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UNITED FRUITS B.V.					*MAHARASHTRA - 400072			
SELDERIJWEG 90B, 2	988 DG			**EMAIL:	**EMAIL: LOGISTICS@UNITEDFRUITS.NL			
RIDDERKERK, THE NETHERLANDS				LOGISTICS@	UNITEDFRUITS.P	NЦ		
TEL : +31 35 763 1	160 **							
PRE-CARRIAGE BY		PLACE OF RECEIPT NHAVA SHE						
/ESSEL/VOYAGE/FLAG		PORT OF LOADING		LOADING PIER/TERMINA		ERELEASED AT		
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DTICE 1: For carriage to or from the United States of Am declares a higher cargo value below and pays the transmission of the reverse side hereof: Notice 2: See Clause 28 on the reverse side hereof: Notice 10 of the transmission of transmission of the transmission of the transmission of the transmission of transmissio	the Carrier's ad valorem freight ch tice to Endorsee and/or Holder and	reverse side hereof limit the arge; and (ii) if carried on dec I/or Transferee.	ENUED ON ATTAC Carrier's liability to a maximum of U.S.\$500 p k at Merchant's risk as to perils inherent in su	er package or customary freight unit by virtu	e or incorporation of the U.S. Carriage of Goo t to the provisions of COGSA.	ds by Sea Act ("COGSA"),unless the Merchant		
OTICE 3: If Goods carried on deck at Merchant's risk with		If Merchant enters			and the ad valorem rate will b	be charged.		
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PAGE: 1 OF 3

TERMS AND CONDITIONS OF CARRIAGE, WHICH APPEAR AT THE END HEREOF AS PAGE 3

PROFORMA - NON NEGOTIABLE

VESSEL:	APL	SALALAH

			PROFORMA - NO	ON NEGOTIABLE		PAGE: 2 OF 3
VESSEL: APL SALALAH				VOYAGE: 404 W	B/L	NO.: OOLU2734866950
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DELIE	ERATELY L	EFT BLANK ANI	O CONTINUE ON	I NEXT PAGE		

SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

, as agent for



THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD TERMS AND CONDITIONS OF CARRIAGE, WHICH APPEAR AT THE END HEREOF AS PAGE 3

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

EVED for shipmert in external apparent good order and condition, unless otherwise indicated, the number of containers, gas or other catomary height units identified as "Tatal Number of Container/Pacages scienced and acconsideged by "Or in the face height adjust to all the same accondition height from Place of Record the Port of Loading, which ever a spacinable. Weights, measurements, marks, numbers, quantity, man of wate a flexibility of level and the space of the Cating."

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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 maximum remotined wavarately by: Orient Overseas Container Line Limited ('OOCLL') and OOCL(Europe) Limited ('OEUL')

ortation of Goods where those Goods are eit

, shall be deemed to be the Carrier for Goods not carried in 1 (a) above idance of doubl, for the purpose of this Clause, transhipment of Goods in either Russia, Poland or Turkey is not to be 'toading' 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 alliance 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 slot and space charterer and/or may be a member, is also a carr for in this Bill of Lading or by law.

is hereby given that Carrier is a member of aliances 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 whose most crede to the Moretana. In the case of such carriage, however, the terms and confinition of this Bill of Ladings of will and the Moretana that be board by them and Carrier table beemed in all instances to be the Carrier of the Goods, to the terms and confinition of this 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.

Nort to Port Transport, the responsibility (if any) of the Carrier for loss or damage to the Goods occurring from the time inte Goods are cloaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the el at the Port 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 of the genome Place of develop or the Port of Loading whichever's applicable to the Place of Delivery or the Port of Discharge wer's applicable and, save as is otherwise provided for in this Bill of Lading, the Carrier's liability for loss or damage to the shall be as follow: 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) (vii) (vii) (vii) 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.

Limitation If the Carrier is liable for loss or damage to the Goods then the amount of compensa to 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 be departed if private contract to the detriment of the Merchant and would have applied if the Merchant hard made a separate and freecide with the Carrier in respect of the particular stage of the carriage where the loss or damage occurred and neceived as evidenced any particular document which must be issued in order to make such international Convention or national law application.

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).

Skject to Clause 4(B)(2)(a) I foss or damage to the Goods is known to have occurred during a period when the Goods the custody of a Participating Clariner then the Clariner shall have the benefit of any and all rights, detences, exemptions, and minnuities contrained no ir incorporated by or complication gapicatele to the Participating Clariner's mat(R) or o) with the Clariner (in addition to all of the rights, detences, exemptions, limitations and immunities contained in this Bill of and the Clariner's train and for this purpose such henefit, right, detences, exemptions, limitations and immunities strained in the Bill of to be incorporated herein, and copies are obtainable from the Clariner upon request.

Clause Paramount All carriage under this Bill of Lading (whether electronically produced or not) shall have effect a gislation enacted in any country making the Hague or Hague-Yiday Rules computed/up applicable and in the abas the legislation in accordance with the Hague Rules or COSSA in the case of carriage to or from the United Sta

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

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

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

(D) USA Clause Paramount (if applicable)

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 liability of the Carrier shall not exceed US\$500 per package or customary freight unit unless value of the Goods has been declared on the face hered with the consent of the Carrier and extra freight has been paid in ch case Clause 23 shall apply and the declared value (if higher) shall be substituted for the limit and any partial loss or damage Ib adjusted provides on the basis of such declared value.

The printed terms and conditions appearing on the face and reverse side of this Bill of Lading are available at www.oocl.com, in Carrier's published US tariffs, and in pamphlet form Except as provided herein in Clauses 4(D)(1)and (2), and where COGSA does not apply by operation of law. Carrier's will be governed by COGSA unless its liability under some other body of law applicable to the particular stage of the inhere the lass occurred is more flavourable to the Carrier (with regards to definess and imfamilianci), in which case 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.

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REGULATIONS RELATING TO GOODS The Merchant shall comply with all rules, laws, regulations or requirements of customs, port and other authorities, and ar and pay all duides, taxes, fires, imposts, expenses or losses incurred or suffered by reason thered or by reason of any correct or insufficient description, marking, or adversing of the Socia, and indemnity the Cartier in respective

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 transcolute) if or the paceder or which its regiment of due diigence on the part of the Carrier the Container transcolute) if or the paceder or which its regiment of due diigence on the part of the Carrier to

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

The discrete ordentic of the spectral sector of the packing and sector of spectral sectors. The Shipper shall import and the packing of emperature controlled Goods at other than the booked temporature. The Shipper shall make the best sufficient of the packing and sessing of all Shipper-packed Containers. The Shipper shall not be the shift of the Container shall pack the shift of the Container shall be pack to the spectral set of the Container shall be pack to the spectral set of the Container shall be pack to the spectral set of the Container shall be pack to the Shift of the Container shall be pack to the spectral set of the Shift of the Container shall be pack to the Shift of the Container shall be packed to the Shift of the Container shall be packed to the Shift of the Container shall be packed to the Shift of the Container shall be packed to the Shift of the Container shall be packed to the Shift of the Shift of the Container shift of the Shift of t

NonceRicults GOODS AND CONTRAMING transportation and Goods which are of a dangerous, inflammable, radia many strain undertakes not to inverfer for transportation and Goods which are of a dangerous, inflammable, radia rading nature whole previously giving writem notice of their rature to the Carrier and marking the Goods are or other covering on the ostatios are negarized by any two regulations which may be applicable during the carriag Goods which are or any time become disequeros, inflammable, radiadouter or damaging must any time of parts d. destroyed, or reodered harmless without compression, and it the Medinate has not given notice of their nature under Gauss (11), the Carrier shall be under to fability to make any general average carrierditabulin in respect on the fability of the carrier and the carrier of the balance of the strain any general average carrierditabulin in respect on the fability of the carrier shall be under to fability to make any general average carrierditabulin in respect on the fability of the fability of the carrierditabuling the fability of the fabil

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.

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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 is and the cores of such stronger (P paid or payagite by the Carrier or any spent of sub-contractor of the Carrier is and and the cores of such stronger of paid or payagite by the Carrier or any spent of sub-contractor of the Carrier is and and the cores. Carrier shall have no labelly withstronger (P the modelivery of Goods in a statule or constructive assistion to persons holding forget of fraudulent documents which reasonably purport to be original Bills of Labeling of the data or persons holding forget of fraudulent documents which reasonably purport to be original Bills of Labeling of the data persons known by him to have no night to possession under the Bill of Labeling.

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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 or constrained the same due tang with the same should be added to the cost of the function of the same due and/or for the cost of the purpose they whole cost for the cost of soft approach cost of and/or soft and/or soft and/or soft and/or soft and/or soft approach cost of cost of and/or soft approach cost of soft approach cost of soft approach cost of soft approach cost of and/or soft approach cost of approach cost of and/or soft approach cost of approach cost of approach cost of approach cost of and/or soft approach cost of app

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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 contract shall be entitled, but under no obligation, to open any Container at any time and to inspect if a thereasy aspects that the contracts only not antithered cannot 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 single of the contract on the

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 or Lange. 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 scale. Subsect or experiment of a General Average that may any scale or any scale of the scale of the payment of any scales of the scale of the scale

AD VALOREN DECLARATION OF VALUE. The Merchant agrees that higher compensation than that provided for this Bill of Lading may not be claimed unless the nature and value of the Goods have been declared by the Merchant prior to commonement of the carrings and instement in the Bill of Lading in the pace captioned "Declared Clargo Value" and earch sight paid on such declared value if required. In such case, the declared value all are insteaded in the Bill of Lading value the sits for taxiadaring free carries lability. (If way) provide that such declared value all are insteal evalues, but all not conclusive on the Carrier and Larliner provided that such declared value adher not succed the two values of the Costs at statismic. Any pratid taxing what lab signation private on the such declared value adher to succed the two values of the Costs at statismic. Any pratid taxing what lab signation private on the such declared value adher to succed.

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 according to the rights of shipowners to limit their liability in according to the shipowners to limit their liability in according to the shipowners to the

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, charterr, Matter, officer and over of the Vessel, and employees, agreest, 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 any on tis ono behalf to bails where expression for the benefit, and in entering into this contract, the Carrier, does not only on its ono behalf to bails and hustee for sub-process or Vessel. The term "subcontractive au sude here thill of Lading, or the obligation subcontracture hind by the Camere to perform the Carrier's som callingations under the Bill of Lading, or the obligation public, Forthe publics of this Clause 25, the Vessel and all subcontractors shall be deemed to be parties to the wideword by this Bill of Lading.

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

(e) The Mentant further understates that no claim or allogation 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 response or attempts to propose upon the Carrier any lability whatever in conversion with the Goods whether or carriaring out of registrons on the part of the Carrier and, if any such claim or allegation should nevertheless be made, to indemnity the Carrier against all consequences thereas on the Carrier and a strain of the Carrier against all constraints and registrons the carrier against all consequences thereas on the Carrier against all constraints and the Carrier against all constraints and constraints and constraints and constraints and constraints and constraints and the carrier against all constraints and con

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER

LINE, AS CARRIER♦

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 an all ladily withstream 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 uniform the data way and the data way and unit way and the data way and you and way and the data way and seed. The course of the data way and unit way and the data way and unit way and the data way and unit way and the data way and the da

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) EXCEPTONG CLADE: Carrier table core hashe for any loss, damage, delay or failure in performance occurring at any time location by hole hashes (or or and the dorbugs) from the Vested or damage any conget, and/or table in additional and/or additional additional and/or additional and/or additional additionadditinal additional additionad

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 determined accontance with United States Iwa. Automater will not be class will. 1) PESSNUL DATA FPOTECTION. The parties agree to tuby comply with General Data Portaction Regulat 2016/879 (SCRPR) and any applicable data protection laws and be board by the terms available as https://www.o-onvering/resourcement/data/yikia/Document/Framework/(%)-Regularge/off/Tramework/). Tota controller and the Carrier in the 'data processor in respect of any personal data provided by the Merchant to in-tif and available to the Carrier in the 'data processor in respect of any personal data provided by the Merchant to the Carrier which is made available to the Carrier in the 'data processor in respect of any personal data provided by the Merchant to the Carrier which is made available to the Carrier by the Merchant for the purpose of providing service under this control of carriers of other purposes in data for solid to the Carrier by the Merchant for the purpose of providing service under this control of carriers of other purposes in composed and anothers and to a carrier to data in the Carrier of the purpose of the control of carriers of competent and and the Unit frequent in accordance with uset applicable Standard Contractual Clauses as set on in the Framework and/or of malable data transfer dataform.

, as agent for