitute timit and any partial loss of samage shall be adjusted por rata on the basis of such declared value.

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

nding anything provided for in Clause 4(B)(1) if the stage of the carriage where loss or damage to the Goods is kn ct to the operation of Clause 4(C) which shall apply where loss or damage occurs to the Goods from the time when I loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at Charge the Carriers tability in respect of any such loss or damage occurring shall be determined as follows:-

(a) By the provisions contained in any international convention or national law, which provisions cannot t private contract to the destiment of the Merchant, and would have applied if the Merchant had made a separate with the Carrier in respect of the particular stage of the carriage where the loss or damage occurred and re thereof any particular document which must be issued in order to make such international Convention or nations

no international convention or national law is applicable then the liability of the Carrier shall be det ns of Clause 4(B)(1).

Subject to Clause 4(B)(2(b)) (I loss or damage to the Cookd is hnown to have accounted during a pariod when the Cookd is candrol of a Pariotational Control that the Control shalt have the handf of any and a rights, defacuts, examptions, and minumises contained in or incorporated by or computerity applicable to the Participative Control that the BII of with the Carter (in diation taid of the rights, defences, exemptions, limitations and minumises contained in the BII of of the Carter (in the propose such benefit, rights, defences, exemptions, limitations and minumises contained in the BII of the time control and the propose such benefit, rights, defences, exemptions, limitations and minumises contained in the BII of the Carter (in the propose such benefit, rights, defences, exemptions, limitations and minumises contained in the BII of the Carter (in the propose such benefit, rights, defences, exemptions, limitations and minumises contained in the BII of the Carter (in the control account and the control account account account account and the control account account account and the control account account account and the composition account account

Clause Paramount All carriage under this Bill of Lading (whether electronically produced or not) shall have effect s egidation enacted in any country making the Hague or Hague-Viaby Rules computantly applicable and in the abase h legislation in accordance with the Hague Rules or COGSA in the case of carriage to or from the United Sta

where the Hague Rules are not compulsorily applicable but are contractually applicable then subject to C ation) the Carrier's responsibility shall in no event exceed GRP100 per package or customary freight up

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

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

(D) USA Clause Paramount (if applicable)

If carriage includes carriage to, from or through a port in the United States of America this Bill of Lading shall be subject to COGSA, the terms of which are incorporated herein and shall be paramount throughout carriage by sea and the entire time that the Goods are in the statul catody of the Carrier or its sub-contract at the sea-terminal in the United States of America before loading onto the Vessel or after discharge therefrom as the case may be.

2. The Control shall not balleb in any capacity elastioners for loss or delay to the Goods or on-cellinary or intellots monotoners and the loss of balleb in the Goods and or the fundar Salase of Antonics assay from the assammed and area are in the ani-counted of the Cantrel and the Goods and or the fundar Salase of the Marcins assay from the assammed and area are in the ani-counted of the Cantrel and the Goods and and the Marcins assay from the assammed and area are in the ani-tomatory of the Cantrel and the Goods and and the Salase of the Cantrel and and the Salase of the Cantrel and agrees to pro-tee of the Cantrel and the Cantrel and a salase of the Cantrel and the Salase of the Cantrel and the Cantrel and the Salase of the Cantrel and the Salase of the Cantrel and the Salase of the Cantrel and the Cantrel and the Salase of the Cantrel and the Salase of the Cantrel and the Cantrel and the Cantrel and the Salase of the Cantrel and the Salase of the Cantrel and the Cantrel and the Salase of the Salase of the Cantrel and the Salase o

If COGSA applies then the faibility of the Carrier shall not exceed US\$500 per package or customary freight unit unless of the Goods has been declared on the face hered with the consert of the Carrier and extra freight has been paid in se Clause 23 shall apply and the declared value (if higher) shall be subsituted for the limit and any partial loss or damage signated provides on the basis of such declared 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 ruhere the loss occurred is more focustable in the Carrier (with repeats to deforease and limitation) in which care that

Flody di wire wege, WARRANTES. The Mendbert represents, warmets and agrees that: The Goods in body Commercial caded by the Mendhart are packed and asserted in such a monost allo be landed in the Goods and any one Mendbert and Commercial and a second of the such a monost and body and device and any one Mendbert and Commercial and asserted in a second of the such as monost and body and the such asserted and the second and the such asserted and asserted in the such asserted and the such asserted asserted and the such asserted asserted and the Such and the Such and the Mendbert and the such asserted asserted asserted and the Such and the Such and the mendbert and the such asserted asserted asserted as the Such and the Such asserted the Such asserted asserted asserted asserted asserted as the Such and the Such asserted the Such asserted asserted asserted asserted asserted as the Such as the Such asserted the Such asserted asserted asserted asserted asserted as the Such asserted the Such asserted asserted asserted asserted asserted as the Such asserted the Such asserted asserted asserted asserted asserted as the Such asserted the Such asserted asserted asserted asserted asserted as the Such asserted the Such asserted asserted asserted asserted as the Such asserted as the Such asserted asserted asserted asserted as the Such asserted as the Such asserted asserted asserted asserted as the Such asserted as the Such asserted as the Such asserted asserted as the Such asserted as the Such asserted as the Such asserted as the Such asserted asserted asserted as the Such astered as the Such asserted as the Such asserted as the Such

picable national or international tasket, standards and is in all respects for carring by the Carrier. MERCINIT'S RESPONSIBLET'N AND INDERNITIONITION All of the persons coming within the definition of Merchant shall be pinny and severally labels to the Carrier for the du-tion of all calibrations undertaken by the Merchant in this Bill of Lading and remains a listele throughout the transportation withstanding their having transferred this Bill of Lading and/et tails to be carrier for the due of this Bill of their and all calibrations and the second state of the second state of the second state of the second state the State of the Merchant in the Bill of Lading and remains a listele for second state of the second state the State of the Merchant in the State of the second state of the second state of the second state the State of the Merchant in the Bill of the State of the second state of the second state of the second state the State of the second state of the second state the State of the State state of the second state of the State the State of the State

Lading or applicab

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 duties, taxes, fines, imposts, expenses or losses incurred or suffered by reason thereof or by reason of any necretor or insufficient description, making, numbering or addressing of the Goods, and indemnify the Carrier in respect If the Carrier is obliged to handover the Goods or any part thereof into the custody of any customs, port o such handover shall constitute due delivery of the Goods or any part thereof to the Merchant under this Bill of La

SHIPPER-ACKED CONTAINERS If a Container has not been lifeld, packed, stuffed or loaded by the Carrier, the Carrier shall not be liable for loss of or to be constrained and Merchann shall indemnify the Carrier against any loss, damage, labitity or expense incurred by the more in which the Container has been filed, packed, stuffed or loaded, or the unsubability of defective containst or Containers; or the unsubability of defective contains or the Container string without any want of due diigence on the part of the Carrier the Container transcolor of lab. Containers; or

the Container reasonably fit for the purpose for which it is required, or the unsuitability of defective condition of the Container on the incorrect setting of any temperature controls thereof which are been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was filled, staffed or loaded, or

aller Bess appaies: species and the species of the

NONCERCUS GOODS AND CONTRABAND The Meteriar undertakes not to increder for transportation any Goods which are of a dangeroux, inflammable, rading rading nature whole previously giving writem notice of their nature to the Carrier and marking the Goods are or other covering on the oxatile as nequired by any laws or regulations which may be applicable during the carriar Goods which are or any time located materiary. Inflammation, indicative of damaging must are little or the d. destroyed, or reodered harmless willoud compensation, and if the Mechanit has not given notice of their nature and Cause (11), the Carrier shall be under no labelity to make greenal average controllation in respect or the notice Cause (11), the Carrier shall be under no labelity to make greenal average controllation in respect

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

g any contractance. equirements of Clauses 9(1) and (3) are not complied with, the Merchant shall indemnify the Carrier against all e expense of whatsoever nature and howsoever arising out of such Goods or Containers being tendered for delivered to or handled or carrier by the Carrier.

Table of the devices or a function of the second se

Honoreast in the day particular termination and compared analysis of the second o

s the case may be. Goods not in containers are carried on deck, the Carrier shall so state such carriage on the face hereof. When Goods rs are stowed on deck, the Carrier shall not be required to specially note, 'on deck' carriage on the face of this Bil of y custom to the contrary notwithstanding.

20 DESCRIPTION OF GOODS 1. This Bill of Lading shall be prima facie evidence of the receipt by the Carrier in external apparent good order and sourceince except as downlow noted of the total number of Containers or other packages or units identified on the face hereof as Total Number of Containers/Packages received and acknowledged by the Carrier. 2. No representation is made by the carrier as to the weight contents, measure, quantity, quality, description, condition, markin, numbers or value of the Goods and the Carrier shall be under no responsibility whatever in respect of such description. 12)

iculars. Any reference to temperature or the term "apparent good order and condition" when used in the Bill of Ladiq with no to Goods which require refigeration does not mean that the Goods, when received were verified by the Caren as being booked temperature and no reliance should be placed by the Merchant as to the accuracy of such temperature shown on a of this Bill clauder.

ace of this list of Lasrry. MOTIFICATION MOD DELINETY Except as provided by teriff, any mention herein of notity parties is solely for the Carrier's information, and failure to give calitors that not render the Carrier label nor releve the Merchant of any obligation to the Carrier. The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable tard. The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable tard. The Merchant shall take delivery of the Goods within the time provided for the Carrier's applicable tard. The Merchant shall take delivers of the Merchant. Thereson, the ballity of the Carrier in respect of the Goods shall as wholly and the costs of such stronger (2) paid or payatile by the Carrier or any sant thereof asheose, afford, in the open or cover af the sole in the Merchant. Thereson, the ballity of the Carrier in respect of the Goods shall as wholly and the costs of such stronger (2) paid or payatile by the Carrier or any sant strend stronger. Carrier and there on ballity whothereson the fore static constructive session to persons holding forget of fraudulent documents which reasonably purport to be original Bills of Lasing or other faid documents entitifying them to postession, is long as the Carrier as at incorrent simularity address the bills of Lasing.

Other by Revision Markening and Markening an

10 LEN. The Carrier shall have a loss on the Goods and any document relating thereto, which shall survive delivery, for sums earned or due or payable to the Carrier under this and/or any other contract with the Merchan or on account of the Go or carrange, storage of naming of the Goods, including the under limited to, general warges contributions, finglit, delived destination, demurage, detention, port and/or handing drages, to whomever due and/or for the cost of recovering the as and/or any fines or prediste levied against the Carrier transmit of any sot or mission for which the Merchan is responded to ord. For the properties due destination, or or. For the purposed such limits and any place, whether the contractual transportation is complex filters and the any place, the sole discussion are shall be were high alto be able discussion and any place action or private transports the due to claim.

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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

COPY NON NEGOTIABLE LINE, AS CARRIER

Since US training, and in participate troim, IME TOS training, and in participate troim, Methadis (a) use any means of transport or training whatsover: (b) for any purpose whatsover transite the Goods or can seen on a substraining west or denierise trainer the Goods from one conveyance to another even hough training training of the Goods may not have been contemplated or provided for herein; (c) proceed by any rotae whether or not as the originate of the Goods may not have been contemplated or provided for herein; (c) proceed by any rotae whether or not substrain is the meanest or most direct or containing under the originate or the originate originate or the originate originate

PAGE: 3 OF 3

GENERAL The Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any time 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 dire arising from any other cause. If the Carrier should nevertheless be held legs quential loss or damage, such liability shall in no event exceed the freight paid Save as otherwise pr

Alterceptional loss or braning around inter user classe, in the callies is such interventions to the indigety sale to in any tour classes of the consequential loss or damage, such listify shall in on event exceed the field put afor the transport rowned 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 shown to the Merchant.

4. All Containers to be the joint and several responsibility of all the persons coming with the definition and must be redelivered clean and undamaged to a place or point of interchange nominated by the Camp percilical in the Camparis applicable turths and contrasts, talling which each of such persons are jointy and such detencio, loss or expense incurred as a result thereof including but not limited to demurage, container the cost cost of replacement transportation and replaci.

The costs of replacement, transportance are an experimental transportance are an experimental and the entitled. Use under no deligation, to open any Containe as any fine and to inspect 1. The Contrast and the entitled. Use under no deligation, to open any Containe as any fine and to inspect of without insuring any distional reports or taking any measures is relation to the Container of its content theref, the Contrast any statistical adoptions of the any state and the state of the angle of the state and the content of the angle of the state under core or in the open, and any takes, which states at the deligned to adopt and the Ladiog. The Meeriann tabil is derived by any finance and reports and the deligned to the Content de delivery on the state of the the deligned and the angle of the angle

21) VARIATION 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 there have been able of understanding or communications are hereby adsognade. No serverul or agent of the Carrier shall have power to waive or vary any of the terms hered unless such waiver or variation is in winning and is specifically advorted in writing by the Carrier Subject names of the Gardes Sub-terments for the subject matter of the Gardesshare to the carrier subject of Cause 3. all agreements for the subject matter of the Gardesshare is the Cause 3. all agreements for the subject matter of the Gardesshare is the Gardesshare is the Gardesshare in the Gardesshare is the Gardesshare in the Gardesshare is the subject matter of the Gardesshare is the subject matter of the Gardesshare is the Gardesshare in the Gardesshare in the Gardesshare in the Gardesshare is the Gardesshare in the Gardes I have power to waive or vary any of the terms hereof unless such waiver or n writing by the Carrier. Subject to Clause 3, all agreements or freight engag ded by this Bill of Lading.

Can dependencies of a set of RARAE. General Average shall be adjusted at any port or place at the option of the accordance with the York-Artenge Rules, 1998 and any adsexpant modification or re-extractment thereto and shall be common with the York-Artenge Rules, 1999 to any advance and advance and a set of the advance results of the volgen results of the results of the result of the resul

rinter shall reactionably require. A DN VLODEED BCALRAFTION OF VALUE. The Merchant signess that higher compensation than that provided for this Bill of Ladorg may not be channed unlines the nature and value of the Goods have been declared by the Merchant prior to the commonitore of the carrings and interesting. In this Bill of Ladorg in the pace captioned "Declared Cargo Value" and extra sight paid on such declared value. If required, is such case, the declared value at if emoded in the Bill of Ladorg in the site calculating the Carlier's labble; (If any) provide that at underlared value at alle partices labored that the Ladorg that be is or calculating the Carlier's labble; (If any) provide that at underlared value at alle partices labored that the Carlier's underlaw, the there are not encoded the time value of the Goods at "involutions" and the deglaced that stands declared value at alle partices and before datases.

ation. Any partial damage shall be adjuster provides or the session of the session gives of the set giv 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 duries undertaken by the Carrier in this Bill in relation to the Goods on any terms whatsoever consistent with any applicable law.

Metchant undertakes that no claim or allegation shall be made against any person performing or undertaking such including all servants, agents and sub-contractors of the Carrier) other than the Carrier, which imposes or attempts that any other that the performance of the Carrier other than the Carrier, which imposes or takens the anging of the Cardor time port of ladding be under our darking our the out of all or dargednee on the period resonance. The sub-contraction of the cardor be the Metchant will indemnity the Carrier against equiners thereof.

(c) Whotu projudice to the Merchan's indemnity obligations herein, the Vessel and every subcontractor of any nature whotsoever (including but not limited to the Participating Carmer, the Vessel, the owner, chart Mater, oficer and over of the Vessel, and employees, agarter, the vessel, the owner, chart Mater, oficer and over of the Vessel, and employees, agarter, the vessel, the owner, chart Methodence, limitido and blarcy of whitsoever nature herein contained or otherwise available to the Carter as the vere expression for its benefit, and in retering into this contract, the Carrer, dees and could be the Carter as the subcontractors hind by the Carter to perform the Carter's own diligations under the Bill of Lating, or the doll individue to the Sale of this Cause 25, the Vessel and all subcontractors thal be detered to be parties 1 widenced by this Bill of Lading.

provisions of Clause 25(b) shall extend to claims or allegations of whatson te on the carrying Vessel.

(c) The Menhant further understates that no claim or allogation in respect of the Goods shall be made against the Carrier by any person other than in accordance with the terms and conditions of the Bill of Lading which imposes or alterpts to proper upon the Carrier any lability whiteover in convertion with the Goods whether nor carriaring out of registres on the part of the Carrier and, if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereas.

