PAGE: 1 OF 3 **BILL OF LADING** (Non Negotiable Unless Consigned to Order)

LINE, AS CARRIER♦

SHIPPER/EXPORTER (COMPLETE NAME AND ADDRI		706673690		OOLU27	06673690			
FORSTAR FROZEN FOODS PVT. LTD.					PORT REFERENCES		•	
505 A, GALLERIA,		RATE FOLDER 00044037						
HIRANANDANI GARDENS,	0	IN SHPR IEC 0392068460						
A. S. MARG, POWAI,			ON NEG					
MUMBAI - 400 076, IND CONSIGNEE (COMPLETE NAME AND ADDRESS)	FO	FORWARDING AGENT-REFERENCES						
MARUBENI CORPORATION		FMC NO.:						
4-2, OHTEMACHI 1-CHOM								
CHIYODA-KU, TOKYO, JA								
		PO	POINT AND COUNTRY OF ORIGIN OF GOODS					
NOTIFY PARTY (COMPLETE NAME AND ADDRESS)	nsibility shall be attached to	AL	ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS					
MARUBENI CORPORATION								
4-2, OHTEMACHI 1-CHOM	ΙΕ,							
CHIYODA-KU, TOKYO, JA	PAN							
PRE-CARRIAGE BY		PLACE OF RECEIPT						
VESSEL/VOYAGE/FLAG		NHAVA SHEVA, INDIA. PORT OF LOADING			ADING PIER/TERMINAL		ORIGINALS TO BE	RELEASED AT
HAIAN MIND 015 E		NHAVA SHEVA, INDIA.			MUMBAI			
PORT OF DISCHARGE TOKYO, JAPAN.		TOKYO, JA			PE OF MOVEMENT (IF M Y/CY	IIXED, USE D	ESCRIPTION OF PAC	CKAGES AND GOODS FIELD) CY/CY
(CHECK "HM" COLUMN IF HAZARDOUS MATERIAL)						EDCED B	V THE CARRIE	
CNTR. NOS. W/SEAL NOS.	QUANTITY OR CUSTOMS	PARTICULARS	DESCRIPTION OF GOOD		NOT ACKNOWL		SS WEIGHT	MEASUREMENT
MARK & NUMBERS DECL	ARATION ONLY) M	2110 C			/FCL /40RO			
			FER CONTAINER	. – – –			0.000KGS 0.000KGS	40.000CBM
	ZH CZ - H C - C	SHRIMPS H.S. CODI SB NO. 42 16.09.20 FREIGHT: FOTAL NET FOTAL GRE	PREPAID /// r. WT. 10550.0 s. WT. 12870.0 URE SETTING TO	00 KC	55 55		T WEIGHT	
	- – – – – – – – – – – – – – – – – – – –	20 DEGREI	E CELSIUS 					
NOTICE 1: For carriage to or from the United States of America,(i) C	Clauses 4 and 23 on the re-	verse side hereof limit the (INUED ON ATTAC Carrier's liability to a maximum of U.S.\$500 pe	er package or	r customary freight unit by virtue	or incorporation of	of the U.S. Carriage of Good	s by Sea Act ("COGSA"),unless the Merchant
declares a higher cargo value below and pays the Carrier NOTICE 2: See Clause 28 on the reverse side hereof: Notice to End NOTICE 3: If Goods carried on deck at Merchant's risk without response.	dorsee and/or Holder and/o	or Transferee.	ck at Merchant's risk as to perils inherent in su	ich carriage b	out in all other respects subject to	the provisions o	if COGSA.	
Declared Cargo Value US\$		f Merchant enters	s a value, Carrier's limitation			nd the ad v	alorem rate will be	
FREIGHT & CHARGES PAYABLE AT:		SEF	RVICE CONTRACT NO. DOC F	ORM NO.	COMMODITY CODE			Received the Container/Package or other units indicated in the box identified as "Total No. of Containers/Packages received and
CODE TARIFF ITEM FRE	IGHTED AS	RATE	PREPAID		COLLECT			acknowledged by Carrier" in apparent good 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 17 SEP 2022
								DATE LADEN ON BOARD o 20 SEP 2022
								2.1752
								20 SEP 2022
The printed terms and conditions appearing on this Bill o available at www.oocl.com, in OOCL's published US tarif pamphlet form.				SIGNED BY:	OOCL (INDIA	A) PRIVATE LIMITED		
+ STRIKE OUT FOR ON BOARD VESSEL BILL OF LAD	DING							
SEE CLAUSE 1 HEREOF SEE CLAUSE 2 HEREOF QF001 HQD 01/01		!		<u>l</u>			NT OVERSEAS	

PROFORMA - NON NEGOTIABLE PAGE: 2 OF 3

FROFORM - NON NEGOTIAL

VESSEL: HAIAN MIND				VOYAGE: 015 E	B/L	NO.: OOLU2706673690
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	Y NON	DESCRIPTION OF GOODS	IABLE	GROSS WEIGHT	MEASUREMENT
OCEAN FREIGHT PREPA TOTAL NO. OF CONTA CALCULATION OF PAC DESTINATION CHARGES LAWFULLY DEMANDS DE SHIPPER LOAD AND CO DESTINATION OFFICE ORIENT OVERSEAS CON LIMITED JAPAN BRANC 8/F., GATE CITY OSA 1-11-2 OSAKI, SHINA TOKYO 141, JAPAN (81) 3-34936262	INERS/PACKA(KAGE LIMITA: COLLECT PEI LIVERY OF TI UNT, CONTAII ADDRESS: TAINER LINE H KI EAST TOWI	FION (IF AF R LINE TAR] HE CARGO. NER(S) SEAI	PPLICABLE): IFF, AND TO B	1 CONTAIN E COLLECTED	ER(S)/PACKAGE	(S)
DELIP	ERATELY LEFT	r blank ani	O CONTINUE ON	NEXT PAGE		

SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

, as agent for

COPY NON NEGOTIABLE

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

PROFORMA - NON NEGOTIABLE VOYAGE: 015 E VESSEL: HAIAN MIND

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:

- 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 on-delayer or on-delayer or on-delayer or on-delayer on-delayer on-delayer or on-delayer on-de

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 of the Carrier to such indemnity shall in no way time its responsibility and liability under or indebeguage 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 of the themson and the required temperature setting of the themson and the capital expension of the such and the such and the capital expension of the such and the

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 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 or for the maddlering of Goods in the Studies or constructive exession to persons holding forget or fraudulent documents which reasonably purpor to be original Bits of Lading or other raid documents emisting them to possession, so long as the Carrier acts inconcernly and does not intentionally deliver the data persons brown by the to have no right is possession under the Bit of Lading.

- odd to personic known by mm to uver to regive a special content of the MLTDE BLAS OF LADNO.

 MLTDE BLAS OF LA

- such devery twee

 **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 control of the Property 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 Goods and any document entered the Goods and the Medicant control of the Goods and the Medicant control of the Goods and any document entered the Goods and any document entered the Goods and any document entered the Goods and the Goods and any document entered the Goods and the Goods and any document entered the Goods and any document entered the Goods and the Goods and any document entered the Goods and the Goods and any document entered the Goods and the Goods

- 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 and the state of t

B/L NO.: OOLU2706673690

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.

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 container at any time such to region to the container at any time such to region to the container of the co

- 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 corw, 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 Goods have been after of trigger little gap by by incorporation or by force of the reference of the control of the Coods. In the case of the Coods, and the control of the Coods have been and the control of the Coods. The Coods have been and the control of the Coods.

- 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

ORIENT OVERSEAS CONTAINER