PROFORMA - NON NEGOTIABLE

PAGE: 1 OF 3 **BILL OF LADING** (Non Negotiable Unless Consigned to Order)

ORIENT OVERSEAS CONTAINER

LINE, AS CARRIER♦

SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)					(ING NO.		BILL OF LADING	
HARITPANE AGRO EXPORT					32442730 DRT REFERENCES		OOLU27.	32442730
"SAROJ" PLOT NO.67,					TE FOLDER	R 0004	14037	
					SHPR IEC			
MANAGALMURTI NAGAR, UTTARA NAGAR NASHIK, INDIA)PY N	ION NE	G	OT	IABLI			
NAGAR NASHIK, INDIA								
CONSIGNEE (COMPLETE NAME AND ADDRESS)					WARDING AGENT-REF	FERENCES		
FRESH SOLUTIONS NETHERLANDS				FMC NO.:				
B.V.								
NIJVERHEIDSWEG 4 2742 RG								
WADDINXVEEN THE NETHERLANDS								
				POIN	T AND COUNTRY OF	ORIGIN OF G	OODS	
EORI:NL007870036 *								
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) (It is agreed that no res (see Clause 13 on reve	ponsibility shall be attached rse))	to the Carrier or its Agents for failure	to notify	ALSC	NOTIFY PARTY-ROU	ITING & INST	RUCTIONS	
ROTTERDAM FRUIT WHARF B.V.								
MARCONISTRAAT 80 3029 AK								
ROTTERDAM								
THE NETHERLANDS								
EORI: NL822638915**								
PRE-CARRIAGE BY	PLACE OF RECEIP							
VESSEL/VOYAGE/FLAG	NHAVA SHE			LOAD	DING PIER/TERMINAL		ORIGINALS TO BE	RELEASED AT
APL BARCELONA 215 W	NHAVA SHI						MUMBAI	
PORT OF DISCHARGE	PLACE OF DELIVE			TYPE	OF MOVEMENT (IF N	MIXED, USE D	ESCRIPTION OF PAC	CKAGES AND GOODS FIELD)
ROTTERDAM	ROTTERDAN	1		CY	/CY			CY/CY
(CHECK "HM" COLUMN IF HAZARDOUS MATERIAL)	PARTICULAR	S DECLARED BY S	HIPPE	R BUT N	NOT ACKNOWL	EDGED B	Y THE CARRIE	R
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS QUANTITY (FOR CUSTOMS DECLARATION ONLY)		DESCRIPTION O	OF GOOD	S		GRO	SS WEIGHT	MEASUREMENT
OOLU6433181 /OOLSJSB9157 /	2496 B	OXES	/	FCL/1	FCL /40RQ	/1537	6.000KGS	
2496	1x40'REF	F CONTAINER	R SA	TD TO		1537	6.000KGS	
BOXES	CONTAIN	(2496 BOX)		ID IV	9	NE	T WEIGHT	
	INDIAN F SEEDLESS	RESH THOMPS	SON			1248	0.000KGS	
	GRAPES F	ACKED IN PI	LAST	IC				
	PUNNET E	PUNNET EACH CTN 10 PUNNETS						
	OF 500 GRAMS IN CORRUGATED							
	5.00 KG. NET WT. [CONTENTS]				S] OF			
	EACH BOX 6.00 kg. gross wt. of each box							
	THOMPSON	THOMPSON SEEDLESS /CRIMSON SEEDLESS GRAPES PACKED IN PLASTIC PUNNET EACH CTN 10 PUNNET 500 GRAMS IN						
	SEEDLESS IN PLAST							
	PUNNET 5	00 GRAMS IN	1	0 2 2 1 .	_ 0			
** T(BE CONT	'ÉĎ 816 BOXE 'INUED ON A'	IS FTAC	HED I	LIST **			
NOTICE 1: For carriage to or from the United States of America, (i) Clauses 4 and 23 on the declares a higher cargo value below and pays the Carrier's ad valorem freight of NOTICE 2: See Clause 28 on the reverse side hereof: Notice to Endorsee and/or Holder and the Notice of Endorsee and/or Holder and Endorsee and Endorsee Endorsee and Endorsee Endorsee and Endorsee Endors	reverse side hereof limit the narge; and (ii) if carried on d	Carrier's liability to a maximum of U	I.S.\$500 per	package or cu	stomary freight unit by virtue	or incorporation of the provisions of the provis	of the U.S. Carriage of Good f COGSA.	s by Sea Act ("COGSA"),unless the Merchant
NOTICE 2. See Clause 28 on the reverse side hereor: Notice to Endorsee and/or Holder an NOTICE 3: If Goods carried on deck at Merchant's risk without responsibility for loss or dan								
Declared Cargo Value US\$		rs a value, Carrier's lim		of liability	shall not apply as COMMODITY CODE	nd the ad v	alorem rate will be	e charged. Received the Container/Package or other units
			0					indicated in the box identified as "Total No. of Containers/Packages received and acknowledged by Carrier" in apparent good
CODE TARIFF ITEM FREIGHTED AS	RATE	PREPAID		•	COLLECT			order and condition, unless otherwise indicated, to be transported and delivered as herein
								provided. The receipt, custody, carriage and delivery of the
								goods are subject to the terms appearing on the face and back hereof and to the Carrier's
								applicable tariff.
								In witness whereof 3 original bills of lading have been signed, one of which being
								accomplished, the other(s) to be void. DATE CARGO RECEIVED
								30 JAN 2024
								DATE LADEN ON BOARD o 31 JAN 2024
								01 01111 2021
								DATED
								31 JAN 2024
The printed terms and conditions appearing on this Bill of Lading are available at www.oocl.com, in OOCL's published US tariffs, and in						SIGNED BY:	OOCL (INDIA	A) PRIVATE LIMITED
pamphlet form.								
+ STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING ◆ SEE CLAUSE 1 HEREOF ○ SEE CLAUSE 2 HEREOF								, as agent for

QF001 HQD 01/01

VESSEL: APL BARCELONA B/L NO.: OOLU2732442730

COTTAINER OF CONTAINERS PACKAGE IN CONTENDED SHOW THE PROPERTY OF CALCULATION OF FACE BOY HOUSE AND THE PROPERTY OF CALCULATION OF PACKAGE LIMITATION (F APPLICABLE) I CONTAINERS (PACKAGE LIMITATION (F APPLICABLE) I CONTAINERS (S) (PACKAGE (S) DESTINATION CHAPTER OF THE PURPOSE OF ICALCULATION OF PACKAGE LIMITATION (F APPLICABLE) I CONTAINERS (S) (PACKAGE (S) DESTINATION CHAPTERS (S) (PACKAGE (S) DESTINATION CHAPTER (S) (PACKAGE (S) CONTAINERS (S) (PACKAGE (S) (PACKAGE (S) (CONTAINERS (S) (PACKAGE (S) (CONTAINERS (S) (PACKAGE (S) (CONTAINERS (S) (PACKAGE (S) (CONTAINERS (S) (PACKAGE (S) (VESSEL: APL BARCELONA			VOYAGE: 215	W B/L	NO.: OOLU2732442730
EACH BOX 6.00 KG. GROSS WT. OF EACH BOX H S CODE - 08061000 INVOICE NO - HPN/FS/012/23-24 DT-28.01.2024 NET WT: 12480.00 KGS SB NO-7073320 DT: 28.01.2024 FREIGHT: PREPAID TEMPERATURE SETTING TO BE AT + 0 DEGREE CELSIUS TOTAL NO. OF CONTAINERS/PACKAGES RECEIVED & ACKNOWLEDGED BY CARRIER FOR THE PURPOSE OF CALCULATION OF PACKAGE LIMITATION (IF APPLICABLE): 1 CONTAINER(S)/PACKAGE(S) DESTINATION CHARGES COLLECT PER LINE TARIFF, AND TO BE COLLECTED FROM THE PARTY WHO SHIPPER LOAD AND COUNT, CONTAINER(S) SEALED BY SHIPPER DESTINATION OFFICE ADDRESS: ORIGINATE LINE LIMITED - OOCL NETHERLANDS BRANCH WANA BULLDING, 6E VERDIEPING WEENA ZUID 134 3012NC ROTTERDAM, THE NETHERLANDS PHONE: (31)-10-2248288 * CONTACT: ATTN. GERMAN PONCE PHONE: 49 421 57230-392 MOBILE: 449 171 970 83 18 E-MAIL: GRAPES GREES HOSCULTION.DE * CONTACT ATTN. PETER VAN DE LAAR PHONE +31 10 22150 26 E-MAIL: CONTAINERDESK@ROTTER DAMFRUITWHARF.NL + MAHARASHTRA, INDIA	CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	H Y NON DE	SCRIPTION OF GOODS	GROSS WEIGHT	MEASUREMENT
TOTAL NO. OF CONTAINERS/PACKAGES RECEIVED & ACKNOWLEDGED BY CARRIER FOR THE PURPOSE OF CALCULATION OF PACKAGE LIMITATION (IF APPLICABLE): 1 CONTAINER(S)/PACKAGE(S) DESTINATION CHARGES COLLECT PER LINE TARIFF, AND TO BE COLLECTED FROM THE PARTY WHO LAWFULLY DEMANDS DELIVERY OF THE CARGO. SHIPPER LOAD AND COUNT, CONTAINER(S) SEALED BY SHIPPER DESTINATION OFFICE ADDRESS: ORIENT OVERSEAS CONTAINER LINE LIMITED - OOCL NETHERLANDS BRANCH WNA BUILDING, 6E VERDIEPING WEENA ZUID 134 3012NC ROTTERDAM, THE NETHERLANDS PHONE: (31)-10-2248288 * CONTACT: ATTN. GERMAN PONCE PHONE: 499 421 57230-392 MOBILE: +49 171 970 83 18 E-MAIL: GRAPES@FRESHSOLUTION.DE ** CONTACT ATTN. PETER VAN DE LAAR PHONE +31 10 22150 26 E-MAIL: CONTAINERDESK@ROTTERDAMFRUITWHARF.NL ++ MAHARASHTRA, INDIA			EACH BOX 6.00 KG. GROSS H S CODE - 080 INVOICE NO - H DT-28.01.2024 NET WT: 12480 SB NO-7073920 FREIGHT: PREPA	S WT. OF EACH BOX 061000 HPN/FS/012/23-24 0.00 KGS DT : 28.01.2024 AID		
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E-MAIL: GRAPES@FRESHSOLUTION.DE ** CONTACT ATTN. PETER VAN DE LAAR PHONE +31 10 22150 26 E-MAIL: CONTAINERDESK@ROTTERDAMFRUITWHARF.NL ++ MAHARASHTRA, INDIA	CALCULATION OF PACE DESTINATION CHARGES LAWFULLY DEMANDS DEI SHIPPER LOAD AND COLO DESTINATION OFFICE P ORIENT OVERSEAS CONT LIMITED - OOCL NETHE WAA BUILDING, 6E VER WEENA ZUID 134 3012NC ROTTERDAM, TE PHONE: (31)-10-2248 * CONTACT: ATTN. GEE PHONE: +49 421 5723	KAGE LIMI COLLECT LIVERY OF JUNT, CONT ADDRESS: FAINER LI ERLANDS BI RDIEPING HE NETHER 288 RMAN PONC D-392	TATION (IF APPI PER LINE TARIFI THE CARGO. AINER(S) SEALEI NE RANCH	LICABLE): 1 CONTA F, AND TO BE COLLECT	AINER(S)/PACKAGE	(S)
E-MAIL: CONTAINERDESK@ROTTERDAMFRUITWHARF.NL ++ MAHARASHTRA, INDIA	MOBILE: +49 171 970 E-MAIL: GRAPES@FRESE ** CONTACT ATTN. PET	83 18 HSOLUTION FER VAN D				
DELIBERATELY LEFT BLANK AND CONTINUE ON NEXT PAGE	E-MAIL: CONTAINERDES	SK@ROTTER	DAMFRUITWHARF.1	NL		
	DELLE		DI I DIANK AND (SONTINGE ON NEXT FAC		

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for

COPY NON NEGOTIABLE

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

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

The printed terms and conditions appearing on the face and reverse side of this Bill of Lading are available at www.oocl.com, in Carrier's published US tariffs, and in pamphlet form

s hereby given that Carrier is a member of alliances and/or consortia and/or joint arrangements. The members of such including Carrier, reserve the right to carry cargo for each other, and otherwise cooperate with each other in the carrier of the carrier of the carrier, or the carrier, the carrier of the Carrier, the carrier of the Carrier, the terms and conditions of the Bill of Lading shall be deemed in all instances to the the Carrier of the Cocci, to the terms and conditions of this Bill of Lading.

- DETENTIONS Whose instant on any event of vention in any applicable law herein mentioned: "VESSEL" shall include the et[s] named in this Bill of Lading, any substituted vessel(s), any vessel to which transhipment may be made in the et[s] named in this Bill of Lading, any substituted vessel(s), any vessel to which transhipment may be made in the manusco of this contract and any vessel, and lighter or other means of transpostation withoutoneer, named, chartened, operated controlled and used by the Carrier or Participating Carrier in the performance of this contract, "MERCHANT" includes the per consiging, enhance, transferre, biologic of this doutment, consiginger, evenlove of the Goods, any preson or first good and present of the Bill of Lading and anyone acting on behalf of any such persons." "COLOGS" as any preson for the lime being in pressure on of this Bill of Lading and anyone acting on behalf of any such persons." "COLOGS" includes any other sea, where, land or all carrier performing any part of the carriage provides herein. "COLTARNEE" includes container, staller, transportable tank, falt, pallet, crade, led or any similar article of transport used to consolidate or transport includes any other sea, water, land or all carriar performing any part of the carriage provides herein. "COLTARNEE" includes or "LADBEN ON BOARD", when noted on this Bill of Lading shall men and the Goods are the except size of the Vessel of the Bill of Lading. "PORT OF LOADING" abid among the place where the Goods are recoved from the Merchant by a discharged from the Vessel; "PLACE OF RECEST" shall be the place where the Goods are recoved from the Merchant by a discharged from the Vessel; "PLACE OF RECEST" shall be the place where the Goods are recoved from the Merchant by a discharged from the Vessel; "PLACE OF RECEST" shall be the place where the Goods are recoved from the Merchant by a discharged from the Vessel; "PLACE OF RECEST" shall be the place where the Goods are recoved from the Merchant by and the Bill of

If the stage of carriage where loss or damage occurred is not known.
Exclusions
gar of the carriage where the loss or damage to the Goods is not known then the Carrier shall be liable for loss and
to the Goods save that the Carrier shall be releved from liability for any loss or damage to the extent that such loss or
ware caused by:

- An act or omission of the Merchant, hastficiency or defective condition of packing or marking. Complaince with the instructions of persons entitled to give them; Handling, loading, stowage or unloading of the Goods by the Merchant; Inherent vice or the Goods; Stilke, lockout, stoppage or restraint of liabour from whatever cause whether partial or general; A nuclear incident:

Notwithstanding anything provided for in Clause 4(B)(1) if the stage of the carriage where loss or damage to the Goods is known them subject to the operation of Clause 4(I) which shall poply where loss or damage occurs to the Goods from the time when the Goods are discharged from the time when the Goods are discharged from the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at the Port of Loading until the sine when the Goods are discharged from the Vessel at the Port of Libscharge the Carriers (sability in respect of any such loss or damage occurring shall be determined as bilows:

- ention or national law is applicable then the liability of the Carrier shall be determined pursuant to
- Staglet to Clause 4(B)(Z)(a) if loss or damage to the Goods is torown to have occurred during a period when the Goods the custorly of a Participating Carrier then the Carrier shall have the benefit of any and all rights, defences, exemptions and immunities contained or in composited by or computating applicated to the Participating Carrier shall read (s) with the Carrier (in addition to all of the rights, defences, exemptions, limitations and immunities contained in this Bill of and the Carrier's timp and for this purpose such benefit, rights, defences, exemptions, limitations and immunities shall be to be incorporated herein, and copies are obtainable from the Carrier upon request.

The Contex shall not be back in any equicity institutioner for loss or delay to the Condus or non-delivery or intending-core caused with the Condus are in the United States of America any from the submittant of an in the actual ody of the Carrier. All these times the Carrier acts as agent only for and on behalf of the Merchant and agrees to procue postulate of the Condus in accordance with the usual terms, condustion and tarificily of Principating Carrier. If or any reason Carrier is denied the right to act as agent only at these times, its liability for loss and damage to the Goods or non-delivery or elevery thereof shall be determined in accordance with Clause 4 (6) hereof.

If COGSA applies then the liability of the Carrier shall not exceed US\$500 per package or customary fleight unit unless size of the Goods has been declared on the face hereof with the consent of the Carrier and extra freight has been paid in case Cause 23 shall apply and the declared value (if higher) shall be substituted for the limit and any partial loss or damage the adjusted pro-ratio in the basis of such declared value.

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

MERCHANT'S RESPONSIBILITY AND INDEMNIFICATION

All of the persons coming within the deficition of leteraturat shall be jointly and severally liable to the Carrier for the due ment of all obligations coming within the deficition of leteraturat shall be jointly and severally liable to the Carrier for the due ment of all obligations undertaken by the Merchant in this Bill of Lading and retire to the Goods to switcher part of all or the proposal control of the Carrier for the due to the Goods to switcher part of our on the face of this Bill of liading and the such particulars and any other particulars into by orn otherall for the Sipper or an deepade, accurate and correct.

The Shipper shall indemnify the Carrier against all loss, damage and expenses arising or resulting from inaccurates in Bill of Lading by any person other than the Shipper.

Bill of Lading to any person other than the Shipper.

The Merchant agrees to indemnify and hold harmless the Carrier against all ord any any control of the relative and the register of the proposal control to the control of the relative and the register of the proposal or any other particulars are assigned or resulting from any breach of any warranty or develoption of the Merchant agrees to indemnify and hold harmless the Carrier against all ord warranty or develoption of the Merchant under the terms of this Bill of lading or applicate law (including but not limited to hose Carrier may suffer the proposal part of the proposal part of the Merchant and the terms of this Bill of Lading of the particular and proposal part of the Merchant and the terms of the Bill of Lading of the Merchant and the terms of the Bill of Lading of the Merchant and the terms of the Bill of Lading of the Merchant and the terms of the Bill of Lading of the Merchant and the terms of the Bill of Lading of the Merchant and the terms of the Bill of Lading of the Merchant and the terms of the Bill of Ladi

SHIPPER-PACKED CONTAINERS
If a Cordainer has not been filled, packed, studied or loaded by the Carrier, the Carrier shall not be liable for loaded to the contents and the flexhant shall indemnify the Carrier against any loss, damage, liability or expense incurred to the monance in which the Cordainer has been filled, packed, stuffed or loaded, or the unsuitability of the contents for carriage in Containers, or the unsuitability of dedective condition of the Cordainer arising without any want of due diligence on the part of the Carrier the Cordainer scanning bif for the propose or which it is required, or

the unsuitability or defective condition of the Container or the incorrect setting of any temperature controls thereof which we been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was filled, sulfied or loaded; or

DINIGEROUS COODS AND CONTRABAND

The Merchart undertaken not be tender for transportation any Goods which are of a dangerous, inflammable, radioactive
aging nature without previously giving written notice of their nature to the Carrier and marking the Goods and their
er or other covering on the outside as required by any laws or regulations which may be applicable during the carriage.
Goods which are or all any time become deargoous, inflammable, radioactive or damaging may, at any time or place, be
disclosively or rendered harmless without compensation, and if the Merchart has not given notice of their nature to the
under Clusse (1)). No Certification is considered from Stating to make any general average contribution in respect of such

DECK CARGO AND LIVESTOCK.

In the control of the co

CPTONAL STUMME
TO COME TO THE CONTROL TO CON

SITY Globioms to see some processions and continues are continued to the receipt by the Carrier in external apparent good order and most good and be primar facie evidence of the receipt by the Carrier in external apparent good order and no recognit an otherwise noted of the lotal number of Containers or other packages or units identified on the face hereof as unturber of Containers Packages received and advinousledged by the Carrier.

No representation is made by the Carrier as to the weight, contents, measure, quantity, quality, description, condition, numbers or value of the Goods and the Carrier shall be under no responsibility whatsoever in respect of such description culture.

roll this Bill of Lading.

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

If the Michand hall is built delivery of the Goods or part of them upon expiration of the triffs prescribed free time, the shall be deemed to have been delivered to the Microhant and the Carrior may with or without notice, but subject to bit is to gen or zover at the sole ink and expenses of the Merchant and the Carrior may with or without notice, but subject to bit to gen or zover at the sole ink and expenses of the Merchant. Therespon, the liability of the Carrior in respect of the Goods in pacific solve short specified or graphed by the Carrior or any agent or solv-contactor of the Carrior is that in the carrior of the Merchant. Therespon, the liability of the Carrior in respect of the Goods should play and be cost of sour short specified or graphed by the Carrior or any agent or solv-contactor of the Carrior is that in the carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be contacted or the Carrior of the Merchant should be c

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

MULTIPLE BILLS OF LADING

ADMITTHE BILLS OF LADING

ADMITTHE

MATTERS AFFECTING PERFORMANCE. If at any finne the performance of the contract evidenced by this Bill so is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind which cannot by the exercise of reasonable endeavours. The Carrier (whether or not the transport is commenced) may without notice than the set the performance of this contract as terminated and place the Goods or any part of them at Merchant's disposace or port which the Carrier may deem set and convenient, whereepon the responsibility of the Carrier added to the carrier may deem set and convenient, whereepon the responsibility of the Carrier added to the carrier may deem set and convenient, whereepon the responsibility of the Carrier added to the carrier may deem set and convenient, whereepon the responsibility of the Carrier added to the carrier may deem set and convenient, whereepon the responsibility of the Carrier added to the carrier and the carrier may be considered to the carrier may be considered to the carrier and the carrier may be considered to the carrier and the carrier may be considered to the carrier and the carrier may be carried to the carrier may be carried to the carrier and the carrier may be carried to the carrier may be

19. METIODS AND ROUTES OF PRAISOPORTATION. The Canter may at any time and villious notice to it Merchant (a) use any means of transport or storage windstorers; (b) for any purpose windsnower transity the Goods or asseme or a substitute vess of ordinaries streamed the Goods from one conveyance to another even though transition forwarding of the Goods may not have been contemplated or provided for herein(.) opposed by any route whether or not as the nearest or most direct or such site here nearest or most direct or such site herein or not direct or contemplated or provided for herein(.) opposed by any route whether or not a contemplate of the provided or the provided or such that the contemplate of the provided or such that the contemplate of the provided or the contemplate or another or not asked place (if complate or the provided or the contemplate or the provided or

B/L NO.: OOLU2732442730

PAGE: 3 OF 3

such direct or indirect or consequential loss or damage, such liability shall in no evert exceed the fleight paid for the transport covered by this Bill of Lading.

3. The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant whether before or after the Goods are received by the Carrier for transportation or delivery to the Merchant.

NSPECTION OF GOODS

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

WAUTOLOC CONTROCT. Menhant agrees het his Bill of Leding constitute, the relies apprenent between the first. These also in substantiaging bits explicit antier of this apprenent of the times he have not form, and any possible has been apprenent to the properties of the first shall have posse to wave or vary any of the terms hereof unless such varievor or validation is in writing and is specified. No several or agent of the first shall have posse to wave or vary any of the terms hereof unless such varievor or validation is in writing and is specified. The contribution of the properties of the shall be contributed in writing by the Carrier. Subject to Clause 3, all agreements or freight engagements for the shipment of the Goods supervised by the Bill of Linding.

229 GSIRDAR, AVERAGE. General Average shall be adjusted at any port or place at the option of the Carri accordance with the Vork-Average Pales. 1984 and any subsequent modification or re-enactment thereto and shall be agreed to Cordainers and/or Goods loaded on deck or under deck. In the event of accident, damps, dramage or disaster before or the commencement of the vioyage resulting from any cause whatsoever statute, contract or otherwise, the Merchant contribute with the Carrier in General Average on the payment of any scartifice, losses or express of a General Average on that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sax vessel is owned or operated by the Carrier, value get shall be paid for a fully at it is salving sessife) between the Carrier shall have a lien on the Goods for all General Average contribution (including but not limited to salvage) into Carrier. If the Carrier delivate the Carrier of the Carrie

LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, slot and space trers shall be entitled to the same rights of limitation as are or would be available to the owner of the Vessel under the els Limitation Convention of 1957, the London Limitation Convention of 1976 or any other applicable convention, statute

(c) Without prejudice to the Merchant's indemnity obligations herein, the Vessel and every subcontractor of his of any nature whatosover (including but not limited to the Participating Cartier, the Vessel, the connect, charters, and the properties of the Vessel, the connect, charters, representables, and at altevedores, terminal or defence, illustration and literally of whatosover nature herein contained or otherwise available to the Cartier as if such or defence, illustration and literally of whatosover nature herein contained or otherwise available to the Cartier as if such or and sustee for such persons or Vessel. The term "subcontractor" as used herein shall include both direct and and sustee for such persons or Vessel. The term "subcontractor" as used herein shall include both direct and contracting the contraction of the preparation of the preparation of the preparation of the propose of the Cartier adds as again, An indirect subcontractor is a person with when the Catter is not in corpridy. For the purpose of this Clause 25, the Vessel and all subcontractors shall be deemed to be parties to the evidenced by the fill of Lading.

20) NOTICE OF LOSS: TIME BAR

1. Unless notice of loss or dramage to the Goods and the general nature of it be given in writing to the Carrier at the
These of Delivery before or at the time of the removal of his Goods into the custody of the person entitled to delivery thereof
under this Bill of Lading, or if the loss or dramage be not apparent, within seven consecutive days thereafter, such removal shall
be prima face evidence of the delivery by the Centire of the Goods described in the Bill of Lading.

2. draws a subject to Cause 26(3), the Carrier shall be described or of all sizelily under this Bill of Lading.

2. draws a subject to Cause 26(3), the Carrier shall be described or of all sizelily under this Bill of Lading.

3. Notwithstanding Clause 26(2), where COGSA, the Hopps Rules or Haque-Valdy apply by incorporation or by force
of low, the Carrier shall be describedged from all sizelily whistories 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.

30) APPLICABLE LAW. This Bill of Lading, the contract contained in and/or evidenced hereby, and the rights obligations of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and constraint in accordance with English law and any and claims, suits, proceedings or dispulse horsover airting in connection such Bill of Lading, contract, rights and obligations shall be determined in accordance with English haw. If the carriage of doos hereunder is longer table to, from or through a port in the United States or I COGSA shall for reason withoutered apply complainty in the carriage of the Goods hereunder shall be given the contract contained to the c

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER

LINE, AS CARRIER♦