Consequences interest. NOTICE OF LOSS: TME BAR 1. Unless notice of bass or damage to the Goods and the general nature of it be given in writing to the Cantier at the TBood of Delivery before or at the time of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading, or if the bass or damage be not apparent, within seven consecutive days thereather, such removal data be prima bace velocities of the distribution of the Cantier of the Goods described in the Bill of Lading, under this Bill of Lading, under this Bill of Lading, under the Bill of Lading unless auti is brought and written notice theored given to the Cantier which the Goods have been received for transportation. Goods the pendo shall begin to in the months after the Goods have been received for transportation. If the Mill the Goods and the lading written is respected for the Goods, unless suit is brought value. The data the discharged for all lability whitteness 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.

eff barrey of a transmission of the Vessel comes into collision with another vessel as a result of the negligence per vessel and any act, neglect or default of the master, mariner, plot or of the servants of the Carrier in the neighbor management of the Vessel, the Mechanica to gay the Carrier or when the Societies I and the outer and in anagement of the Vessel, the Mechanica to gay the Carrier or when the Societies I and the outer and in dictant to inderredy the Carrier and the Newen and/or demine chartere of the carrying Vessel against all toxor difficient to inderredy the Carrier and/or the owners and/or demine chartere of the carrying Vessel against all toxor. a bath indirect to incomently the curves since the owners have dense characteristic the carrying lyses and any constraint of the carrying lyses and constraints of the carrying lyses and constraints of the constraints of loss of, or dan mers to the Me

NOTICE TO ENDORSEE AND/OR HOLDER AND/OR TRANSFEREE. By taking up this Bill of Lading vo nerd and/or becoming a holder and/or by transfer hereof and/or by presenting this Bill of Lading to obtain is breen and/or otherwise, the endorsee/holden/transferee and the Carrier agree that the holden/endorsee/ n become a party to acontract of carriers with the carrier on the basis herein.

3) EXETTING CLUE: Create that or to histe for any loss, damage daisy or tables in performance or counting at any low club, back to histok and or or offer datatings from the Visited or Series provinger analysis quarter beneficial and or and the datating the series of the series o

APPLICABLE LAW. This Bill of Lading, the contract contained in and/or evidenced hereby, and the s of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and obligations of all parties concerned in convection with the carriage of the Goots hereunder shall be governed by and contrain in accontance with English law and any and all clasms, usits, proceedings or dispute howsover animity in convection such Bill a Laring, contrast, rights and obligations shall be determined in accontance with English law. If the carriage of Goots hereander is longer tables, its non infravious, parts on the United States or If COGSA shall for reason whatsover apply computed by the carriage of the Goots hereander then this Bill of Lading, the contrast contains thereased with all provemed by and contrained in accontance with United States taw and all claims, tables, proceeding disputes howsover arising in connection with such Bill of Lading, contract, rights and obligations shall be determine accontance with United States law.

convergesourcesterindrastifications: Decomentaria Transport (A) Stopper pd under which the Merchant is the 'taba control of ungeso of any personal data provided by the Merchant to the carrier or which is made the Carrier of which is made to charactering the Carrier or which is made to charactering the the Merchant to the carrier or which is made to charactering the Merchant to the parameter of provides a york merchant to the carrier or which is made to charactering the Merchant to the parameter of provides sub-text carrier or which is made to charactering the Merchant to the parameter of provides a york merchant to the carrier or which is made to charactering the Merchant to the parameter of provides a to the the parameter of provides a york merchant to the carrier or sub-text made to the parameter of provides a to the parameter of provides a to the parametering the Merchant to the carrier or sub-text made to the parameter of provides a to the carrier or sub-text made to the parametering the Merchant to the carrier or sub-text made to the parametering the Merchant to the carrier or sub-text made to the parametering the Merchant to the carrier of the text method to the parametering the Merchant to the carrier of the text method to the parametering the Merchant to the carrier or 'A the Causer's the the Merchant to the carrier of the text method to the target to the text method to the text method to the target to the text method to the text method to the target to the text method to the text method to the text method to the target to the text method to the text metho

, as agent for

31) PERSONAL DATA PROTECTION. The parties agree to fully comply with General Data F 2016/879 ("GDPR") and any applicable data protection laws and be bound by the terms available international and any applicable for an enternative formation of the formation o

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER