



Vessel & Voyage

SHANGHAI VOYAGER/2302E

Draft Bill of Lading INI FARMS PVT.LTD. B/L No: CSX23MUNPKG015211 1ST FLR A102 BOOMERANG MAIN CHANDIVALI FARM RD YADAV NAGAR CHANDIVALI, ANDHERI EAST, MUMBAI, MAHARASHTRA, 400072 Ocean Bill of Lading or Multimodal Bill of Lading NON-NEGOTIABLE LINLESS CONSIGNED "TO ORDER" RECEIVED BY THE CARRIER THE GOODS SPECIFIED BELOW IN APPARENT GOOD ORDER AND CONDITION, UNLESS OTHERWISE STATED HEREIN, FOR TRANSPORTATION TO SUCH PLACE AS AGREED, AUTHORIZED, OR PERMITTED HEREIN AND SUBJECT TO ALL TERMS AND CONDITIONS APPEARING ON FRONT AND REVERSE OF Consignee SOON HUAT FRUITS SDN BHD NO 15-1, JALAN 2/137B, RESOURCES INDUSTRIAL CENTRE, 5TH MILE, JALAN KLANG LAMA, THIS BILL OF LADING TO WHICH THE SHIPPER AGREES BY ACCEPTING THIS BILL OF LADING, ANY LOCAL PRIVILEGES AND CUSTOMS NOTWITHSTANDING. THE PARTICULARS OF THE CARGO GIVEN BELOW ARE AS STATED BY THE SHIPPER THE WEIGHT MEASURE QUANTITY CONDITION CONTENTS AND VALUE OF THE PORT KLANG, 58000, MALAYSIA GOODS ARE UNKNOWN TO THE CARRIER. IN WITNESS WHEREOF AS MANY ORIGINAL COPIES OF THIS BILL OF LADING AS STATED BELOW HAVE BEEN SIGNED, AND IF ANY ONE OF THIS IS ACCOMPLISHED, OTHERS ARE VOID, IF REQUIRED BY THE CARRIER, AT LEAST ONE ORIGINAL BILL OF LADING, DULY ENDORSED, MUST BE SURRENDERED IN EXCHANGE FOR THE GOODS, OR A DELIVERY ORDER. Shipper/ Export /Forwarder References Notify Party (Carrier not responsible for failure to notify and no claim shall attach therefrom) SOON HUAT FRUITS SDN BHD NO 15-1, JALAN 2/137B, RESOURCES INDUSTRIAL CENTRE, 5TH MILE, JALAN KLANG LAMA, Place of Receipt Port of Loading PORT KLANG, 58000, MALAYSIA MUNDRA, INDIA MUNDRA, INDIA 10 Port of Discharge Place of Delivery/Final Destination Also Notify PORT KLANG . MALAYSIA PORT KLANG . MALAYSIA 12

Pre-carriage by

14 Container No.s & Seal No.s	Marks & No. of Packages		Description of Goods & Packages	16	Gross Weight of Cargo (KG)	Measurement (CBM) ¹⁸
SZLU9178995 / 081668	4600 BOXES 1 X R40H	TOTAL 4600 BOXES ONLY (TOTAL FOUR THOUSAND SIX HUNDRED BOXES ONLY) POMEGRANATES 3.5 KG (KIMAYE) H S CODE : 0810910 INV NO: 95011402 DT: 18.03.2023 S.BILL NO: 8580172 DT: 18.03.2023 FREIGHT PREPAID TEMP +5 DEGREE CELCIOUS GR WT : 18,402.624 KGS NET WT : 16,100.000 KGS RECEIVED FOR SHIPMENT FREIGHT PREPAID CY/CY FCL/FCL			18402.6240	
		Free days allowed at Discharge Port				
		Demurrage (days)	Detention (days)	Combined (Demurrage + Detention) days		
		3	7	0		
A18: 11.6 11.6 D.6: 1	SHIPPER'S LOAD, STOW AND COUNT Performanced Cargo / Hazardous Cargo / OOC Cargo THE SHIPPING LINE SHALL NOT BE DESCRINGE FOR THE OUTTINN IF THE CARGO HAS BEEN HOTLI DADED.					

THE SHIPPING LINE SHALL NOT BE RESPONSIBLE FOR THE OUTTURN IF THE CARGO HAS BEEN HOT-LOADED Additional Information for Refrigerated Cargo / Hazardous Cargo / OOG Cargo CONTAINER NO: SZLU9178995 TEMPERATURE:+5 VENT: 25 CBM HUMIDITY: 85%

All cargo-related particulars above as furnished by the Shipper but without responsibility and representation by Carrier 27 Freight & Charges 20 Units 24 Currency 25 26 Collect FREIGHT PREPAID Freight Payable at 21 Freight Payable By 22 No.of Original Bills of Lading Place of Issue 29 Date of Issue 30 MUNDRA 3 (THREE) **MUNDRA** 21-MAR-2023

Destination Agent SEA ASIA SHIPPING AGENCIES (M) SDN BHD A2-2, 2ND FLOOR, SOUTH TOWER (TOWER A), BBT ONE TH LEBUH BATU NILAM 1, BANDAR BUKIT TINGGI, 41200 KLAN G, SELANGOR DARUL EHSAN, MALAYSIA, MALAYSIA TEL NO: +60193218715 EXPORT.PKG@SEAASIA-SHIPPING.COM,IMPORT.PKG@SEA ASIA-SHIPPING.COM,CS.PKG@SEAASIA-SHIPPING.COM,OP S.PKG@SEAASIA-SHIPPING.COM FAX NO: +60333187990

Draft

Signed on behalf of the Carrier Cordelia Container Shipping Line

EMINENT SHIPPING SERVICES LLP As Agent

1. DEFINITIONS Carriage means the whole or any part of the operations and services of whatsoever nature understaken by or performed by or on behalf of the Carrier in relation to the Goods covered by this bill of lading including but not limited to the loading, transport, unloading, storage, warehousing and handling of the goods. Carrier means the issuer of this Bill of Lading as named on the face of it. Charges includes freight, demurage and all expenses and monetary obligations, including but not limited to duties, taxes and dues, incurred by the Carrier and payable by the Merchant.

including but not limited to duties, caxes and uses, meaned by the Merchant.

COGSA means the Carriage of Goods by Sea Act of the United States of America and anoroved on 16th April 1936.

approved on 16th April 1936.

Combined Transport arises where an address (and not just the name of a Port) is indicated as the Place of Receipt and/or the Place of Delivery on the face of this bill of lading in the relevant spaces.

Consignee means the party named as Consignee on the face of this bill of lading in the

Consignee means the party named as consignee on the race or risis full or lading in the relevant space. The relevant space relevant space relevant space and relevant space. The relevant space relevant space and consolidate shall be construed accordingly. Container and Consolidate shall be construed accordingly. Container includes any container (including but not limited to open top containers), trailer, transportable tank, platform, lift van, flat, pallet or any similar article of transport used to consolidate goods and any ancillary equipment. Goods means the whole or any part of the cargo received by the Carrier from the shipper and includes any packing and any equipment or Container not supplied by or on behalf of the Carrier (but excludes any Container supplied by or on behalf of the Pauce Pulse means the provisions of the International Convention for Unification of

Sebilit a district of the carrier (but excludes any Container supplied by or on behalf of the carrier)

Hague Rules means the provisions of the International Convention for Unification of certain Rules relating to bills of lading signed at Brussels on 25th August 1924.

Hague-Visby Rules means the Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1986 and the 1979 Protocol, (It is expressly provided that nothing in this bill of lading shall be construed as contractually applying the Hague-Visby Rules).

Holder means any Person for the time being in lawful possession of, or lawfully entitled to possession of, this bill of lading to or in whom rights of suit and/or liability under this bill of lading have been lawfully transferred or vested. Indemnify and budsed selfend, indemnify and hold harmless, including in respect of legal fees and costs, whether or not the obligation to indemnify arises out of negligent or non-negligent acts or omissions of the Carrier, his servants, agents or Sub-Contractors. Merchant includes the Shipper, the Consignee, the receiver of the Goods, the Holder of his bill of lading, any Person owing or lawfully entitled to the possession of the Goods or this bill of lading, any Person acting on behalf of any of the above-mentioned

this bill of lading, any Person usuning to the above members of code or this bill of lading, any Person acting on behalf of any of the above members persons.

On Board or similar words endorsed on this Bill of Lading mean that in a Port to Port movement, the Goods have been loaded on board the Vessel or are in the custody of the actual ocean carrier. In the event of intermodal transportation, if the originating board rail cars and/or another mode of transport at the Place of Recipt or are in the custody of a Participating carrier and en route to the Port of loading named on the

board rail cars and/or another mode of transport at the Place of Receipt or are in the custody of a Participating carrier and en route to the Port of Loading named on the reverse side.

Package where the goods are loaded into a Container by the Shipper on his load, stow, and count, whether as individual cartons/bundles or unitised, such a sealed Container(s), evidenced as the number of Container(s), evered by the Carrier on the Container(s), evidenced by the Carrier on the Container(s), evidenced as the number of Container(s), evidenced by the Carrier on the Person includes an individual, corporation or other legal entity, Port to Port Shipment arises if the Carriage is not Combined Transport.

Sub-Contractor includes, but is not limited to, owners, charterers and operators of Vessels (other than the Carrier), stevedores, terminal and/or groupage operators, road, rail and air transport operators, warehousemen, longshoremen, customs inspection stations and any independent contractor employed by the Carrier in performance of the Carriage and any direct or indirect sub-contractors, servants or agents thereof, whether in direct contractual privity with the Carrier on not.

Terms and Conditions means all terms, rights, defences, provisions, conditions, exceptions, limitations and betters herein in the Carriage under this bill of lading including but not limited to a feeder vessel or ocean vessel.

Verfiled Gross Mass means the combined mass of a Container's tare mass and the masses of all packages and cargo items including but not limited to pallets, dunnage, the packages and cargo items including but not limited to pallets, dunnage, the packages and cargo items including but not limited to pallets, dunnage, the packages and cargo items including but not limited to pallets, dunnage, the packages and cargo items including but not limited to pallets, dunnage, the packages and cargo items including but not limited to pallets, dunnage of the methods of weighing specified in SOLAS Chapter VI Regulation 2.

Waterbone Carr

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2. CARIER'S TARIFF
The provisions of the Carrier's applicable tariff, if any, are incorporated herein.

Particular attention is drawn to the provisions therein, if any, relating to free storage time and to container demurrage. Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the tariff has been filed. In the case of inconsistency between this bill of lading and the applicable tariff, this bill of lading shall prevail.

3. WARRANTY

in and to container demurgae. Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the tariff has been filed. In the case of inconsistency between this bill of lading and the applicable tariff, this bill of lading shall prevail.

The Mender warrants to the Carrier that the particulars relating to the goods as set out on the reverse hereof have been checked by the Merchant on receipt of this Bill of the Shipper, are adequate and correct. The Merchant also warrants that the Goods are tout on the reverse hereof have been checked by the Merchant on receipt of this Bill of the Shipper, are adequate and correct. The Merchant also warrants that the Goods are savuful goods, and contain no contraband, drugs or other illegal substances or savuful goods, and contain no contraband, drugs or other illegal substances or savuful goods, and contain no contraband, drugs or other illegal substances or savuful goods, and contain no contraband, drugs or other illegal substances or savuful goods, and contain and contrabate the United Nations, European Union, United States of America or any other applicable competent authority or government), the goods loaded and/or manifested are not Sanctioned goods or goods under any international or national embargo, and not forming part of any prohibited Kingdom, United States of America or any other applicable competent authority or government), the goods loaded and/or manifested are not Sanctioned goods or goods under any international or national embargo, and not forming part of any prohibited kingdom, United States of America or any other applicable or order in which event it shall be negotiable and shall constitue title to the Goods and the Holder shall be entitled to receive or to transfer the Goods herein described. This bill of lading shall be entitled to receive or to transfer the Goods herein described. This bill of lading shall be entitled to receive or to transfer the Goods herein described. This

(2) COMBINED TRANSPORT Save as is otherwise provided in this bill of lading, the Carrier shall be liable for loss or damage to the Goods occurring from the time when he receives the Goods into his charge until the time of delivery to the extent set out below: (A) Where the stage of Carriage where the loss or damage occurred cannot be proved (A) Where the stage of Carriage where the loss or damage occurred cannot be proved

charge until the time of delivery to the extent set our poerow.

(A) Where the stage of Carriage where the loss or damage occurred cannot be proved by the Merchant:

(1) The Carrier shall be relieved from liability where such loss or damage was caused by: a) an act or omission of the Merchant or Person acting on behalf of the Merchant or Delivery of the Carrier, is servant, agent or Sub-Contractor;

(a) compliance with the carrier is servant, agent or Sub-Contractor;

(b) compliance with the defective condition of packing in the case of Goods which, by their nature are liable to wastage or to be damaged when not packed or when not properly packed;

(d) handling, loading, stowage or unloading of the Goods by or on behalf of the Merchant;

(e) inherent vice of the Goods;

(f) strikes or lock outs or stoppages or restraints of labour from whatsoever causes whether partial or general;

(g) first or which the Merchant shall have the burden of proof, h) any cause or event which the Carrier could not avoid as a consequence whereof he could not prevent by the exercise of reasonable diligence.

(i) act of Good, j) act of War, k) act of public enemies, l) sanctions imposed on a country or region m) arrest cross consequence whereof he could not prevent by the exercise or reasonable diligence.

(i) act of Good, j) act of War, k) act of public enemies, l) sanctions imposed on a country or region m) arrest cross cross-country or region m) arrest cross cross-country or region m) arrest cross cross-country or region m) arrest or restraint of princes, rulers or people or seizure under legal process. n) variantier estractions, on muclear incident carriers was the hard the carrier of the causes or events specified in Carrier. Save that if the Carrier establishes that, in the circumstances of the case, the loss or damage could be artifiabled to one or more of the causes or events, specified in the Carrier and the wholly or partly by one or more of these causes or events.

(g) Where the stage of Carriage where the loss or damage oc

of (e), f) it is listed by presumed the rives as descend the received and the received to the control of the co

higher value being inserted on the front of this bill of lading in the space provided and, if required by the Carrier, extra freight pald, in such case, if the actual value of the Goods shall exceed such declared value, the value, shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value and the Carrier's liability, if any, shall not exceed the declared value and the Carrier's liability, if any, shall not exceed the declared value value.

(D) Delay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever and howsoever caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant (E) shotice of Loss or Damage

The Carrier's shall be deemed prima facie to have delivered the Goods and secribed in this bill of lading unless notice of loss of, or damage to, the Goods, indicating the general nature of such lost or damage, shall have been given in writing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods into the custody of the person entitled to delivery thereof under this bill of lading or, if the loss or damage is not apparent, within three consecutive days the carrier shall be discharged of all liability whatsoever in respect of the Goods unless suit it brought in the proper forum and written notice thereof received by the Carrier; (1) within nine months in respect of Combined Transport or (ii) within 12 months in respect of Port-to-Port Shipment after delivery of the Goods or the date when the Goods should have been delivered, in the event that such time shall be found contray to any convention or law compulsorily applicable laws, regulations and requirements (including but on to limited to any imposed at any time before or during the Carrier that the

connection with or arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.

(3) If a container has been Consolidated by or on behalf of the Merchant. (A) the Carrier's shall not be liable for loss of or damage to the Goods: a) caused by the nanner in which the Container has been stuffed; b) caused by the unsuitability of the carrier shall not be liable for loss of or damage to the Goods: a) caused by the nanner in which the Container has been stuffed; b) caused by the unsuitability of the Container of the Carrier and such unsuitability of the Container has been provided by or on behalf of the Carrier and such unsuitability or defective condition arose or was not detected due to want of due diligence on the part of the Carrier. The Shipper shall inspect all containers provided by the Carrier before stuffing them and the use of such containers.

(d) if the Container is not sealed at the commencement of the Carriage, except where the Carrier has agreed to seal the Container (8) the Merchant shall indemnify the Carrier is not sealed at the commencement of the Carriage, except where one or more of the matters covered by Clause 8(3) (A) above.

(4) Where the Carrier is instructed to provide a Container, in the absence of a written request to the contrary accepted by the Carrier, the Carrier is not under an obligation to provide a Container, in the absence of a written request to the contrary accepted by the Carrier, the Carriage any Goods which require Merchant undertakes not to tender for Carriage any Goods which require appropriately on the front of this bill of lading, if this bill of lading has been prepared by the Merchant or a person acting on his behalf) of their nature and particular temperature range to be maintained, in the case of a temperature-controlled container when the container has been properly pre-cooled, that the Goods have been properly set by the Merchant before receipt of the Goods by the Carr

If the above requirements are not compiled with, the Carrier shall not be liable for any toos of or dismage to the Coods arting from defects, detangement, breakdown sos of or dismage to the Coods arting from defects, detangement, breakdown stoppage of the temperature controlling machinery plant, insulation or any apparatus of the Container, provided that the Carrier shall before or at the beginning of the Container, provided that the Carrier shall before or at the beginning of the Container, provided that the Carrier shall be developed the contents. The Carrier or any Person authorized by the Carrier shall be entitled, but under not contained the contents. If it appears at any time of that the Coods cannot safely or properly be carried, the contents. If it appears at any time that the Coods cannot safely or properly be carried, the contents. If it appears a safe is not any reasonable contents that the Coods and the Coods and off the Coods and for to abandom the Carriage and for the coods and for to abandom the Carriage and for to store the Coods asher or allow, under cover or in the open, at any place, whichever the Carrier in his absolute and the content of the Coods and off to abandom the Carriage and for the Coods and for the coods and the content of the Coods and th

expenses and reasonable attorney/arbitration fees incurred in collecting the sums due to the Carrier.

17. LIEN
The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier under this contract and for General Average contributions to whomsoever due. The Carrier shall also have a lien against the Merchant on the Goods and any documents relating thereto for all sums due from the Merchant on the Goods and any documents relating thereto for all sums due from the Merchant on the Goods and any documents relating thereto for all sums due from the Service of the Cooks of the Merchant on the Goods and any place in his sole discretion, whether the contractual Carriage is completed or not. In any event any lien shall (a) survive the delivery of the Goods and (b) extend to cover the cost of recovering any sums due and for that purpose the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

18. VARIATION OF THE CONTRACT
No servant or agent of the Carrier shall have power to waive or vary any of the terms ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier to waive or vary.

19. PARTIALINALIDITY
If any provision in this bill of lading is held to be invalid or unenforceable by any Court or regulatory or self-regulatory agency or body, such invalid or unenforceable by any Court or regulatory or self-regulatory agency or body, such invalid or unenforceable by any Court or regulatory or self-regulatory agency or body, such invalid or unenforceable by any Court or regulatory or self-regulatory agency or body, such invalid or the forest part of the Carrier of the Carri