NOTICE 1: For carriage to or from the United States of America,(i) Clauses 4 and 23 on the reverse side I declares a higher cargo value below and pays the Carrier's ad valorem freight charge, and (ii) NOTICE 2: See Clause 28 on the reverse side hence! Notice to Endorsee and/or holder and/or Transfer. r incorporation of the U.S. Carriage of Goods by Sea Act ("COGSA"),unless the Merch

NOTICE 3: If Goods carried on deck at Merchant's risk without responsibility for loss or damage howsoever caused

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HOD 01/01

Declared Cargo Value US\$	.lf Merchant ent	ers a value, Carrier's lin	nitation of liabili	ty shall not apply and t	he ad valorem rate will be	e charged.
FREIGHT & CHARGES PAYABLE AT:		SERVICE CONTRACT NO.	DOC FORM NO.	COMMODITY CODE		Received the Container/Package or other units indicated in the box identified as "Total No. of Containers/Packages received and acknowledged by Carrier" in apparent good
CODE TARIFF ITEM FREIGHT	TED 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 here
						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  12 SEP 2021
						DATE LADEN ON BOARD 0 15 SEP 2021
						15 SEP 2021
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.					SIGNED OOCL (INDIA) PRIVATE LIMITED BY:	
+ STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING ◆ SEE CLAUSE 1 HEREOF o SEE CLAUSE 2 HEREOF						, as agent for

ORIENT OVERSEAS CONTAINER

LINE, AS CARRIER+

VESSEL: CMA CGM OTELLO VOYAGE: 0MXA3W1MA B/L NO.: OOLU2679387910 QUANTITY (FOR CUSTOMS DECLARATION ONLY) GROSS WEIGHT MEASUREMENT BEAEOF0000029GDG NET WEIGHT: 22000.00 KGS TEMPERATURE SETTING TO BE AT -21 DEGREE CELSIUS S.B. NO. 4490733 DATE: 09/09/2021 FREIGHT PREPAID 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:
OOCL BENELUX N.V.

THEATER BUILDING. 17TH FLOOR THEATER BUILDING, 17TH FLOOR ITALIELEI 124 - BUS 74 B-2000 ANTWERP BELGIUM (32)-3-2348888 DELIBERATELY LEFT BLANK AND CONTINUE ON NEXT PAGE

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for

COPY NON NEGOTIAB

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

## PROFORMA - NON NEGOTIABLE VOYAGE: 0MXA3W1MA 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

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

- An act or orision of the Merchaet troutlicency or detective consists of packing or making, troutlicency or detective consists of packing or making. The packing troutliness of the packing of the Goods by the Merchant, Handling, loading, stowage or unloading of the Goods by the Merchant, Inherent vice of the Goods. Stills, lockout, stoppage or restraint of labour from whatever cause whether partial or general; A nuclear incident.

inding anything provided for in Clause 4(B)(1) if the stage of the carriage where loss or damage to the Goods is kin ct to the operation of Clause 4(C) which shall apply where loss or damage occurs to the Goods from the time when is loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at scharge the Carriers liability in respect of any such loss or damage occurring shall be determined as follows:

- the Carrier is denied the right to act as agent only at these times, its faithir for loss and damage to the Goods or non-misdelivery thereof shall be determined in accordance with Clause 4(B) hereof.

Septicine national or international safety standards and in it in all respects for camage by the Camer.

MERICHATS RESPONSIBILITY AND INDEMNIFICATION
1. All of the persons coming within the definition of Merchart shall be jointly and severally liable to the Carrier for the dustributed of all obligations understates by the Merchart in this fill of Lading and remains so liable throughout the transportation routestasshing their having transferred this fill of Lading and/or title to the Cooks to another pasty.

Lading have been checked by the Shipper on needed of this fill Calledge and that such particulars and any other particulars functions between the control of the fill of Lading have been checked by the Shipper on needed of this fill Calledge and that such particulars and any other particulars functions of the fill of Lading have been checked by the Shipper on needed of this fill Calledge and that such particulars and any other particulars functions to the fill of Lading have been checked by the Shipper on needed of the Shipper are designed to the Lading and depresses arising or resulting from inaccurates in or indebeguage of such particulars. The right of the Carrier to such indemnity shall in no way time its responsibility and labelity under notice of their nature and the required temperature setting of the themson of the carrier agriest all ones. The Carrier agriest all ones. Carrier agriest all ones. Carrier agriest all ones. Carrier agriest all ones. The Carrier agriest is and any claims, loss damage, fires or expense setting for may breach of any waternay or other obligation of the Merchart such extension of the size of the size of the particular and any others. Loss designed any action brought by third parties or to prosecule any claim against the Merchart arising from the Mercharts obligation(s) under this Bill Lading.

