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

LINE, AS CARRIER♦

Shipperiexporter (Complete Name and Address)				2706948580 OOLU2706948580				
FORSTAR FROZEN FOODS PVT. LTD.				RATE FOLDER 00044037				
505 A, GALLERIA, HIRANANDANI				RAIE FOLDER 00044037				
GARDENS, A S MARC DOWAT COPY NON NEGO				TIABLE				
A. S. MARG, POWAI, MUMBAI - 400 076, INDIA.								
CONSIGNEE (COMPLETE NAME AND ADDRESS)				FORWARDING AGENT-REFERENCES				
TO ORDER				FMC NO.:				
				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				
JAC MEISNER INTERNATIONAL				ANDURONDA IMPORT GMBH				
EXPEDITIEBEDRIJF B.V.				KIRSCHBAUMWEG, 32				
WAALHAVEN Z.Z. 21,				50996 KOELN GERMANY				
3089 JH ROTTERDAM, THE NETHERLANDS.								
NEIHERLANDS.								
PRE-CARRIAGE BY	PLACE OF RECEIF	OT.						
PRE-CARRIAGE BT		EVA, INDIA						
VESSEL/VOYAGE/FLAG	PORT OF LOADING	3		LOADING PIER/TERMINAL		ORIGINALS TO BE	RELEASED AT	
LOTUS A 012 W PORT OF DISCHARGE		NHAVA SHEVA, INDIA PLACE OF DELIVERY		TYPE OF MOVEMENT (IF MIXED, USE DESCRIPTION OF P			KAGES AND GOODS FIELD)	
ROTTERDAM, ++	ROTTERDAM, ++			CY/CY		LOOKII HON OF TAO	CY/CY	
(CHECK "HM" COLUMN IF HAZARDOUS MATERIAL)	S DECLARED BY S	HIPPER BUT NOT ACKNOWLEDGED BY THE CARRIER						
CNTR. NOS. W/SEAL NOS. QUANTITY (FOR CUSTOMS MARK & NUMBERS DECLARATION ONLY)	H	DESCRIPTION				SS WEIGHT	MEASUREMENT	
OOLU6269397 /OOLGLC9864 /	2000 C	ARTONS	/FC	L/FCL /40RQ	/2273	0.000KGS		
2000		'CL REEFER (0.000KGS		
	SHRIMP R H.S. COM WE STATE CARTONS CARRIED CONTAINS IMPORT G FREIGHT TOTAL NE TOTAL GR SHIPPING	ILSO EASYPEI AW IOF E: 030617 THAT 2000 HAVE BEEN S IN ONE REFI R' FOR AND MBH PREPAID T. WT. 2000 S. WT. 2273 BILL NO.	MASTEI STOWED RIGERA' URONDA	R AND TED KGS KGS				
** 'T			TEN ALIE	D T.TCT **				
NOTICE 1: For carriage to or from the United States of America,(i) Clauses 4 and 23 on the declares a higher cargo value below and pays the Carrier's ad valorem freight	e reverse side hereof limit the charge; and (ii) if carried on d	CINUED ON AC e Carrier's liability to a maximum of U eck at Merchant's risk as to perils in	U.S.\$500 per packag	ge or customary freight unit by virtue	or incorporation of the provisions of	the U.S. Carriage of Goods COGSA.	s by Sea Act ("COGSA"),unless the Merchant	
NOTICE 2: See Clause 28 on the reverse side hereof: Notice to Endorsee and/or Holder a NOTICE 3: If Goods carried on deck at Merchant's risk without responsibility for loss or da								
Declared Cargo Value US\$_ FREIGHT & CHARGES PAYABLE AT:		rs a value, Carrier's lim ERVICE CONTRACT NO.	DOC FORM N	ability shall not apply an	nd the ad va	lorem rate will be	Received the Container/Package or other units	
		_	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.	
							27 SEP 2022	
							DATE LADEN ON BOARD 0 29 SEP 2022	
							DATED 29 SEP 2022	
The printed terms and conditions appearing on this Bill of Lading are				SIGNED	OOCL (INDIA	A) PRIVATE LIMITED		
available at www.ood.com, in OOCL's published US tariffs, and in pamphlet form. + STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING				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						NT OVERSEAS , AS CARRIEI		

PAGE: 2 OF 3 PROFORMA - NON NEGOTIABLE

VESSEL: LOTUS A VOYAGE: 012 W B/L NO.: OOLU2706948580 QUANTITY (FOR CUSTOMS DECLARATION ONLY) GROSS WEIGHT MEASUREMENT TEMPERATURE SETTING TO BE AT -20 DEGREE CELSIUS 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: DESTINATION OFFICE ADDRESS:
ORIENT OVERSEAS CONTAINER LINE
LIMITED - OOCL NETHERLANDS BRANCH
WNA BUILDING, 6E VERDIEPING
WEENA ZUID 134
3012NC ROTTERDAM, THE NETHERLANDS
(31)-10-2248288 ++ THE NETHERLANDS DELIBERATELY LEFT BLANK AND CONTINUE ON NEXT PAGE

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for

COPY NON NEGOTIABLE

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

VESSEL: LOTUS A

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

If the stage of carriage where loss or damage occurred is not known Exclusione

An act or omission of the Merchant: lexuficiony or defective condition of packing or marking. Complation with the instructions of persons entitled to give them: Handling, loading, stowage or unloading of the Goods by the Merchant: Interest vice of the Goods: Sitike, 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-delayer on-delayer on-delayer or on-delayer on-delayer or on-delayer on-delayer

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

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 of the fill of the Carrier agrient all ost, and any clams, loss, damage, fires or expense setting for many breach of any warranty or other obligation of the Merchart such existence of the Blid of Lading and the personal insulty or loss of or damages or you properly). So thin demnity shall include and any domain, because or designation (c) under this Blid Lading.

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.

12) DESCRIPTION OF GOODS

This Bill of Lading shall be prima facine evidence of the receipt by the Carrier in external apparent good order and accordation except as contenium stored or botal number of Containers or other packages or units identified on the face hereof as Total Number of Containers/Packages received and advisor/adept 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 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 school 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 ore of the madelivery of Goods in the Scalar constructive exession to persons holding forget or fraudulent documents which reasonably purpor to be original Bits of Lading or other raid documents evidency free to Scalar sole to the New York or the New York or the Scalar sole to the New York or the Scalar sole to the New York or th

odd to petroids forborn by min to ware two rights of which the provided and the provided an

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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 or Collect at declaration, and shall be paid in hill without offset, constrainting or the Coods and or the Coods and the Coods 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 is 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 vessel or of harviest transfer the Goods from one conveyance on an extended vessel or of harviest transfer the Goods from one conveyance on a notification of the Goods may not have been contemplated or provided for hereint; (a) proceed by any note whether or not such as the nesteen or most direct or canadra you late to the formation of the Goods may not have been contemplated or provided for hereint; (a) proceed by any note whether or not such as the nesteen of the contemplate of provided for hereint; (a) proceed by any note in propose. (b) proceed in the provided for the formation of t

B/L NO.: OOLU2706948580

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.

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, si-rers shall be entitled to the same rights of limitation as are or would be available to the owner of the Ver-last Limitation Convention of 1957, the London Limitation Convention of 1976 or any other applicable conve-, governing the rights of shipowners to limit their fability in accordance with the tornage 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 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

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, susts, proceedings or disputes hossower arrian; 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 long-trusted, by more of hossing-by a port in the Uniform States or If COGSA shall for reason witsomer apply computionly to the carriage of the Goods hereunder is long-to-control with the carriage of the Codd hereunder been this Bill of Ladring, the correct control and other violences hereunder been this Bill of Ladring, the correct control and other violences hereunder with the carriage of the Codd hereunder been this Bill of Ladring, the correct control with the carriage of the Codd hereunder been this Bill of Ladring, the correct control with such proceedings of all parties and obligations and the control of the Codd hereunder the triple to the Codd hereunder the codd hereu

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER