PAGE: 1 OF 3 **BILL OF LADING** 

LINE, AS CARRIER♦

					DOOL	KINO NO	1.	DILL OF LADING	NO.	
SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)						KING NO. 116546750		SILL OF LADING	16546750	
SEASAGA ENTERPRISES PVT. LTD.						ORT REFERENCES		<u> ЭОНОЕ 7.</u>	10340730	
PLOT NO R-25 AND R-26,					RATE FOLDER 00044037					
•					IN SHPR IEC 0399049266					
TTC INDUSTRIAL AREA, RABALE, PY NON NEGO NAVI MUMBAI - 400 701, INDIA					IIABLE					
EIC APPROVAL NO. 278										
CONSIGNEE (COMPLETE NAME AND ADDRESS)					FORWARDING AGENT-REFERENCES FMC NO.:					
VASSILIOU TROFINKO S.A.,					FMC	FING NO				
DERVENOCHORION,										
VIPA MAGOULAS - ATHENS,										
PO BOX. 19600, GREECE.					POINT AND COUNTRY OF ORIGIN OF GOODS					
EORI CODE NO. GR094146050					POINT AND COUNTRY OF ORIGIN OF GOODS					
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) (It is agreed that no responsibility shall be attached to the Carrier or its Agents for failure to notify (see Clause 13 on reverse))						ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS				
VASSILIOU TROFINKO S.A.,										
DERVENOCHORION,										
VIPA MAGOULAS - ATHENS,										
PO BOX. 19600, GREECE.										
EORI CODE NO. GR094146050										
PRE-CARRIAGE BY	PLACE OF RECEIPT									
VESSEL/VOYAGE/FLAG		NHAVA SHE PORT OF LOADING	VA, INDIA		LOADING PIER/TERMIN		OR	IGINALS TO BE	RELEASED AT	
YANTIAN EXPRESS 106 W		NHAVA SHEVA, INDIA			EOADING FIER FERMINAL			MUMBAI		
PORT OF DISCHARGE		PLACE OF DELIVERY			TYPE OF MOVEMENT (IF MIXED, USE DESCRIPTION OF PACKAGES AND GOODS FIELD)					
PIRAEUS, GREECE	PIRAEUS, GREECE			FCL / FCL						
(CHECK "HM" COLUMN IF HAZARDOUS MATERI	PARTICULARS DECLARED BY SHIPPER E			BUT NOT ACKNOWLEDGED BY THE CARRIER						
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)  H M		DESCRIPTION (	OF GOODS			GROSS W	EIGHT	MEASUREMENT	
OOLU6221752 /OOLHT		1684 C	ARTONS	/F(	CL/I	FCL /40RO	/20492.	000KGS		
	1X40 FT, FCL 1684 CARTONS					20492. NET 1	000KGS WEIGHT			
	I I I I I I I I I I I I I I I I I I I			DZEN	_		NET 1 15986.	800KGS		
		BLANCHED PUD SHRIMPS IQE PACKING: 24X500 GRAMS			E,					
		700 CARTONS OF FROZEN BLANCHED PUD SHRIMPS IQF PACKING: 20X500 GRAMS WITH 15% GLAZE NET WEIGHT: 15,986.80 KG FROZEN WEIGHT: 18,808.00 GROSS WEIGHT: 20,492.00 TEMPERATURE DATA LOGGER I : MS-DC-342-6925								
						7.0.9				
						KGS				
						NUMBER				
	** 110	S.B. NO.	: 8980950 INUED ON AT	DATE	: ' (17	LIST **				
NOTICE 1: For carriage to or from the United States of Am declares a higher cargo value below and pays to	nerica,(i) Clauses 4 and 23 on the re the Carrier's ad valorem freight cha	everse side hereof limit the rge; and (ii) if carried on de	Carrier's liability to a maximum of L	J.S.\$500 per pac	kage or cu	ustomary freight unit by virtue	or incorporation of the U.	S. Carriage of Good	s by Sea Act ("COGSA"),unless the Merchant	
NOTICE 2: See Clause 28 on the reverse side hereof: Not NOTICE 3: If Goods carried on deck at Merchant's risk with										
Declared Cargo Value US\$			s a value, Carrier's lim				nd the ad valore	m rate will b		
FREIGHT & CHARGES PAYABLE AT:		SEI	RVICE CONTRACT NO.	DOC FORM	W 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	FREIGHTED 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	
									DATE LADEN ON BOARD o	
									5 APR 2023	
									DATED	
									DATED 5 APR 2023	
The printed terms and conditions appearing on this Bill of Lading are						OZONE COCI (TNDTA) PRIVAME LIMITED				
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     SEE CLAUSE 2 HEREOF									, as agent for	
QF001 HQD 01/01						ORIENT OVERSEAS CONTAINER				
							1. I N L 2	< 1.7001.L	₩ ■	

VESSEL: YANTIAN EXPRESS VOYAGE: 106 W B/L NO.: OOLU2716546750 QUANTITY (FOR CUSTOMS DECLARATION ONLY) GROSS WEIGHT MEASUREMENT 31/03/2023 FREIGHT PREPAID TEMPERATURE SETTING TO BE AT -18 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:
GAC SHIPPING S.A.

9, 2ND MERARCHIAS STREET
185 35 PIRAEUS
GREECE
30 210 4140400 30 210 4140400 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♦

## 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

is hereby given that Carrier is a member of alliances 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 of without notices to the Mechant. In the case do such carriage, however, the terms and confidence of the Bill of Ladinal and the Merchant shall be bound by them and Carrier shall be deemed in all instances to be the Carrier of the Goods, to the terms and confidence of this Bill of Ladinal Park.

- spey, and the Merchant shall be bound by them and climare shall be deemed in all estatoses to be the Carmer of the Cooker.

  20 DEFINITIONS Without initiation of any definition in any applicable law herein mentioned: "LESSEL" shall include the sessiols (named in the Bill of Lading; any substituded vessels), and which translapment may be made in the performance of this government of the counted and siny vessel, could higher to other means of transportation whiteovers commont, destinated, operand of the counted and siny vessel, could higher to other means of transportation whiteovers commont, destinated, operand of the counted of t

Combined Transport age is Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance of the get from the Place of Receipt or the Port of Loading whichever is applicable to the Place of Delivery or the Port of Discharge wer is applicable and, save as is otherwise provided for in this Bill of Loading. the Carrier's liability for loss or damage to the statile has of 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:

- or international convention or national law is applicable then the liability of the Carrier shall be determined pursuant to no of Clause 4(B)(1).
- Skipert to Clause 4(B)(Z(s) if loss or damage to the Goods is known to have occurred during a period when the Goods the custody of a Participating Clariner then the Carrier shall have the benefit of any and all rights, defences, exemptions, and immunities contained in or incorporated by or complicative papelicate to the Participating Carrier studies or s) with the Carrier (in addition to all of the rights, defences, exemptions, limitations and immunities contained in this Bill of and the Carrier's tailing and for the jurpose so the herefit, rights, defences, exemptions, limitations and emmunities shall be to be incorporated therein, and copies are obtainable from the Carrier upon 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

explicable national or international safety standards and in 8 in all respects for carriage by the Carrier.

1. All of the personal coming within the definition of Merchant shall be justify and severally liable to the Carrier for the due.

All of the personal coming within the definition of Merchant shall be justify and severally liable to the Carrier for the due.

All of the personal coming within the definition of Merchant shall be justified and shall be s

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

DANGEROUS GOODS AND CONTRABAND

The Merchart undertakes not to indeed for transportation any Goods which are of a dangerous, inflammable, radiaging nature without perviously giving written notice of their nature to the Currier and marking the Goods are or or other covering on the outside as required by any laws or repulsions which may be applicable during the carriage Goods which are or all givine become diseasons, inflammable, radiaculties of damaging may, at any time not good.

Goods which are or all givine become diseasons, inflammable, radiaculties of damaging may, at any time not good, diseasons, or rendered harmless without compensation, and if the Merchart has rot given notice of their nature under Goods (%) in Carrier shall be under to failthy to make any general everage contribution in respect or

The Merchant warrants the Goods are lawful Goods and undertakes not to deliver to the Carrier any Conta entaining any contraband.

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.

and a system or the construction of the constr

columns. Any 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 emperature and no reliance should be placed by the Merchant as to the accuracy of such temperature shown on or of this Bild Lading.

size of this list of Laong.

NOTIFICATION AND DELIVERY

Except as provided by tentil, any mention herein of notify parties is solely for the Carrier's information, and failure to give classion shall not render the Carrier's label or releave the Merchant of any obligation to the Carrier.

The Merchant shall take delivery of the Goods within the time provided for in the Carrier applicable satell.

The Merchant shall take delivery of the Goods within the time provided for in the Carrier applicable satell resistin, the control of the Carrier and the Carrier release of the control of the Carrier release of these controls are controlled to the Carrier release of these controls are controlled to the Carrier release of these controls are controlled to the Carrier release of the control of the Carrier release of the Carrier release of the Goods shall be without and the costs of such storage if paid or payable by the Carrier or any spent or sub-controls or of the carrier shall be controlled to the Carrier shall be controlled

odd to petroin known by mit to sever to a right to proceed and the process and

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. The property of the Goods are supported to the property of the Goods are supported to the property of the Goods and the Goods are supported to the Goods are supported to the Goods and 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 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 any document relating thereon, which shall survive deliver, for all the Goods and the Goods are supported to the Goods and the Goods and the Goods are supported to the Goods and the Goods and the Goods are supported to the Goods and the Goods and the Goods are supported to the Goods and the Goods and the Goods are

ILEN. The Carrier shall have a lie no the Goods and any document relating thereto, which shall survive delivery, for all sums earned or daw or payable to the Carrier under this and/or any other contract with the Merchant, or on account of the Goods or carriage, storage of handling of the Goods, including but not finitied to, general sweep contributions, freight, delivery, destination, demurrage, deterrion, port ancide handling debt agrees, to whomever due and/or for the cost of recovering the same and/or any fines or prematise levied against the Carrier by reason of any stact or orisistors of which the Merchant is responsible. Carrier may all its sole discretion exercise its lies at any time and at any place, whether the contractual transportation is completed or or. For the purpose of such line the Carrier ball have the right to soll the Goods by public accissor or private thesty without notice to the Merchant at any time and at any place at the sole discretion of the Carrier. The Carrier shall be entitled to claim the difference in the event that the sale proceded his to cover the full amond 4 on the Carrier.

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.

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

PAGE: 3 OF 3

B/L NO.: OOLU2716546750

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 segreties or taking any measures in relation to the Coretainer or its contents

where the Carrier may be the soft in any observed and any observed and any observed and a state of the container of

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 inverse set offer, and any such adult parties. The parties of th

LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, sine, slot and space s hall be entitled to the same rights of limitation as are or would be available to the owner of the Vessel under the Limitation Convention of 1957, the London Limitation Convention of 1976 or any other applicable convention, statute ventring the rights of shipowners to limit their liability in accordance with the branage or value of the Vessel in 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 warderings, carpentatives, and all stewdoors, International warderings, carpentatives, and other independent contractions) shall have the benefit of evidence, limitistion and other play whatoover nature herein contrained or otherwise available to the Carrier and were expressly for its benefit, and inentering into this contract, the Carrier, does not conjust on whealth to all values of tractional proposes or Vessel, the time "budocraterior" as used herein shall include both findset are authorisectors hired 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 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 trigger little gap by by incorporation or by force of the reference of the coods have been as a little gap by the companion or by force of the reference of the coods. In the case of the Coods, surfaces suit is brought within one year of their delivery or of the date when they should have been delivered.

year of their delivery or of the date when they should have been delivered.

27 BOTHTO SQUARE COLLISION. It has been desired to collision with another vessel as a result of the negligence of the other vessel and any set, register or default of the master, memore, pilor or of the servants of the Carrier in the negligence of the other vessel and any set, register or default of the master, memore, pilor or of the servants of the Carrier in the nearing time of the results of the carrier in the nearing time of the results of the carrier in the servant and in possession of the carrying Vessel, to pay to the Carrier as trustee for the contrast vendor demands of the carrier set and servant and the carrier set of the carrier set as the servant and the carrier set of the carrier set as the servant and the carrier set of the set of the carrier set of the set of the carrier set of the s

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) PESSONAL DATA PROTECTION. The parties agree to fully comply with General Data Potaction Regulation 2016/079 (CORPR\*) and any applicable data protection leve and be bound by the terms available of https://www.com/emplessor/corection-indus/piske/Documents-Framework(A)\*-Placepard(IFFramework(A)\*-Placep

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for