DECK CARGO AND LIVESTOCK (not being Goods stored in Comainers other than flats or pallets) which are stated herein to be carried or deck and k herber or not carried on deck, are carried without responsibility on the part of the Carrier for loss or damage of sever nature string during carriage by sea whether caused by unseaworthness or negligence or any other cause were, recept that in respect of Goods carried or for them the limits distree of America Goods are carried on deck at the rts risk as to perils inherent in such carriage but in all other respects subject to COGSA.

2) DESCRIPTION OF GOODS

This Bill of Lading shall be prima face evidence of the recept by the Carrier in external apparent good order nordion except as otherwise noted of the total number of Cortainers or other packages or units identified on the face here follal Number of Containers Packages received and advancedaged by the Carrier. No representation in made by the Carrier as to the weight contents, measure, quantity, quality, description, conduction, and the content of the Carrier shall be under no responsibility whatsoever in respect of such descriptions.

acc of the Bit of Lading.

NOTIFICATION AND DELIVERY
Except as provided by terif, lawy mention herein of notify parties is solely for the Carrier's information, and failure to give itscribed has provided by terif, lawy mention herein of notify parties is solely for the Carrier's applicable terif.

The Merchant that liste delivery of the Goods within he time provided for in the Carrier's applicable teriff.

If the Merchant has to late delivery of the Goods or part of them grups experient on the teriffs periodicted free time, the first the Merchant that is to late delivery of the Goods or part of them grups experient on the teriffs periodical free time, the second is packed an Container and/or store or warehouse the Goods or any past thereof ashore, afford, in the open or cover at the sole first and expenses of the Merchant. Therepore, he lability of the Carrier in respect of the Goods shall be widely and the costs of such storage if paid or payable by the Carrier or any spent or sub-contractor of the Carriery has in all circumstances. Carrier shall have no islability without ore of the madelivery of Goods in the Scalar constructive exession to persons holding forget or fraudulent documents which reasonably purpor to be original Bits of Lading or other raid documents evidency free to Scalar sole that the New York of the Scalar sole to the Scalar sole to the New York of the Scalar sole to the New York of the New York of the Scalar sole to the New York of the New York of the Scalar sole to the New York of the New

In Deptions Review by min to have a regime to present and a Billia of Lading in respect of the content of the Goods will only be delivered in a Container to an individual Merchant if all Billia of Lading in respect of the content of the miner have been surrendered authorising delivery to that Merchant if a single Place of Delivery. In the overet that this remered is not fulfilled the Currier may in its absolute discretion urpack the Container and, in respect of Goods for which Bills fright have been surrendered, deliver them to the Merchant. Such delivery shall constants develower hereunder but he before the source of the Container and, in respect of Goods for which Bills fright have been surrendered, deliver them to Merchant of the appropriate changes.

In multiple Bills of Lading are seasoid in respect of the content of a Constainer, them the pacticidar of the Goods described in multiple Bills of Lading are seasoid in respect of the content of a Constainer, them the pacticidar of the Goods described in multiple Bills of Lading are seasoid in represent the content of the Constainer constained to fask Goods or them one Merchant and if all or part of the total Goods within the Constainer constained to fask. Goods or proprieted Goods, or to becomes maked or understained, in Merchant the Constainer constained to fask. Goods or other discrepancies of the Goods, which are found upon unpacking of the Container.

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\*\*Taming of the Coods or other discrepancies of the Goods, who was a sample of the Goods or other discrepancies of the Goods, who was a sample of the Goods or other discrepancies of the Goods or other discrepancies of the Goods or any part thereof, by the Carrier whether or not such freight and changes are stated on the face of this Bill of Lading or the Coods and Analyses (mid-lading or college and extension, and shall be paid in hill without offset, constrainting or other or the contraction and non-tracemblash histories. The third or the contraction of the Coods and the Version of t

- 7) MATTERS AFFECTING PERFORMANCE. If st any time the performance of the contract evidenced by this Bill of Lading is or is likely to be affected by any hindrance, risk, delay, difficulty or dissolvantage of whatsoner kind which cannot be wooded by the exercise of reasonable endeavours, the Carrier (whater or not the transpot is commercing may willout notice to the Merchant test the performance of this contract as terminated and place the Goods or any part of them at Merchant's deposal are any place or port notive that the Carrier range been and set and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease. The Carrier shall revertheless be entitled to full freight and changes on Goods received for transportation, and the Merchant shall pay any additional costs of carriage to and delivery and stonge at such place or port.

SIGNOUS STATINS, aft of in participate (Toffm.)

METHODOS AND ROUTES OF TRANSPORTATION. The Carrier may at any time and without notice to it Merchant (a) use any means of transport or stronge withstowers (b) for any purpose whatsower transfer the Goods for asseme on a substitute vester or therefore transfer the Goods from one conveyance on an extended vester or otherwise transfer the Goods from one conveyance or nearly transfer nearly transfer the Goods from the Contract of the Goods may not have been contemptated or provided for hereint; (c) proceed by any route whether or not assembly the contract of the Goods from the Contract of the Contract of

B/L NO.: OOLU2679387910

yours Cause. It may be a summy activities to the legally liable for any usuch direct or indirect or consequential loss of uname, such individual horizont inventments be held legally liable for any covered by the 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 deliver to the Metchant.

the costs of replacement, transportunes \*\*\*...\*\*...\*

20) INSPECTION OF GOODS

ADMINISTRATION OF GOODS

To Charles shall be entitled, but only not deligation, to goes any Container at any time such to region to the second of t

21) VARRATION OF CONTRACT. Merchans agrees that this Bill of Lading constitutes the entire agreement between the parties. There are to understandings to the subject matter of the agreement of the third has an invent set forth, and any such assall confirmed that the property of the term benefore the parties of the parties of the parties such valveer or valveer or vary any of the terms benefor unless such valveer or valued to vary and is specifically subdirected in writing by the Carrier. Subject to Clause 3, all agreements or freight engagements for the shipment of the Goods are supersized by the Bill of Lading.

LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, stems shall be entitled to the same rights of limitation as are or would be available to the owner of the Vertex to Limitation Convention of 1957, the London Limitation Convention of 1976 or any other applicable come, governing the rights of shipowners to limit their liability in accordance with the tonnage or value of the

(c) Without prejudice to the Merchant's indemnity obligations herein, the Vessel and every subcontractor of any nature whetsoever (including but not limited to the Participating Cartier, the Vessel, the owner, chart Master, officer and cave of the Vessel, and employees, agents, representatives, and all stevedores, terminant or contractives, bather, ship cleaners, surveyors and other independent contractors) shall have the benefit deficience, limition and bettery of whitsoever matter benefit continued or otherwise valuables to the Cartier as it were expressly for its benefit, and in entering into this contract, the Cartier, does not only on its own behalf but and trustee for such repensor or Vessel. The term "subcontractor's usued herein shall include both direct explorations have by the Cartier to perform the Cartier's own obligations under the Bill of Lading, or the doll priviley. For the purpose of this Calties are the properties of the contractor of the Caltier's own obligations under the Bill of Lading, or the doll priviley. For the purpose of this Calties 25, the Vessel and all subcontractors shall be deemed to be parties it evidenced by this Bill of Lading.

consequences interect.

20 NOTICE OF LOSS: TIME BAR

1. Unless notice of loss or damage to the Goods and the general nature of it be given in writing to the Carrier at the Time of Delivery before or at the time of the 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 be not apparent, within seven consecutive days thereafter, such removal shall be prima bace evidence of the delivery by the Carrier of the Goods described in this Bill of Lading.

2. Subject to Clause 26(3), the Carrier shall be discharged of all faisility under this Bill of Lading unless suit is trought and written notice thereof given to the Carrier within nine months after the Goods have been after delivery of the Goods. In the case of total loss of the Goods have been after delivery of the Goods. In the case of total loss of the Goods have been after delivery of the Carrier sport store.

3. The Carrier of the Carrier of the Goods have been delivered to the Carrier of the Goods, and the Carrier of the Carrie

obligations of all parties concerned in connection with the carriage of the Goods heerunder shall be governed by an dorn in accordance with English law and any and all claims, sust, proceedings or dispute howsover attining in connection such Bill of Lading, contract, rights and obligations shall be determined in accordance with English law.

If the carriage of Goods hereunder is long-time table, by more of through a port in the United States or if COGSA shall for reason witnessever apply computationly to the carriage of the Goods hereunder from the Bill of Lading, the contract contain and/or evidenced hereunder shall well and the contract contains and or evidenced hereunder with the carriage of the Codds hereunder them the Bill of Lading, the contract contains and or the contract contains the contract with the carriage of the Codd hereunder them the Bill of Lading that the contract contains the contract with the carriage of the Codd hereunder them the Bill of Lading, contract, rights and obligations while the Codes and the Codes and the Codes and obligations while the Codes and the Codes and obligations while the Codes and the Codes a

SIGNED OOCL (INDIA) PRIVATE LIMITED

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