SHECIES: METAPENAEUS AFFINIS
HS CODE: 030617
BE CONTINUED ON ATTACHED LIST
verses side hereof limit the Carrier's liability to a maximum of U.S. 5600 per package or customary freig NOTICE 1: For carriage to or from the United States of America, (i) Clauses 4 and 23 on the reverse side hered declares a higher cargo value below and pays the Carrier's ad valorem freight charge, and (ii) if can NOTICE 2: See Clause 28 on the reverse side hered. Notice to Endorsee andror Holder and/or Transferee. corporation of the U.S. Carriage of Goods by Sea Act ("COGSA"),unless the Merchant provisions of COGSA

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

OF001

HOD 01/01

Declared Cargo Value US\$		If Merchant e				d the ad valorem rate will be charged.
FREIGHT & CHARGES PAYABLE AT:			SERVICE CONTRACT NO.	DOC FORM NO.	COMMODITY CODE	Received the Container/Package or other uni indicated in the box identified as "Total No. of Containers/Packages received an acknowledged by Carrier' in apparent goo
CODE TARIFF ITEM	FREIGHTED AS	RATE	PREPAID		COLLECT	acknowledge by Carrier in apparent good order and condition, unless otherwise indicates to be transported and delivered as here provided. The recept, custody, carriage and delivered as here provided. The recept, custody, carriage and delivered as here the goods are subject to the terms appearing on the face and back hereof and to the Carrier applicable tarriff. In witness whereof 3 original bills of ladin have been signed, one of which bein accomplished, the other(s) to be void. DATE CARGO RECEIVED DATE LADEN ON BOARD o 18 JAN 2024 DATED DATED 18 JAN 2024
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 VESSEI • SEE CLAUSE 1 HEREOF • SEE CLAUSE 2 HEREOF	L BILL OF LADING					, as agent for

ORIENT OVERSEAS CONTAINER

LINE, AS CARRIER+

PAGE: 2 OF 3 PROFORMA - NON NEGOTIABLE

VOYAGE: 020 W

VESSEL FOT		PROFORMA - NO		D /I	NO . OOI 110721622220
VESSEL: KOI CNTR. NOS. W/SEAL NOS.	QUANTITY (FOR CUSTOMS	Y NON NEGOT	VOYAGE: 020 W	В/Ц	NO.: OOLU2731633320
MARK & NUMBERS	(FOR CUSTOMS DECLARATION ONLY)	DESCRIPTION OF GOODS		GROSS WEIGHT	MEASUREMENT
		INVOICE NUMBER : VKM/T/23-24/76			
		DATE: 15.01.2024			
		PROCESSING PLANT: VKM FOODS PRIVATE LIMITE	D		
		PLOT NO. M-54, M.I.D.C	D		
		TALOJA INDUSTRIAL ESTATE			
		TALOJA, DISTRICT RAIGAD - 410208 MAHARASHTRA, INDI.			
		GROSS WEIGHT: 23339.50 K	GS		
		NET WEIGHT WITH GLAZE : 20040.00 KGS			
		NET WEIGHT WITHOUT GLAZE	:		
		17034.00 KGS S/B NO.: 6763105			
		DATE: 15/01/2024			
		TEMPERATURE SETTING TO B	E AT -		
		18 DEGREE CELSIUS	0.7.0		
		SHIPPER'S COUNT STOW & L FREIGHT PREPAID	OAD		
 TOTAI NO OF CONTA	TNEBG / DA C	AGES RECEIVED & ACKNOWLE		B1EB EVD 470	DIRDOGE OF
CALCULATION OF PAC	KAGE LIMI	TATION (IF APPLICABLE):	1 CONTAIN	ER(S)/PACKAGE	(S)
DESTINATION CHARGES LAWFULLY DEMANDS DE	COLLECT I	PER LINE TARIFF, AND TO B	E COLLECTED	FROM THE PAR	TY WHO
SHIPPER LOAD AND CO	UNT, CONT	INER(S) SEALED BY SHIPPE	R		
DESTINATION OFFICE GAC SHIPPING S.A.	ADDRESS:				
9, 2ND MERARCHIAS S	TREET				
185 35 PIRAEUS GREECE					
PHONE: 30 210 41404	00				
DELIB	ERATELY LI	FT BLANK AND CONTINUE ON	NEXT PAGE		
		1		I	

SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

, as agent for

COPY NON NEGOTIABLE

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

B/L NO.: OOLU2731633320 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

EIVED for shipment in external apparent good order and condition, unless otherwise indicated, the number of containers, ages or other customary freight units identified as Total Number of Container/Paclages received and advancedaged to a first of the lace here of Paclages and conditions hereof from Place of Receiper of the Port of Loading, whichever is applicable. Weights, measurements, marks, numbers, quantity, net and value of merchand Pennis and the Control Conditions are considered unknown by the Control.

Combined Transport age is Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance for firm the Place of Decept or the Port of Loading whichever is applicable to the Place of Delivery or the Port of Discrete ver is applicable and, save as is otherwise provided for in this Bill of Lading, the Carrier's liability for loss or damage shall be as follows:

If the stage of carriage where loss or damage occurred is not known Exclusione Exclusions age 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 refieved from liability for any loss or damage to the extent that such loss or was caused the

- An act comission of the Merchant treafficiency or defective condition of packing or making, treafficiency or defective condition of packing or making, the condition of the condition of packing or making, Handling, loading, stowage or virolating of the Goods by the Merchant, thintent vide of the Goods. Strike, lockout, stoppage or restraint of labour from whatever cause whether partial or general; A muclear 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:

- Solect to Clause 4(1)(7(s)) lites or damage in the Cooks in thrown to have scormed during a priori of elect flow. Goods for exactly of a Perintagolic Clambre from the Charles data have the behalf of any of and righty, defendes, entering a set of the control of the Charles of the Charles data have the behalf of any of all righty, defendes, entering an exact set of the charles tentify and for the purpose such benefit (right, defences, exemptions, limitations and emmunities contained in the office of the Charles tentify and for this purpose such benefit (right, defences, exemptions, limitations and emmunities shall be to be incorporated therein, and cropies are destinated from the Carter topon request.

- USA Clause Paramount (if applicable)
- 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

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 standard or indexequency of such particulars. The right of the Carrier to such indemnity shall in no way time its responsibility and liability under notice of their nature and the required temperature setting only the carrier.

The Richard understake so the closely for the themsolate controls before receipt of the Cooks by the Carrier.

The Indirect understake so the loader for transportation any Cooks which require refregations without giving written notice of their nature and the required temperature setting of the themsolate controls before receipt of the Cooks by the Carrier.

The Merchard understake so the charge, and hold harmless the Carrier against all oaks, calling any standars, because or expense setting for many breach of any watern your other obligation of the Merchard such electric days and so thought by third parties or to prosecule any claim, standard and any destruction, scharge and expenses, to define any action brought by third parties or to prosecule any claim against the Merchard raining from the Merchard's obligation(s) under this Bill Lading.

SHIPPER-PACKED CONTAINERS
If a Container has not been filled, packed, stuffed or loaded by the Carrier, the Carrier shall not be liable for loss of or to the contents and the Methants shall indemnify the Carrier against any loss, damage, liability or expense incurred by the manner in which the Cortainer has been filled, packed, stuffed or loaded; or the unsuitability of the contents for carriage for Cortainers; or the unsuitability of defective condition of the Cortainer single whose the Cortainer single who contents for carriage or the contents for carriage or which it is required to which it is required to.

the Container reasonably lift for the purpose for which it is required; or the unsubability or defective condition of the Container or the incorrect setting of any temperature controls thereof which wave been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was filled, stuffed or loaded; or

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 facie evidence of the receipt by the Carrier in external apparent good order and ondition except as orderwise noted of the total number of Cortainers or other packages or units identified on the face hereof as Total Number of Cortainers/Packages received and acknowledged by the Carrier.

No representation is made by the Carrier as to the weight, contents, measure, quantity, quality, description, condition, marks, numbers or value of the Goods and the Carrier shall be under no responsibility whatsoever in respect of such description.

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 special content of 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. Therepoor, the faithful 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 shall be a sole of the Sandard shall be a sub-contractor of the Carriery shall be a sub-contractor of the Carr

NULTIFICE BLISE OF LADING

MILTOR EBLISE OF LADING

Goods will only be definered in a Container to an individual Merchant if all Bills of Lading in respect of the content of the mine have been surrendered subnoving definery to that Merchant at a single Place of Delivey. In the event that this ement is not fulfilled the Currier may in its absolute discretion urpack the Container and, in respect of Goods for which Bill by the dear place and of the Merchant. Such delivery hall constante develower hereafted that the Bill by coted against payment by the Merchant of the appropriate charges.

If multiple Bills or Lading are seasor in respect of the content of a Container, then the particular of the Goods described if multiple Bills or Lading are seasor in respect of the content of a Container, then the particular of the Goods described in the Container of the Containe

uch detwey trans to the description of the Goods, which are supported to the Goods and the Goods and the Goods are supported to the Goods and the Goods are supported to the Property of the Goods are supported to the Property of Collect at description, and death to pain in life without district constraints or description and mannered to be Property of Collect at description, and death to pain in life without district constraints or description, and control to the Collect at description, and death to pain in life without district constraints or description, developed and charges in the papertic description of the Goods and the Merchant agrees to pay all expenses incurred by the Carrier in ascertaining and particulars.

A All the persons coming within the deficition of Merchant statuble and remain junity and severally responsible for all freight and charges the Scale and the Merchant control on collecting by summe that to Carrier in the Merchant or on account of the Goods and any document relating thereon, which shall survive deliver, for all the Goods and any document relating thereon, which shall survive deliver, for all the Goods and the Goods and any document relating thereon, which shall survive deliver, for all the Goods and the

- 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 rate and enventedness be entitled to full freight and changes on Goods received for such Goods shall cease. The Carrier shall revertheless be entitled to full freight and changes on Goods received for the transportation, and the Merchant shall pay any additional costs of carriage to and delivery and stonge at such place or port.

IMENION AND ROUTES OF TRANSPORTATION. The Carrier may at any time and without notice to the Merchant (a) use any means of transport or stongs whatcover (b) for any purpose whatcover transity the Goods or carry assess on a substitute vessel or otherwise transier the Goods from one consequence to another even floops that contains the assessment on a substitute vessel or otherwise transier the Goods from one consequence to another even floops that report of transport or the forest transport of the Goods may not have been contemplated or provided for herein; (c) proceed by any notes whether or not such as the nearest or most direct or containey notes the man of the Goods or any not have been contemplated or provided for herein; (c) proceed by any notes whether or not such as the contained or most direct or contained contained to the contained or th

consequences loss or usuage areas forming volcate, and excellent subconversables be into ageing scale or any south deat of indicate or consequential loss or disrange, such liability shall in no evert exceed the fleight again for the transport covered 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 shelver to the Merchant.

20 NOSECTION OF GOODS

1. The Carrier shall be erified, thu under no obligation, to open any Container at any time and to inspect

1. The Carrier shall be erified, the under no obligation, to open any Container at any time and to inspect

1. The description of the container of the container or any part thereof carrior safety or propely be carried or carried further,

or without incurring any additional segretee or taking any measures in relation to the Coretainer or its contents

where the Carrier may be the self-in and respected or the Meritan advanchment prescriptions freed and

affacts under cover or in the open, at any place, which storage shall be deemed to constitute due delivery under

Lading. The Merchant shall indemnify the Carrier agents any resonable additional expenses on incurred.

2. The Carrier is not responsible for any damage or loss to the Carry resulting from inspection by custs

authorities and Merchant shall be responsible to any outsit, they on presenting from inspection by custs

authorities and Merchant shall be responsible to any outsit, they on presenting from inspection by custs

authorities and Merchant shall be responsible to any outsit, they on, or preadless incurred as a result of such

21) VARATION 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 of the three has an interior self city, and any such adult parties. The parties of t

LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, sixers shall be entitled to the same rights of limitation as are or would be available to the owner of the Vee to Limitation Convention of 1957, the London Limitation Convention of 1978 or any other applicable convergence of the property of the propriets of the conversing the rights of shippowners to limit their liability in accordance with the tornage or value of the

(c) Without prejudice to the Merchant's indemnity obligations herein, the Vessel and every subcontractor of the day nature whatoover (including but not limited to the Participating Carrier, the Vessel, the owner, chartered haster, officer and rever of the Vessel, and employees, apprecia, representatives, and all stewdoors, International watchmen, carpenters, basher, ship cleaners, surveyors and other independent contractions) shall have the benefit of evidence, limitistion and other play whatoover nature herein contracted or otherwise analysis to the Carrier, does not only on its own behalf but as were expressly for its benefit, and inentering into this contract, the Carrier, does not only on its own behalf but and off usated for such contracts and usated for such ability and include both fall disease and subsections haved by the Carrier to perform the Carrier's own obligations under the Bill of Lading, or the obligation printy. For the purpose of this Calsuse 25, the Vessel and all subcontractors shall be deemed to be parties to the 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

30) APPLCABLE LIVI. This Bill of Lading, the contract contained in and/or evidenced hereby, and the rights obligations of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and contract in accordance with English laws and any and claidsams, suits, proceedings or dispute horsowers arising in connection such Bill of Lading, contract, rights and edisplatons shall be determined in accordance with English laws. If the carriage of doors hereunder is longer trades in the contract contains the critical contains and accordance with English laws. The carriage of the Goods hereunder shows be the contract contains the determine accordance with Ladings contract, rights and obligations shall be determine accordance with Ladings after a factor of the contract contains.

31) PERSONAL DATA PROTECTION. The paries agree to fully comply with General Data Protection Regulation (1997) and any applicable data protection laws and be bound by the terms available at https://www.oc.com/reg/resourcecenterin/dust/prison/Documents/Transevork/). Shipper pdf/Transevork/) under which the Merchant at the Carties are the "Carties and protected for insperiod and protected for insperiod to the Carties are the Carties and the Cart

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for