OCL ORIENT O	VERSEAS CONT	ainer Lini	e PF	ROFO	RMA – NON NE	GOTIABLE	PAGE: 1 OF 3 BILL OF LADING (Non Negotiable Unless Consigned to Order)		
SHIPPER/EXPORTER (COMPLETE NAME					BOOKING NO.		ADING NO.		
				2731692800 EXPORT REFERENCES	OOLU	2731692800			
VKM FOODS PRIVATE LIMITED					RATE FOLDER 00044037				
202, RAHEJA ARCAI					TN GUDD THG 0212001500				
PLOT NO.61, SECTO CBD BELAPUR, NAVI		PY N	ON NEO	CO	TIABLE				
PIN-400614 DISTRI									
CONSIGNEE (COMPLETE NAME AND ADD			FORWARDING AGENT-REFERENCES						
PESCANOVA HELLAS			FMC NO.:						
VAT NO. EL 999290									
53 PENTELIS AVE &									
PATROKLOU STR					POINT AND COUNTRY OF ORIGIN OF GOODS				
15235 VRILISSIA,									
NOTIFY PARTY (COMPLETE NAME AND A	nsibility shall be attached to e))	ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS							
PESCANOVA HELLAS LTD					*STATE MAHARASHTRA, INDIA				
VAT NO. EL 999290					++MAHARASHTRA, INDIA				
53 PENTELIS AVE &	2 10-18								
PATROKLOU STR 15235 VRILISSIA,	CREECE								
15255 VRIDIODIA,	OREECE								
PRE-CARRIAGE BY		PLACE OF RECEIP	т						
	NHAVA SHEVA, ++								
VESSEL/VOYAGE/FLAG		PORT OF LOADING			LOADING PIER/TERMINAL ORIGINALS TO BE RELEASED AT				
KOI 020 W PORT OF DISCHARGE	NHAVA SHEVA, INDIA PLACE OF DELIVERY		MUMBAI TYPE OF MOVEMENT (IF MIXED, USE DESCRIPTION OF PACKAGES AND GOODS FIELD)						
PIRAEUS, GREECE	PIRAEUS, GREECE			FCL / FCL					
CHECK "HM" COLUMN IF HAZARDOUS MAT	ERIAL)	PARTICULAR	S DECLARED BY SHI	PPER I	BUT NOT ACKNOWLE	DGED BY THE CA	RRIER		
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)		DESCRIPTION OF G	GOODS		GROSS WEIGHT	MEASUREMENT		
OOLU6224509 /OOLU	JSB9646 /	1800 C.	ARTONS	/FC	CL/FCL /40RQ	/22504.000K	GS		
1800 1x40'FCL REEFR 2250 CARTONS TOTAL 1800 MASTER CARTONS NI PD SHRIMPS BLANCHED IQF, DEEP 1936 FROZEN PACKING: 24 x 500 GMS WITH 15% GLAZE PDTO SHRIMPS BLANCHED IQF, 1936 PDC SHRIMPS BLANCHED IQF, DEEP FROZEN PACKING: 20 x 500 GMS WITH 15% GLAZE PUD SHRIMPS BLANCHED IQF, DEEP FROZEN PACKING: 20 x 500 GMS WITH 15% GLAZE PUD SHRIMPS BLANCHED IQF, DEEP FROZEN PACKING: 20 x 500 GMS WITH 15% GLAZE SPECIES : METAPENAEUS AFFINIS SECODE : 030617 ** TO BE CODE : 030617 ** NOTICE 1: For carriage to or from the United States of America (Clausee 4 and 2 control states in barbon carriers and valorem freight charge; and (I) if carriers liably to another advorm and used and more modular advorm indigenee. NOTICE 2: For carriage to or from the United States of America (Clausee 4 and 2 control states of the response to the							HT GS of Goods by Sea Act ('COGSA'),unless the Merchant vill be charged. Reselved the Container/Package or other units indicated in the box identified as "Total No. of Containers/Package received and		
CODE TARIFF ITEM	FREIGHTED AS	RATE	PREPAID)	COLLECT		Containers/Packages received and acknowledged by Carrier" in apparent good order and condition, unless otherwise indicated,		
		INTE			COLLED!		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		

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
 SEE CLAUSE 2 HEREOF
 QF001
 HQD 01/01

, as agent for ORIENT OVERSEAS CONTAINER

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

DATE LADEN ON BOARD 0 18 JAN 2024

18 JAN 2024

DATED

SIGNED OOCL (INDIA) PRIVATE LIMITED

NON NEGOTI 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

LINE, AS CARRIER♦

BY:

PAGE: 2 OF 3

PROFORMA - NON NEGOTIABLE

			PROFORMA - N	ON NEGOTIABLE		FAGE: 2 OF 5
VESSEL: KOI				VOYAGE: 020 W	B/L	NO.: OOLU2731692800
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	YNON	DESCRIPTION OF GOODS	IABLE	GROSS WEIGHT	MEASUREMENT
CNTR. NOS. WISEAL NOS. MARK & NUMBERS TOTAL NO. OF CONTA CALCULATION OF PAC DESTINATION CHARGES LAWFULLY DEMANDS DE SHIPPER LOAD AND CC DESTINATION OFFICE GAC SHIPPING S.A. 9, 2ND MERARCHIAS S 185 35 PIRAEUS GREECE PHONE: 30 210 41404	IPOR CUSTOMS DECLARATION ONLY INERS/PACK KAGE LIMII COLLECT E LIVERY OF UNT, CONTF ADDRESS: TREET	ATION (IF AF ER LINE TARI THE CARGO.	BER : 77 2024 2024 2024 2024 2024 2025 2025 2025	ED E, IA KGS E : BE AT - EDGED BY CAR 1 CONTAIN BE COLLECTED ER	GROSS WEIGHT	PURPOSE OF

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) 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

EVED for shipment in external apparent good order and condition, unless otherwise indicated, the number of containines, again or other customary freight units identified as "Total Number of Containine?Readages received and acconsideliged tables of on the face here of laced to a lace terms and conditions hereoff com Place of Receipt or Hor of Locadin, exhibition adab, to Place of Delivery or Port of Dachange, whichever is applicable. Weights, measurements, marks, numbers, quantity, this adv table metericand feature as the place address the conditional benefit on Cardinal, whichever is applicable. Weights, measurements, marks, numbers, quantity, this adv table metericand feature as the place address the Cardinal Cardina

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Notwithstanding any customs or privileges to the contrary, the Merchant, in accepting this Bill of Lading, expressly agrees to be bound by all stipulations, exceptions, and conditions attached heretor or stated herein, whether written, printed, stamped or observise noncorporation fermin, as kill as all they were all signable gradit Merchan.

IDENTITY AND DEFINITION OF CARRIER. 'Orient Overseas Container Line' and 'OOCL' are trade names for the second of the overset of the overset

shall be deemed to be the Carrier for Goods not carried in 1 (a) above dance of doubt, for the purpose of this Clause, transhipment of Goods in either Russia, Poland or Turkey is not to be "loading" or "discharging" Goods.

tely adjudged that a second person or enlity, including without limitation, the Vessel, her owner, operator se charterer and/or another member of an aliance and/or consortium and/or joint arrangement of w rember, is also a carrier/bailee then that person or enlity shall have the benefit of all the rights and del 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.

Lepty, and the Ministeni shall be loaded by Bern and Lamer shall be deemed in all instances to be the Lamer of the Loaded, topics to be turner and condition of the BB of Lading; and Lading: Lamer shall be deemed in all instances to be the Lamer of the Loaded to the Loaded to the Lamer of the Loaded to the Lading of the Lading to the Lamer of the Lading of the Lading to the Lamer of the Lading of the Lading to the Lading of the Lading to the Lading of the La

CARRIER'S TARIFF The terms of the applicable tarifi(s) of the Carrier are incorporated herein. Copies of the relevant one of the applicable tarifi(s) are obtainable from the Carrier upon request. In the case of inconsistency between this Bill of and the applicable tarifi(s) this Bill of Lading shall be rovail excert in the United States of America where the erovisions of the erovisions of the environment.

ransport to Post Transport, the responsibility (if any) of the Carrier for loss or damage to the Goods occurring from the time are loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the t of Discharge shall be determined 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 caused if such loss or damage, non-delivery or misdelivery arises prior to loadion onto or subsemiant to the intermediate of the second second

Combined Transport age is Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance from the Place of decipt or the Port of Loading whichever is applicable to the Place of Delivery or the Port of Disc ver's applicable and, save as is otherwise provided for in this Bill of Lading, the Carrier's lability for loss or damage shall be as follows: 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 est or omission of the Matchard Insulationing or indexts, considered in darking or marking; Compliance with the instructions of persons emilied to give them; Handing Loading, stowage or unicading of the Goods by the Merchan; Internet vice of the Goods; Strike, lockor, teppage or restraint of labour from whatever cause whether partial or general; A muchair incident; (i) (ii) (iv) (v) (vi) (vi) the Carrier could no avoid and the consequence of which he could

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)(a)(b) to (iiii) shall rest upon the Camier save that when the Camier is able to demonstrate that, in the orientationses here holds or damage caudib a striktofest on or more of the events specified in Clauses 4(B)(1)(a)(b) to (iv) then it specaned that it was as caused and in such circumstances the burden of proof shall be on the Merchant to prove that the amage was not caused wholy or party typo or more of these events.

imitation 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 barrier's maximum faibility heteroder shall in no circumstance a second US22 per till of great wight of the Goods bett or descriptor shall be also also of the Goods had to also be also better the transmission of the Constant of the C

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. e and direct co sceived as evi al law anni----

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

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

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

where the Hague Rules are not compulsorily applicable but are contractually applicable then subject to C tration) the Carrier's responsibility shall in no event exceed GRP100 per package or customary freight unit ise 23

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

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

(D) USA Clause Paramount (if applicable)

Il carriage includes carriage to, from or through a port in the United States of America this Bill of Lading shall be subject COGRA, the terms of which are nonceporated herein and shall be paramount throughout carriage by sea and the entire time that the Godds are in the actual causidy of the Carrier or its sub-contactor at the sea-terminal in the United States of America before coading 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.

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 lares may expre-VMRRANTES. The Menhant represents, warrants and agrees that: The Goods and reg Commeng loaded by the Rechards are suched and serviced in such a manner as to be livarided in reflexive course of the integrational who have all magnets in the Goods. Next, Centanner or other property of pathoes: Any Goods placed by the antibated in Contains are an onregistic and subset for trains outside in antibate and the service of the The Menchant Intervariants that the Container in not support by on other of the Contain meters all ISO and/or other cable national or international safety standards and is fit in all respects for carriage by the Carrier.

explosible mational or international stately standards and is in all respects for carringe by the Carrier.

Model Section 2014 Section 2014 (2014) An INSENSIFICTION AND INSENSITIATION AND INSENSIFICTION AND INSENSITIATION AND INSENSITIATIONA AND INSENSITIATIONA AND INSENSITIATIONA AND INSENSITIATI

REGULATIONS RELATING TO GOODS The Merchant shall compty with all rules, laws, regulations or requirements of customs, port and other authorities, and and pay all dates, finces, finces, incluse, report expression of any and use the second of any end other states from other authorities, and not pay and use the second of any end other second other second of any end other second second other second other second other second secon 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 unsultability or defective condition of the Container or 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 filed, stuffed or loaded; or

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 griving writem notice of their nature to the Carrier and marking the Goods and gring nature whole previously griving writem notice of their nature to the Carrier and marking the Carrier Goods which are or any time located markers, inflammable, radiactive of dangering at any time located does whole are or any time located markers, inflammable, radiactive of dangering at any time of their nature under Cause (1) in the Carrier shall be under no lobility to marker greenal average for any greenal average controllation in respect

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

ing any commandation. requirements of Clauses 9(1) and (3) are not complied with, the Merchant shall indemnify the Carrier against all of expense of whatboever nature and howsoverer 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

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, 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.

12)

culars. May reference to temperature or the term "apparent good order and condition" when used in the Bill of Lading with toe to Goods which require refrigeration does not mean that the Goods, when received were verified by the Carrier as being booked lengenature and no relations should be placed by the Merchant as to the accuracy of such temperature shown on or this Bill of Lading.

ace of the line of Ladrag. MOTIF-CITCME NO DELINEEY Except as provided by left[, any mention herein of notity parties is solely for the Carrier's information, and failure to give caliform share in creating the Carrier lader for releave the Merchanic of any obligation to the Carrier's applicable teriff. The Merchanic that lake delivery of the Goods with the time provided for in the Carrier's applicable teriff. The Merchanic that lake delivery of the Goods with the time provided for in the Carrier's applicable teriff. The Merchanic that lake delivery of the Goods with the time provided for the Carrier's applicable teriff. Except the Carrier label the Merchanic Thereson, the Label of the Carrier in respect of the Goods share and the cores of such stronger (P paid or payagite by the Carrier or any gent for sub-contractor of the Carrier just and the cores of such stronger (P paid or payagite by the Carrier or any spent or sub-contractor of the Carrier just and down the cores. Carrier teal have no labelly withstronger (P the modelivery of Goods in a status) and downment entifying them to postession, to long as the Carrier care, and down to interiorally deliver the dato persons known by him to have no night to possession under the Bill of Labing.

Set to petroids known cy mits have its signal as MLITTLE ELENSE OF LADNE. Goods will only be delivered in a Container to an individual Merchani II all Bills of Lading in respect of the content of the internet have been surreleved automizing delivery to that Merchani II all Bills of Lading in respect of Section and the section of the content of the internet have been surreleved automizing delivery to that Merchani II all Bills of Lading in respect of the content of the surface section of the internet section of the metal setting are based in the section of the one han one Merchant and II all or gant of the total Goods which the Container context of the Section delivery all according to the section of the delivery all according to the section of the Container that and the section of the Section of delivery all according to the section of the section of the Section of the Section of the delivery all all contains the delivery that constraints and label delivery the delivery all according to the section of the Section of the Container and the delivery that constraints due delivery the section of the Section of the Container and the Bear of the Container and the Goods or other discrepancies of the Goods, which are found upon unpacking of the Container.

COPY NON NEGOTIABL

uch derwy taw tawa of the decompanies of the Goots, who is an analysis of the Goots of the decompanies of the Goots and tays (including the tawa) of the Goots of the decompanies of the Goots are sent to the decompanies of the Goots are to the decompanies of the decompa

10. LEN. The Carrier shall have a lie on the Goods and any document relating thereto, which shall survive delivery, for all surve sender of due or papable to the Carrier under this and/or any other contract with the Merchard, or on account of the Goods or carrange, storage or honding of the Goods, including but not finded to, general surge contributions, finderit, delivery, desination, determing, opt and/or handling of the Goods, including but not due and/or for the cost of recovering the same due and/or for the cost of recovering the same due and/or soft to the same due and/or for the cost of recovering the same or or. For the purposed levels levels and the Carrier by reason of any data or constrained to which the Marchard is responsible. Carrier may also and y adds contracts whether the contractal tamaportation is completed on or. For the purposed of such in the Carrier ball have the ridy to all the Goods in Quella calcor or private but whout notice to the Marchard at any juice, whether the contractal tamaportation is completed in dimensioned the order Gorden. The Carrier by the cost of the contract tamaportation is completed in the cost of such than the chard and to any place at the ball have the ridy to cost the ball have the ridy closed.

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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

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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

Save as otherwise pro provided herein, the Carrier shall in no circumstances be liable for direct c arising from any other cause. If the Carrier should nevertheless be held legally j uential loss or damage, such liability shall in no event exceed the freight paid for

Alterceptional loss or braning around inter user classe, in the callies is such interventions to the indigety sale to in any tour classes of the consequential loss or damage, such listify shall in on event exceed the field put afor the transport rowned by this Bill of Lading. 3. The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant whether before or after the Goods are received by the Carrier for transportation or shown to the Merchant.

servery to ren Metchant. A MI Commissers bo the joint and several responsibility of all the persons coming within the definition and must be mediviered clean and undamaged to a place or point of interchange nominated by the Carris persorbid in the Carrier applicable tartist and contracts, falling which each of such persons are jointy and a such deterrion, loss or expense incurred as a result thered including but not limited to demurage, container d the costs of replacement, transportation and replan.

NOPECTIC In the detection in the inspect.
IN Detection is the contract on the inspect.
In the carrier shall be entitled, but under no obligation, to open any Container at any time and to inspect.
If thereason apparent that the contents on my part thereof carron safely or properly be carried or carried further, or without incurring any additional depense or taking any measures in relation to the Container of a longer of the contents on the contents or any incontained additional generation or taking any measures in relation to the Container of the contents on the contents on the contents on the incontent and incommon the contents and incommon the contents and addition dependent on the contents on the content with the emperiment in the contents on the content with the emperiment in the contents on the content o

21) VARITION OF CONTRACT. Menciour agrees that this Bit of Lading constitues the entre agreement between the intermediate the second second

are apprecision by this is an of Lang. 20) GENERAL AVERAGE. General Average shall be adjusted at any port or place at the option of the accordance with the York-Areange Pulset, 1998 and any subsequent modification or re-matment hereis and shall to to Crainters and docks loaded on deck or under deck. In the evaluation, sources of a second Arean the commonsment of the vogage resulting from any scales whatsoever statute, contract or observations, the Mexi-contratus and the Carlier in General Average to the payment of any scales. Subscales operations of a General Average that may any according to the payment of any scales and the scales of the scale of the payment of any the mathematic or promotely any advantage payad for a study set the sin in proceed by thereage to the Carlier shall be also not the Cooks of all General Average accordination (index) and the scale of the

The Bits inclusions request. AD VLACBED DECLARATION OF VALUE. The Merchant agrees that higher compensation than that provided for the Bill of Ladarg may not be channel unless the nature and value of the Goods have been declared by the Merchant protor to the Bill of Ladarg may not be channel in the Bill of Ladarg in the tage captioned "Declared Captor Value" and extra split paid on such declared value if required. In such case, the declared value of ite models in the Bill of Ladarg italiant is for calubating the Goods and the split of the Sill of Ladarg is value to the split of Ladarg shall be then is for calubating the Goods and the split of the split of Ladarg value to the split of Ladarg value to the split conclusive on the Carrier and lumper provided that such declared value able provide not unce the split actual balant. Any prantial tages what here also also declared value able to the value of the Coods at stiffant. Any prantial tages what here also provide that such declared value able to the split of Ladarg value to the Coods at stiffant. Any prantial tages what here also provide that such declared value able to the value of the Goods at stiffant. Any prantial tages what here also provide the tage value declared value able to the value of the Coods at stiffant. Any prantial tages what here also provide that such declared value able to the value does not be the tage value does not be the tage value does not observed the tages value does not not be bade to also observed value.

LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, sis shall be entitled to the same rights of limitations as are or would be available to the owner of the Vest-limitation Convention of 1957, the London Limitation Convention of 1978 or any other applicable conve ventring the rights of shipowners to limit their liability in accordance with the tornage 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) Whota projutice to the Merchant's indemnity obligations herein, the Vessel and every subcontractor of th of any nature whatsover (including but not limited to the Participating Carrier, the Vessel, the owner, chatterer, Matter, officer and over of the Vessel, and employees, agrees, representative, and all advectores, terminal watchmen, cargenters, lisher, shy cleaners, surveyors and other independent contractions) shall have the herefit of ed-dence, limitation and belong of whatsover nature herein contractions of an entering into this contract, the Carrier, does not only on its own behalf to bain and hustee for survey hereas or Vessel. The term "subcontractive" as used herein shall include both direct are subcontracture in the top the Carrier's own calligations under the Bill of Lading, or the displace infly. For the project of this Cause 25, the Vessel and all subcontractors shall be deemed to be parties to the widewide of this Glause 25, the Vessel and all subcontractors shall be deemed to be parties to the widewide of this Cause 25, the Vessel and all subcontractors shall be deemed to be parties to the widewide of this Cause 25, the Vessel and all subcontractors shall be deemed to be parties to the widewide of this Cause 25, the Vessel and all subcontractors shall be deemed to be parties to the widewide of this Cause 25, the Vessel and all subcontractors shall be deemed to be parties to the widewide of this Cause 25, the Vessel and all subcontractors shall be deemed to be parties to the widewide of this Cause 25, the Vessel and all subcontractors shall be deemed to be parties to the widewide of this Cause 25, the Vessel and all subcontractors shall be deemed to be parties to the widewide of this Cause 25, the Vessel and all subcontractors shall be deemed to be parties to the widewide of this Cause 25, the Vessel and all subcontractors shall be deemed to be parties to the widewidewide of this Cause 25, the Vessel and all subcontractors shall be deemed to be parties to the widewide of this Cause 25.</p

The provisions of Clause 25(b) shall extend to claims or allegations of whatsoever nature agai space on the carrying Vessel.

