OCCL ORIENT OVERSEAS CON	tainer Line	PROF	<u>orma – non ni</u>		PAGE: 1 OF 3 BILL OF LADING on Negotiable Unless Consigned to Order)	
SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)			BOOKING NO. 2710195990		:NO. 10195990	
RAJYALAKSHMI MARINE EXPORTS			EXPORT REFERENCES	001027.	10195990	
20-15-14,NEAR HANUMAN STATUE			IN SHPR PAN # AAUFR2789K			
S.P.STREET, BHIMAVARAM-534201 W.G.DISTRICT, ANDHRA			RATE FOLDER	R 00129426		
W.G.DISTRICT, ANDHRA	PTN	UN NEGO	JIABLI			
PRADESH, INDIA						
CONSIGNEE (COMPLETE NAME AND ADDRESS)			FORWARDING AGENT-REI FMC NO.:	FERENCES		
LUEN TAI HONG MARINE PRODUCT	-					
(FATHER & SON) LTD.						
RM1505 ARION COMMERCIAL						
CENTRE, 2-12 QUEEN'S ROAD WES			POINT AND COUNTRY OF	POINT AND COUNTRY OF ORIGIN OF GOODS		
HONG KONG, HONG KONG		the Operation on the America for failings to particle				
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) (It is agreed that no res (see Clause 13 on rev	rse))	une Carrier or its Agents for failure to hotify	ALSO NOTIFY PARTY-ROL	TING & INSTRUCTIONS		
LUEN TAI HONG MARINE PRODUCT	-					
(FATHER & SON) LTD. RM1505 ARION COMMERCIAL						
CENTRE, 2-12 QUEEN'S ROAD WES	ST					
HONG KONG, HONG KONG						
PRE-CARRIAGE BY	PLACE OF RECEIPT	-				
VESSEL/VOYAGE/FLAG	KATTUPALL PORT OF LOADING		LOADING PIER/TERMINAL	ORIGINALS TO BE	RELEASED AT	
INTERASIA ENHANCE 018 E	KATTUPALL			CHENNAI		
PORT OF DISCHARGE	PLACE OF DELIVER			IXED, USE DESCRIPTION OF PAC		
HONG KONG	HONG KONG		FCL / FCL		CY/CY	
(CHECK "HM" COLUMN IF HAZARDOUS MATERIAL) CNTR. NOS. W/SEAL NOS.	PARTICULARS	B DECLARED BY SHIPPER				
MARK & NUMBERS DECLARATION ONLY)	1000 0	DESCRIPTION OF GOODS		GROSS WEIGHT	MEASUREMENT	
OOLU6427384 /OOLHSY5050 /	1700 CZ	ARTONS / F	CL/FCL /40RQ	/25500.000KGS		
1700 CARTONS	1700 CAR	FONS OF AW PVPD VANNAME	т	25500.000KGS	40.000CBM	
	SHRIMP BI	LOCK	1-			
		IC NAME :				
		EUS VANNAMEI				
	LITOPENA		JOCK			
	LITOPENAI PACKING FROZEN RA	EUS VANNAMEI :6 x 1.1 kGS BI AW PVPD VANNAME				
	LITOPENAI PACKING FROZEN RA SHRIMP BI	EUS VANNAMEI :6 x 1.1 KGS BI AW PVPD VANNAME LOCK				
	LITOPENAI PACKING FROZEN RA SHRIMP BI SCIENTIF	EUS VANNAMEI :6 X 1.1 KGS BI AW PVPD VANNAME LOCK IC NAME :	I			
	LITOPENAJ PACKING FROZEN RJ SHRIMP BJ SCIENTIF LITOPENAJ PACKING	EUS VANNAMEI :6 X 1.1 KGS BI AW PVPD VANNAME LOCK IC NAME : EUS VANNAMEI :6 X 1.3 KGS BI	lock			
	LITOPENAJ PACKING FROZEN RA SHRIMP BJ SCIENTIF LITOPENAJ PACKING FROZEN RA	EUS VANNAMEI :6 X 1.1 KGS BI AW PVPD VANNAME LOCK IC NAME : EUS VANNAMEI :6 X 1.3 KGS BI AW PVPD VANNAME	lock			
**	LITOPENAI PACKING FROZEN RA SHRIMP BI SCIENTIF LITOPENAI PACKING FROZEN RA SHRIMP BI SCIENTIF	EUS VANNAMEI :6 X 1.1 KGS BI AW PVPD VANNAME LOCK IC NAME : EUS VANNAMEI :6 X 1.3 KGS BI AW PVPD VANNAME LOCK IC NAME :	I Lock I			
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The printed terms and conditions appearing on this Bill of Lading are available at www.oocl.com, in OOCL's published US tariffs, and in pamphlet form.

+ STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING
+ SEE CLAUSE 1 HEREOF
o SEE CLAUSE 2 HEREOF
GF001
HQD 01/01

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

DATED

SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

27 NOV 2022

, as agent for

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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VESSEL ·	INTERASIA	ENHANCE

		PROFORMA - NON NEGOTIABLE		PAGE: 2 OF 3
VESSEL: INTERASIA ENHANC		VOYAGE: 018 E	B/L	NO.: OOLU2710195990
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	(FOR CUSTOMS DECLARATION ONLY)	[10] The Art & Solid Art. The Difference Biologics (2019) 10:00, 10:2020 (1995).	GROSS WEIGHT	MEASUREMENT
		LITOPENAEUS VANNAMEI PACKING :6 X 1.4 KGS BLOCK		
		PO #SIF2201066,, DATED :		
		21.10.2022 INVOICE NO: RME/EX/094/22-23		
		DATE: 21/11/2022 NET WEIGHT : 12180.000 KGS		
		GROSS WEIGHT : 25500.000 KGS S.B.NO :5640397 ,		
		DATE : 22.11.2022 FREIGHT PREPAID		
		TEMPERATURE SETTING TO BE AT -		
		18 DEGREE CELSIUS		
CALCULATION OF PAC	KAGE LIMIT	AGES RECEIVED & ACKNOWLEDGED BY CARRIEN ATION (IF APPLICABLE): 1 CONTAINER(S	S)/PACKAGE	(S)
LAWFULLY DEMANDS DE	LIVERY OF		OM THE PAR	TY WHO
DESTINATION OFFICE	ADDRESS:	INER(S) SEALED BY SHIPPER		
OOCL HONG KONG BRAN 16/F., ONE HARBOUR	SQUARE ,			
181 HOI BUN ROAD, K KOWLOON, HONG KONG.	WUN TONG,			
(852) 25066888				
DELIB	ERATELY LE	FT BLANK AND CONTINUE ON NEXT PAGE		

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 interior provided separately by: Orient Overseas Container Line Limited ('OOCLL') and OOCL(Europe) Limited ('OEUL')

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

- gludget that a second person or entity, including without limitation, the Vessel, her owner, operati charterer and/or another member of an aliance and/or consortium and/or joint arrangement of w ^{har} is viso a carrier/baltee 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 given that Carrier is a member of alliances and/or consortia and/or joint arrangements. The members of such including Carrier, reserve the right to carry cargo for each other, and otherwise cooperate with each other in the carriage thort order to the horthand. In the case of actu carriage, however, the terms and confersion of his Bill of Lading shall ind the Merchant shall be bound by item and Carrier shall be deemed in all instances to be the Carrier of the Gods, to the terms and confersion of the Bill of Lading.

ext in the terms and conditions of this Bill of Lading. DETINITIONS Works climitsion of any adviction in any applicable law herein mentioned: "VESSEL" shall include the digit named in this Bill of Lading, any substituted vessel(d), any vessel to which transhipment may be made in the ammon of this contrast and any vessel, call, digiter or often means of transposition whereas, quested to the provide state of the provide state of the contexponent of the State of the anged from the Vexest¹, "PLACE OF RECEIPT" stall be the place where the Goods are received from the Meri Perindepart Carrier to ther respective against "PLACE OF DELTRIFY" shall be the place where the G sequence April 10, for and any advancement productions on the VecKer's the International Merinder Merinder the approved April 10, for and any advancement productions on the VecKer's the International Merinder Merinder 10, for a sequence April 10, for and any advancement productions on the VecKer's Merinder Merinder Merinder 10, for a sequence April 10, for any advancement production on the VecKer's April 10, for any advancement 10, for a sequence April 10, for advancement production of the VecKer's April 10, for advancement 10, for advancement production of the April 10, for advancement production of the April 10, for advancement 10, for advancement production of the April 10, for advancement production of the April 10, for advancement 10, for advancement production of the April 10, for advancement production of the April 10, for advancement 10, for advancement production of the April 10, for advancement production of the April 10, for advancement 10, for advancement production of the April 10, for advancement production of the April 10, for advancement 10, for advancement production of the April 10, for advancement production of the April 10, for advancement 10, for advancement production of the April 10, for advancement production of the April 10, for advancement 10, for advancement production of the April 11, for advancement production of the April 10, for advancement 10, for advancement production of the April 11, for advancement production of the April 10, for advancement production of the April 11, for advancement production of th 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

ponsibility (if any) of the Carrier for loss or damage to the Goods occurring from the time lessel at the Port of Loading until the time when the Goods are discharged from the termined 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-delivery The many machine sector to too barriege to the observed to the sector of the sector of

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

Exclusions lage 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 refeved from liability for any loss or damage to the extent that such loss or was caused by

An act of onitions of the Matchart Issuedicrony or reflections containing Completions with traininguing of advinging or marking Completions with traininguing of personal settified to give them: Handing, loading, isowage or unicational of the Goods by the Merchant; Inherent vice of the Goods; Stitle, lockout, stoppage or remarked of bloour from whatever cause whether partial or general; A nuclear incident; (i) (ii) (iv) (v) (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 US\$2 per kilo of gross weight damaged unless the value of the Goods has been declared by the Merchant with the consent of the Carrier ar been paid whereupon the declared value (if higher) as shown on the face of the Bill of Lading shall be subt minit and any partial loss of damage shall be adjusted por atta 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 b 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-thered any particular document with in must be issued in order to make such international Convention or national stage. and direct co eived as evi

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

Skjert to Clause 4(B)(2)(a) I forst or damage to the Goods is known to have occurred during a period when the Goods the custody of a Participating Clarmer then the Clarrier shall have the benefit of any and all rights, detences, exemptions, and minnuities contrained no ar incorporated by or complication gapicatels to the Participating Clarrier III(B) or 3) with the Clarrier (in addition to all of the rights, defences, exemptions, limitations and immunities contained in this Bill of and the Clarrier (in addition to all of the rights, defences, exemptions, limitations and immunities shall be to be incorporated herein, and copies are coltainable from the Clarrier upon request.

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

here 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 GBP100 per package or customary freight un

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.

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

body of leven in super-WARRANTES. The Merchant represents, warrants and agrees that: The Goods and reg Cosment ploader by the Bendmark are packed and genore in such a manner as to be handed in indirary counce of the interpretation of the Bendmark and the Bendmark and the property of perturbance Any Goods placed by the orderatin Cosmens are compatible and allowed Costainers or other property of perturbance Any Goods placed by the orderatin Costainers are compatible and allowed Costainers or other property of perturbance The Merchant Intervantion that the Costainer in the supplication of the Intervant Perturbance and in the supplication of the Intervant Perturbance and intervantion and the Costainer in the supplication of an effective cable national or international safety standards and is fit in all respects for carrings by the Carter.

explose mations or international safety dataseties and et in al respects for catangle by the Catinet. (a) MECHOATTR SECONSIGILTURY AD NICEMINFCONTON 1. All of the persons comparing within the definition of Merchant safe lab [cating and memains to label throughout the transportation nominitations of an international safety datasets and an all cating and remains to label throughout the transportation nominitations of the financie sensitive field. The definition of the Code to another party. Cating have been checked by the Shipper on extegration the to the Code to another party. The Shipper and Internation control through the Cating and remains a single financial of the Bade turning by or or behalf of the Shipper are adequate, accurate and correct. The Shipper and International section of the Cating and the safety field in the sub-precision and any other particulars furnished by or or behalf of the Shipper are adequate, accurate and correct. The Shipper and International section of the Cating and the sub-precision of the safety and the safety field in the sub-precision and any other particulars international of the Cating and the safety and the Cating and the safety and the safety field in the sub-relating as the safety the Shipper and the Cating and the Longer and the safety and the safety and the relating the safety and the safety and the cating the safety and the s

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

whe been apparent upon reservements and the booked temperature. The Shopper is responsible for the packing and saming of all Shippe-packed Containers. The Shipper shall negative the packing and saming of all Shippe-packed Containers. The Shipper is a responsible for the packing and saming of all Shippe-packed Containers is allo got order and condition. If a Shippe-packed Container is delivered by the Carter with a the carter is in got order and condition. If a Shippe-packed Container is delivered by the Carter with a the same shift of the carter is in the carter against all and any costs (including, but without limitation, leage costs), expent is indemnify the Carter against all and any costs (including, but without limitation, leage costs), expent is indemnify the Carter against all and any costs (including, but without limitation, leage costs).

NONCERPCUE 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 and group which are or all write loccern detargeous, inflammable, rading writem have applicable during the carring Goods which are or all write loccern detargeous, inflammable, rading writem have applicable during and any distribution d, destroyed, or tredeed harmless writed compensation, and if the Mechanit has not given notice of their nature and Cause (11), the Carrier shall be under to fulfibly to make greenal average controllation in respect to the nature of the carrier shall be under the fulfibly the market of the market of the shall be applied and the shall be applied and the fulfibly the shall be applied and the shall be applied and the fulfibly the shall be applied and the sha

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

, as the case may be. II Goods not in containers are carried on deck, the Carrier shall so state such carriage on the face hereof. When Goods inters are stowed on deck, the Carrier shall not be required to specially note, "on deck" carriage on the face of this Bil of any custom to the contrary notwithstanding.

2) DESCRIPTION OF GOODS The Bill of Lading shall be evidence of the receipt by the Carrier in external apparent good order order accepts a torwise noted of the total number of Containers or other packages or units identified on the face hereo foal Number of Containers/Packages received and acknowledged by the Carrier. No representation in made by the Carrier as the weight-context, measure, quantity, quality, description, condi-tants, numbers or value of the Goods and the Carrier shall be under no responsibility whatlower in respect of such descrip induced. 12)

iculars. Any reference to temperature or the term "apparent good order and condition" when used in the Bill of Ladiq with the condition of the second booked temperature and no reliance should be placed by the Merchant as to the accuracy of such temperature shown on or this Bill clauder.

Is persons fixed in your min have to regist a summarized and the second second

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 discustion due to the sole discussion due to the claim filteres on the contract. The Carrier shall be we might be able discussion and any place, attempting to account or private transports the due tails must be able discussion and any place, attempting to account or private transports the due tails mode as the limit.

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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

und red or indirect or indirect and many source access. If the Larrer should nevertheses be held legally liable for any transferred in the local source and the legal source access and the legal source access and the legal source access and the Bill of Ladrag. The terms of this Bill of Ladrag, and the ladrage source access and the ladr

4. All containes to be the joint and several responsibility of all the persons coming within the definition and must be redelivered clean and undamaged to a place or point of interchange nominated by the Camil personited in the Camir's oplicable turtils and contrasts, liking which each of such persons are jointy and such detertion, loss or expense incurred as a result thered including but not limited to demurage, container the costs of regleciment: transportation and regard.

The costs of replacement, transportunate the second second

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 other than as herein set forth, and any such astatus or upmoted prior to contemporations understanding or communications are hereby aborged. Not serving or agree of the Carlier shall have power to waive or vary any of the terms hered unless such waiver or variation is in winning and is appointed in the variances in writing by the Carlier. Subject Cause 3.1 agreements or height engingements for the shipment of the Cause 2.3 and generations of the third particular to the Cause 3.1 agreements for the shipment of the Cause 3.1 agreements for the shipment of the Cause 3.1 agreements for the shipments for the shipment of the Cause 3.1 agreements for the shipment for the shipment of the Cause 3.1 agreements for the shipment of the Cause 3.1 agreement of the Shipment of th 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 engaged ded by this Bill of Lading.

are apprecision by this can change. 20) GENREAL AVERAGE. General Average shall be adjusted at any port or place at the option of the accordance with the York-Areanse Pakies, 1994 and any subsequent modification or re-enarment hereio and shall to Containers and to cooks loade on dex to under dex. In the event of accordance, and area or states that the commonsment of the vogage resulting from any cause whateover statuse, contract or othersise, the Meri contracts and the Contract or and or contract of the payment of any solicito, lessor or enarmed a General Average that may avoid or processing the state of the payment of any solicito, lessor or enarmed a General Average the Area and the state of the state the contract of the state the contract of the state the development of the state the development of the state the development of the state of the state

The Bits instruments request. AD VLADEE DECLARATION OF VALUE. The Merchant agrees that higher compensation than that provided for the Bill of Ladog may not be channed unless the nature and value of the Goods have been declared by the Merchant prior to commonement of the carrings and interesting the Bill of Ladog in the space captioned "Declared Cargo Value" and extra spit paid on such declared value if required. In such case, the declared value all the provided for that the sit or calculating the Carrier's labble; ((f) and) provide that its ubcleared value all allo prima bice widence, but shall not conclusive on the Carrier and larger provided that study declared value allow provide the time to declared value allow provide the study the conductive value does not acceed the time value of the Goods at stimute. Any pradia damage what is adjudger to rute on the bard is also the declared value allow provide the study the does not acceed the time value of the Goods at stimute. Any pradia damage what is adjudger to rute on the bard is also the declared value allow provident is that the declared value allow provide that study the study head the study.

LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), denise, time, si ers shall be entitled to the same rights of limitation as are or would be available to the owner of the wire is limitation Convention of 1957, the London Limitation Convention of 1976 or any other applicable com governing the fights of shipowners to limit their liability is accordance with the tonnage or value of the 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 envirosis, agents and sub-contractors of the Carrier, other than the Carrier, which imposes or attempts attained or the Godds from port of loading are topol of discharge whicher or not arriting or disclosed and ranso and, far any such claim or allegation should nevertheless be made, the Merchart will indemrify the Carrier against equivances 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, officer and over of the Vessel, and employees, agaretic, representatives, and all selevolves, any watchmen, cargenters, lasher, sha blevy of whistoever make here here the defence, limitidian on all bency of whistoever make here individued or otherwise available to the Carrier as the were expression for its benefit, and in retering into this contract, the Carrier, dees and contract in the bare fit defence, limitidian on the period or otherwise available to the Carrier as its were expression for its benefit, and in retering into this contract, the Carrier, dees and contract in the bare in the subcontractor is used here its all include both dive subcontractors hind by the Carrier to period mit the Carrier's own diligations under the Bill of Lasting, or the doil prolify. For the propose of this Cause 25, the Vessel and all subcontractors shall be deemed to be parties to widenced by this Bill of Lading.

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

(e) The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by any person other than in accordance with the terms and conditions of this Bill of Lading which imposes or attempts to impose upon the Carrier any lability whichever in convection with the Goods whether on the atting out of negligence 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 while the Goods have been received for transportation. Goods the pends datal begins to native months after the Goods have been received for transportation. If the model and the Goods apped for all lability wholethere 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.

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, whe next and/or becoming a holder and/or by transfer hereof and/or by presenting this Bill of Lading to obtain del is herein and/or otherwise, the endorsee/holder/transferee and the Cartier agree that the holder/endorsee/tran hocome a party to acontract of carringe with the cartier on the basis herein.

20) EXCEPTONG CLADE: Carrier table core hashe for any loss, damage, delay or failure in performance oursing at any time location by horin to table, or or after discharge from the Vessel or damage, and any onge, and the carrier loss of the core of the origonal structure and the structure loss of the core of the origonal structure loss of dawa, for quantities restrictions, ensisting the structure loss of the core of the origonal structure loss of the core of the core of the origonal structure loss of the core of th

APPLICABLE LAW. This Bill of Lading, the contract contained in and/or evidenced hereby, and the of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and

obligations of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and const in acconstance with English taw and any and all claims, suits, powedlings or disputs however arising in connection such Bill a Laring, contrast, rights and obligations shall be determined in acconstance with English haw. If the carriage of Goods herealing is longing table, bit more through a point in the lutimes States or if OGGAS shall for reason whatevere apply computationity to the carriage of the Goods hereander them this Bill of Lading, the contract contra-duct evidences the theory, and the rights and calignation all all particles contened in contractions with the carringe of the G disputs howeverse mining in connection with such Bill of Lading, contract, rights and colligations shall be determin accontance with Under States takes.

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31) PERSONAL DATA PROTECTION. The parties agree to fully comply with General Data I 2016/879 ("GDPR") and any applicable data protection laws and be bound by the terms availabl com/eng/resourcecenter/industrylinks/Documents/Framework(A)-Shipper.pdl under which the Merchant is

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER