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Draft Bill of Lading SHAFI MARINE B/L No: CSX22MUNPKG047696 KAUSHAR COLONY, ST. NO. 2, TALALA ROAD, VERAVAL 362265, GUJARAT, INDIA. Ocean Bill of Lading or Multimodal Bill of Lading NON-NEGOTIABLE UNLESS 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 FROZEN FOOD SDN BHD 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 7, JALAN HAJI ABDUL MANAN 3/KU8, KAWASAN PERINDUSTRIAN MERU BARAT, STATED BY THE SHIPPER. THE WEIGHT, MEASURE, QUANTITY, CONDITION, CONTENTS, AND VALUE OF THE 42200 KAPAR, KLANG, SELANGOR, MALAYSIA. TEL: +603 3393 8226 FAX:+603 3393 7228 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 FROZEN FOOD SDN BHD 7, JALAN HAJI ABDUL MANAN 3/KU8, 7, JALAN HAJI ABDOL MIANAM JAKOS, KAWASAN PERINDUSTRIAN MERU BARAT, 42200 KAPAR, KLANG, SELANGOR, MALAYSIA. TEL: +603 3393 8226 FAX:+603 3393 7228 Port of Loading Place of Receipt MUNDRA, INDIA MUNDRA, INDIA Port of Discharge Place of Delivery/Final Destination Also Notify PORT KLANG (WEST), MALAYSIA PORT KLANG (WEST), MALAYSIA 12 Pre-carriage by Vessel & Voyage SHANGHAI VOYAGER/2210E Gross Weight of Measurement (CBM) Marks & No. of Container No.s & Seal No.s Description of Goods & Packages Cargo (KG) 1 X R40H CONTAINERS SAID TO CONTAIN 2700 CARTONS OF FROZEN HORSE MACKEREL 2700 TOTAL M/CTNS NET WEIGHT: 27000.00 KGS SZLU9179501 / 080027 2700 CARTONS 28890.0000 1 X R40H GROSS WEIGHT: 28890.00 KGS TEMPERATURE: -18 RECEIVED FOR SHIPMENT FREIGHT PREPAID CY/CY FCL/FCL Free days allowed at Discharge Port Combined (Demurrage + Detention) Demurrage (days) Detention (days) 0 0 10 SHIPPER'S LOAD, STOW AND COUNT Additional Information for Refrigerated Cargo / Hazardous Cargo / OOG Cargo THE SHIPPING LINE SHALL NOT BE RESPONSIBLE FOR THE OUTTURN IF THE CARGO HAS BEEN HOT-LOADED. CONTAINER NO: SZLU9179501 TEMPERATURE:-19 VENT: NIL HUMIDITY: NIL All cargo-related particulars above as furnished by the Shipper but without responsibility and representation by Carrier 20 27 Freight & Charges Units 24 Currency 26 Collect FREIGHT PREPAID Freight Payable at 21 Freight Payable By 22 No.of Original Bills of Lading 28 Place of Issue 29 Date of Issue 30 MUNDRA 3 (THREE) MUNDRA 20-DEC-2022 **Destination Agent** SEA ASIA SHIPPING AGENCIES (M) SDN BHD A2-2, 2ND FLOOR, SOUTH TOWER (TOWER A), BBT ONE TH Signed on behalf of the Carrier Draft LEBUH BATU NILAM 1. BANDAR BUKIT TINGGI. 41200 KLAN Cordelia Container Shipping Line , SELANGOR DARUL EHSAN, MALAYSIA, MALAYSIA

As Agent

EMINENT SHIPPING SERVICES LLP

DEFINITIONS
 Carriage means the whole or any part of the operations and services of whatsoever nature undertaken 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.
 COGSA means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936.

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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 this bull or lading in the relevant space. The relevant space relevant space relevant space of the relevant space. The relevant space considered shall be constituted 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, falts, 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 fout excludes any Container supplied by or on behalf of the Pauce Pulse means the provisions of the International Convention for Unification of

Selbert a district and the selbert and the sel

this bill of lading, any Person usually of the above-internation of Coods or this bill of lading, any Person acting on behalf of any of the above-internation of 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 carrier is an inland or coastal carrier, it means that the Goods have been loaded on board rail cars and/or another mode of transport at the Place of Recipit 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), 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.

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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 or not.

Terms and Conditions means all terms, rights, defences, provisions, conditions, exceptions, limitations and blast terms, rights, defences, provisions, conditions, exceptions, limitations and based the terms, rights, defences, provisions, conditions including but not limited to a feeder vessel or ocean vessel.

Verified 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 packing material and securing materials packed in the Container and verified by one of the methods of weighing specified in SOLAS Chapter VI Regulation 2.

Waterbome Carriage means carriage by sea or water, and includes the period during which the Goods are under the custody of the Carrier's for the Carriage at the sea/water terminal of the Port of Dischar

Vescel.

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 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 Merchant 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 Lading and that such particulars, and any other particulars furnished by or on behalf of the Shipper, are adequate and correct. The Merchant also warrants that the Goods are awful goods, and contain no contraband, drugs or other filegal substances or standing and that such particulars, and any other particulars furnished by or on behalf of the Shipper, are adequate and correct. The Merchant also warrants that the Goods are darvif goods, and contain no contraband, drugs or other flegal substances or standing and the standing of the Shipper, are adequate and correct. The Merchant further warrants that he is not listed as a Sanctioned Party (where the Sanctioning Authority is the United Nations, European Union, United 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 competent authority or government, but the standing and the proper standing the standing and the sta

(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 Carrisge where the loss or damage occurred cannot be proved

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 by the Merchant:

(T) 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 other than the Carrier, his exprant, agent or Sub-Contractor; b) compliance with the instructions of a Person entitled to give them; d) the lack or insufficiency of or 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 stopages or restraints of labour from whatsoever causes whether partial or general; g) first clies to labour from whatsoever causes whether partial or general; g) from consequence whereof he could not prevent by the extract field lingence.

i) act of Good, j) act of War, k) act of public enemies. () sanctions imposed on country or responsible of the cause of the cause of the cause of reasonable diligence.

(2) The burden of proof that the loss or damage was due to one or more of the causes or events specified in this Clause (2) (A) will rest upon the Carrier. Save that if the Carrier establishes that, in the circumstances of the case, the loss or damage could be attributed to one or more of the causes or events specified in the Clause (2) (A) (1), a), b), c), d), e), h) it shall be presumed that it was so caused. The Merchant shall, however, be entitled to prove that the loss or damage occurred can be proved by its relief of the cause of the cause

partly by one or more of these causes or events.

(B) Where the stage of Carriage where the loss or damage occurred can be proved by the Merchant:

(B) Where the stage of Carriage where the loss or damage occurred can be proved by the Merchant:

(B) While the stage of Carriage stage of the country, which provisions: Cannot be departed from by private contract to the detriment of the Merchant, and Would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular document which must be issued in order to make such international convention or national law applicable. (2) Where 6(2) (b) (1) above does not apply, any liability of the Carrier's shall be determined by 6(1) if the loss or damage occurred during a sea leg or 50 (2) (A) in all other cases.

(3) CGENERA FROVISIONS

Subject to the Carrier's right to limit liability as provided for within this bill of lading, the Carrier's lability shall be calculated by reference to the FOB/FCA invoice value plus freight and insurance if paid. If there is no such invoice value, the value of the Goods shall be determined according to the value of the Goods at the place and time of delivery to the Merchant or at the place and time of the West or the Merchant or at the place and time of delivery to the Merchant or at the place and time of delivery to the Merchant or at the place and time of delivery to the Merchant or at the place and time of delivery to the Merchant or at the place and time of the Goods and the place and time of delivery to the Merchant or at the place and time of the Goods and the place and time of delivery to the Merchant or at the place and time of the Goods and the place and time of delivery to the Merchant or at the place and time of the Goods and the plac

(3) CLENRAL PROVISIONS
(A) Compensation (C) C) Compensation (C) C) Compensation (C) Compensation (C) Compensation (C) C) C) Compensation (C) C) Compensation (C) C) Compensation (C) C) C) Compensation (C) C) C) Compensation (C) C) C) Compensation (C

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 and the partial loss or damage shall be adjusted pro rate on the basis of such declared 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) bottice of Loss or Damage

The Carrier's shall be deemed prima facie to have delivered the Goods as described in this bill of lading unless notice of loss of, or damage that have been given in writing to the Carrier's shall be deemed prima facie to have delivered 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 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, re

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 shall not be liable for loss of or damage to the Goods: a) caused by the nanner in which the Container has been stuffed; by 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; by caused by the unsuitability of the Container has been provided by the 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 Carrier, except where the Carrier has agreed to sealed at the commencement of the Carrier sing from 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 container of any particular type or quality.

9. TEMPERATURE CONTROLLED CARCO

10. 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 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 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 than the container has been properly pre-cool

If the above requirements are not compiled with, the Curirer shall not be liable for any loss of or damage to the Goods arising from defects, derangement, breakdown, soppage of the foregreet for controlling and the property of the composition of the property of the carrier of any person authorized by the Carrier shall be estitled, but under no contents, if it appears a any time that the Goods cannot safely or property be carrier, or carried further, either at all on without incurring any additional expense or basing or contents, if it appears a any time that the Goods cannot safely or property be carrier, or carried further, either at all on without incurring any additional expense or basing of the good of the go