SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)

QF001 HQD 01/01 2683096130

PAGE: 1 OF 3
BILL OF LADING
LE (Non Negotiable Unless Consigned to Order)
BILL OF LADING NO.

OOLU2683096130

ORIENT OVERSEAS CONTAINER

LINE, AS CARRIER♦

SANCHITA MARINE PRODUCTS PVT. LTD.					RATE FOLDER 00044037		
OFFICE NO.608,6TH NMS TITANIUM, PLO		PY N	ON NE	GO	TIABLE		
SECTOR-15,CBD BELAPUR,* CONSIGNEE (COMPLETE NAME AND ADDRESS) MORUBEL NV ANKERSTRAAT 2,					FORWARDING AGENT-REFERENCES FMC NO.:		
B 8400, OOSTENDE, BELGIUM							
					POINT AND COUNTRY OF ORIGIN OF GOODS		
MORUBEL NV ANKERSTRAAT 2, B 8400, OOSTENDE, BELGIUM EORI CODE: BE0468144665				s to notify A	LSO NOTIFY PARTY-ROUT	ING & INSTRUCTIONS	
PRE-CARRIAGE BY	PLACE OF RECEIPT						
VESSEL/VOYAGE/FLAG		NHAVA SHEVA, INDIA PORT OF LOADING		L	OADING PIER/TERMINAL	ORIGINALS TO BE	RELEASED AT
OOCL ASIA 168 W		NHAVA SHEVA, INDIA				MUMBAI	
PORT OF DISCHARGE ANTWERP, BELGIUM		PLACE OF DELIVERY ANTWERP, BELGIUM			YPE OF MOVEMENT (IF MI) CY / CY	XED, USE DESCRIPTION OF PAG	CKAGES AND GOODS FIELD) CY/CY
CHECK "HM" COLUMN IF HAZARDOUS MATE				DGED BY THE CARRIE	•		
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS		DESCRIPTION C			GROSS WEIGHT	MEASUREMENT
	GLB1661 /	1100 C	ARTONS	/FCL	/FCL /40RQ/	/27500.000KGS	
CARTONS CARTONS (TOTAL ONE TI HUNDRED CARTO 1100 CARTONS AND UNDEVEINE SHRIMP - PUD PACKING: BLOCK NET DRAINED WELL OF THE SHRIMP - PUD PACKING: BLOCK NET DRAINED WELL OF THE SHRIMP - PUD PACKING: BLOCK SHRIMD WELL OF THE SHRIMP - PUD PACKING: BLOCK SHRIMD WELL OF THE SHRIMD W				LY) DZEN PE ZEN 2 K KS PER PER 0036084	GS	r incorporation of the U.S. Carriage of Good the provisions of COGSA.	is by Sea Act ("COGSA"),unless the Merchant
Declared Cargo Value US\$		lf Merchant enter	s a value, Carrier's lim	itation of liab	ility shall not apply and	d the ad valorem rate will b	e charged. Received the Container/Package or other units
	EDEIQUITED 40			0			indicated in the box identified as "Total No. of Containers/Packages received and acknowledged by Carrier" in apparent good
CODE TARIFF ITEM	FREIGHTED AS	RATE	PREPAID		COLLECT	-	order and condition, unless otherwise indicated, to be transported and delivered as herein provided.
							The receipt, custody, carriage and delivery of the goods are subject to the terms appearing on the face and back hereof and to the Carrier's applicable tariff.
							In witness whereof 3 original bills of lading have been signed, one of which being accomplished, the other(s) to be void.
							DATE CARGO RECEIVED
							DATE LADEN ON BOARD 0 1 NOV 2021
							DATED 1 NOV 2021
The printed terms and conditions appearing o available at www.oocl.com, in OOCL's publish pamphlet form.				SIGNED OOCL (INDIA	A) PRIVATE LIMITED		
+ STRIKE OUT FOR ON BOARD VESSEL BI • SEE CLAUSE 1 HEREOF o SEE CLAUSE 2 HEREOF	ILL OF LADING						, as agent for

COPY NON NEGOTIABLE

VESSEL: OOCL ASIA VOYAGE: 168 W B/L NO.: OOLU2683096130 QUANTITY (FOR CUSTOMS DECLARATION ONLY) GROSS WEIGHT MEASUREMENT BEAEOF0000029GDG NET WEIGHT: 22000.00 KGS S.B. NO. 5612487 DATE: 27/10/2021 *NAVI MUMBAI, THANE, MAHARASHTRA - 400 614, INDIA TEMPERATURE SETTING TO BE AT -21 DEGREE CELSIUS OCEAN 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 ITALIELEI 124 - BUS 74

B-2000 ANTWERP B-2000 ANTWERP BELGIUM (32) - 3 - 2348888DELIBERATELY LEFT BLANK AND CONTINUE ON NEXT PAGE

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for

COPY NON NEGOTIABLE

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

PROFORMA - NON NEGOTIABLE VOYAGE:168 W VESSEL: OOCL ASIA

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 be 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:

- 2. The Currier shall not be table in any capacity materiorer for loss or delay to the Goods or on-delayer or misched the country of the Coods or on-delayer or misched the country of the Goods or on-delayer or misched the country of the Coods or on-delayer or misched the country of the Coods or on-delayer o

MERCHANTS RESPONSIBILITY AND RES

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 receipt by the Carrier in external apparent good order nordion except as otherwise noted of the total number of Containers or other packages or units identified on the face hereo Total 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, conditionaries, numbers or value of the Goods and the Carrier shall be under no responsibility whatoover 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 take delivery of the Goods or part of them grups experient on the teriffs periodicted free time, the first the Merchant threat or the Goods or part of the migra periodicted free time, the scale of the Merchant threat periodicted free time, the scale of the Merchant threat periodicted free time, the scale of the Merchant threat periodicted free time that the Merchant threat periodic the scale of the Merchant threat periodic the scale of the Merchant threat periodicted in the Merchant threat periodic the scale of the Merchant threat periodic the Merchant threat threat periodic threat pe

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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 (middle of Cooled and Analyses (middle of Cooled and Analyses or the Cooled and the Cooled and the Cooled and the Cooled and the Cooled and

- 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 on an extended vester or otherwise transfer the Goods from one conveyance or next developed transfer prices of the Goods may not have been contemptated or provided for hereint; (a) proceed by any route whether or not asset to the state of the Goods of the Conference of the Port of Dischappe and the Conference of the Conference of the Port of Conference of the Port of Conference of the Port of Conference of the Conference of the

B/L NO.: OOLU2683096130

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) VARIATION OF CONTRACT. Merchant agrees that this Bill of Lading constitutes the entire agreement between the parties. There are no understandings to the subject matter of this agreement other than as herein set forti, and any such actual or upported pict to recontemporations understandings or communications are hereby advaged. No servant or agent of the Carlier shall have power to waive or vary any of the terms hereof unless such valveor or variations in writing and is specifically advanticed in writing by the Carlier. Subject to Status 2, all agreements or height engagements for the subpress of the Carlier subject of the Garden Subject to the subpress of the Garden Subject to the subpress of the Garden Subject to the Subjec

- LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, steeps shall be entitled to the same rights of limitation as are or would be available to the owner of the Vessel schmidtson Convention Convention of 1957, the London Limitation Convention of 1978 or any other applicable core, governing the rights of shipowners to limit their liability in accordance with the tonrage or value of the

- 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 them of the control of the Coods. In the case of total loss of the Goods have been shall delivery of the Goods. In the case of total loss of the Goods have been after delivery of the Coods. In the case of total loss of the Coods have been after of the Coods have been after or the period shall begin to run two months after the Goods have been delivered for the Coods, and the Coods have been and the Coods have been after or the period spay by by incorporation or by force of the run of the Coods have been as all labelity where the Coods have been delivered.

- obligations of all parties concerned in correction with the carriage of the Goods hereunder shall be governed by an control in accordance with English law and any and all claims, sust, proceedings or disputes hossower strings in correction such Bill of Ladring, contract, right and obligations shall be determined in accordance with English law. If the carriage of Goods hereunder is longer trade by, from or history ap not in the United States or if COGSA shall for reason witsomer apply computionly to the carriage of the Goods hereunder is longer in the Committee of the Code hereunder them this Bill of Ladring, the correct control and other violences hereunder them this Bill of Ladring, the correct control and other violences hereunder them this Bill of Ladring, the correct control with the carriage of the COGSA hereunder them this Bill of Ladring, the correct control with the carriage of the COGSA hereunder them this Bill of Ladring, the correction with the carriage of the COGSA hereunder them the Bill of Ladring, control, and the CogsA hereunder them the CogsA hereunder the third them the CogsA hereunder them the CogsA hereunder

SIGNED OOCL (INDIA) PRIVATE LIMITED

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