(e) The Merchard 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 the Bill of Lading which imposes or attempts to impose upon the Carrier any lability whosever in convection with the Coods whether or car lating out of registrone on the part of the Carrier and, if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereas.

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

year of the delivery of the data when they should have been delivered.
30. BOTH TO BAME SCALISON. The IN the Vascal comes into collision with another vessel as a tesuh of the negligence of the other vessel and any set, reglect or definit al. The Vascal comes into collision with another vessel and any set, reglect or definit al. The vascal comes is given to Carlier in other comparements of the control in the nanagement of the vasces. Here have an uniform the data way and the Carlier in the data way and the covers and in possession of the carrying Vessel, to any to the Carlier is not the Carlier in the the Carlier in other data way and the data way and the covers and in a quantitative to the data with the overs and other demine chartered of the carrying Vessel, and unit data way can be carlier in the data way and units and loss of the data way can data with the data way can data with the overs and other onno-carrying vessel of the covers and the Merchant and seedit, recouped or incovered by the other or non-carrying vessel of the rowers and on poincies that all and of the charter and a seedit, recouped or incoversel by the other or non-carrying vessel of the rowers and on poincies that all and the carry and the data way and the data wa

NOTICE TO ENDORSEE AND/OR HOLDER AND/OR TRANSFEREE. By taking up this Bill of Lading, whet next and/or becoming a holder and/or by transfer hereol and/or by presenting this Bill of Lading to obtain delin is been and/or otherwise, the endorseeholder/handrafere and the Canire agree that the holder/indorsee/harm hocome a party to acontract of canings with the carrier on the basis herein.

20) EXCEPTION CLUBE: Carrier data rate histe for any loss, damage, datay or failwin in porteminato coursing at any time landbas bakin kinkelika on or andle dichargin from the Vessor d andle may wringer, andler from the happening and/or thesi and/or after effects of one or none of the following acts of Gost, and or aw, for quantative restrictions, embang, acts of guide ceremises, thereis, mates, assailing thereis, higking, arear or princes, rules or people, solarue under leggl process, act or omision of Shipper, its agent or representative, stri and or stoppage or restricted relation from there cause, partiel or general, note or of incomform, fire follater and or stoppage or restricted relation from there cause, partiel or general, note or of incomform, fire follater

ONE of Biopage or testerate two means the intervent of the Goods heready, and the rights obligation of all partice LOW. The Bi of Lading, the contract contained in and/or evidenced heready, and the rights obligation of all partice concerned in connection with the carriage of the Goods heready relative that be operated by and contract in accontaine with English Iwa and any and all clasms, usits, proceedings or dispatch ensover atraining in connection such Bi of Lading, contract, right and obligations shall be determined in accontance with English Iwa. The carriage of Goods hereader is longing that be, its more involved a part on the United States or If COGSA shall for reason whateverse taply comparison to the carriage of the Goods hereadore thesis Bi of Lading, the contract of the hereadore the contract right and beging the share and the Bi of Lading. Lading, the contract and the hereadore the share and a contract with builted States the aread of calls, proceeding dispatch horizont atriage of the Lading, contract, rights and obligations shall be determine accontance with United States lines.

31) PERSONAL DATA PROTECTION. The parties agree to fully comply with terma available at the determined biology (2004) and any applicable data protection laws and be bound by the terma available at the protection and the bound by the terma available at the protection and the bound by the terma available at the protection and the bound by the terma available at the protection and the bound by the terma available at the protection and the bound by the terma available at the there are available at the term available at the terms available to the Carrier to the terms available at the cortext of available to the Carrier to the terms available at the cortext of available to the Carrier to the terms available at the cortext of available to the Carrier to the terms available at the cortext of available to the Carrier terms available at the terms available to the Carrier term available at the cortext of terms available to the Carrier terms available at the Carrier term available at the terms available at terms at the terms available at terms available at terms available at the terms available at terms and to the available dat terms available at terms and terms available at terms available at terms available at terms available at terms avai

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SIGNED OOCL (INDIA) PRIVATE LIMITED

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LINE, AS CARRIER♦