Development (Card-ETF WAR AND AGENERAL FORSTAR FROZEN FOODS PVT. LTD. 505 A., GALBERIA, HRANNDANI GARDENS, A. S. MARC, POWAT, WURDAT - 400 076, INDIA TO THE ORDER TO THE ORDER	OCCL ORIENT OVERSEAS CON	TAINER LINE	PROFORMA - NON N	EGOTIABLE (N	BILL OF LADING on Negotiable Unless Consigned to Order)
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<form><form></form></form>	OOLU6440051 /OOLCKQ6153 / 2000 CARTONS TOTAL NO. OF CONTAINERS/PACE CALCULATION OF PACKAGE LIMIT	1X40' REEFER CONT TOTAL CARTONS: 20 FROZEN HLSO EASY SHRIMP RAW IOF H.S. CODE: 03061 SHIPPING BILL NO. DATED 24.04.2021 TOTAL NET WT. 20 TOTAL GRS. WT. 2 FREIGHT: PREPAID TEMPERATURE SETTI AT -20 DEGREE CEL AGES RECEIVED & A ATION (IF APPLICA	AINER 00 CARTONS PEEL VANNAMEI 7 1348132 000.00 KGS 2100.00 KGS NG TO BE SIUS CKNOWLEDGED BY CAF BLE): 1 CONTAIN	22100.000KGS	PURPOSE OF
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CODE TARIFF ITEM FREIGHTED AS RATE PREPAID COLLECT advocateget by Carter' in agendation and delived as here in provide. Image: Code of the second advocation of the se			DOC FORM NO. COMMODITY CODE		Received the Container/Package or other units indicated in the box identified as "Total No. of
Image: Contract of the second seco	CODE TARIFF ITEM FREIGHTED AS	RATE PREPAID			acknowledged by Carrier' in apparent good order and contlion, unless otherwise indicated, to be transported and delivered as herein provided. The receipt, custoy, 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 vold. DATE CARGO RECEIVED
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available at www.vool.com, in OOCL's published US tariffs, and in pamphlet form. + STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING • SEE CLAUSE 1 HEREOF • SEE CLAUSE 2 HEREOF • OFO01 HQD 01/01 COPY NON REGOTIABLE THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD					
• SEE CLAUSE 1 HEREOF • SEE CLAUSE 2 HEREOF • SEE CLAUSE 2 HEREOF • SEE CLAUSE 2 HEREOF • ORIENT OVERSEAS CONTAINER LINE, AS CARRIER◆ COPY NON REGOTIABLE THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD	available at www.oocl.com, in OOCL's published US tariffs, and in pamphlet form.			A) PRIVATE LIMITED	
THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD	SEE CLAUSE 1 HEREOF o SEE CLAUSE 2 HEREOF QF001 HQD 01/01				CONTAINER
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PAGE: 1 OF 3

			PROFORMA - N	ION NEGOTIABLE		PAGE: 2 OF 3
VESSEL: LOTUS A				VOYAGE: 003 W	B/L	NO.: OOLU2666758460
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	Y NON	DESCRIPTION OF GOODS	IABLE	GROSS WEIGHT	MEASUREMENT
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(49) 421 30180						
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SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

, as agent for



ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD TERMS AND CONDITIONS OF CARRIAGE, WHICH APPEAR AT THE END HEREOF AS PAGE 3

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 RECEIVED for shymeri in external apparent good order and condition, unless otherwise indicated, the number of containers, packages or other customary teight unks identified as "Total Number of Container/Packages neevined and admondedged by the customer's on the Inde external scale transmission and conditions thereof from Package Administry, underwer is applicable, to Packag of Delivery of Pack of Delivery of the Containers, manufers, quantity, contents and vuluel interlocins there are as the considered informative ty the Custrian.

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Notwithstanding any customs or privileges to the contrary, the Merchant, in accepting this Bill of Lading, expressly agrees bound by all stipulations, exceptions, and conditions attached hereto or stated herein, whether written, printed, stamp otherwise incorporated herein, as fully as if they were all signed by such Merchant.

IDENTITY AND DEFINITION OF CARRIER. 'Orient Overseas Container Line' and 'OOCL' are trade names for oversion provided seasatedy by: Orient Overseas Container Line Limited ('OOCLL') and OOCL(Europe) Limited ('OEUL')

shall be deemed land and Turkey.

I be deemed to be the Carrier for Goods not carried in 1 (a) above ce of doubt, for the purpose of this Clause, transhipment of Goods in either Russia, Poland or Turk ding or 'discharging' Goods.

tely adjudged that a second person or entity, including without limitation, the Vessel, her owner, operator se charterer and/or another member of an alliance and/or consortium and/or joint arrangement of w ember, is also a carrier/bailee then that person or entity shall have the benefit of all the rights and de may be a member, is also a carr for in this Bill of Lading or by law.

s 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 thort order to the horthand. In the case of actu carriage, however, the terms and confersion of his Bill of Lading shall ind the Merchant shall be bound by item and Carrier shall be deemed in all instances to be the Carrier of the Gods, to the terms and confersion of the Bill of Lading.

subject to be terms and conditions of the Bill of Lading. 20 DEFINITION: Whose Limitation of way definition in any applicable taw herein mentioned: "VESSEL" shall include the vessel(s) anned in this Bill of Lading, any substituted vessel(s), any vessel to which transhorment may be made in the performance of this contrast and verses(s). Call lighter or other means of transportation matasceve, onend, classifier and or control and used by the Carteri or Participating Carter in the performance of this contrast. "MERGIANT includes the Spegac. consigner, condene, transferes, factor of this Bill of Lading and anyone adding on bahard of any such persons". "GOODS" programs any persons for the includes pay association of this Bill of Lading and anyone adding on bahard of any such persons". "GOODS" and includes any other term includes the contrast of the Bill of Lading and anyone adding on bahard of anyone. The SPECE TABLE T d from the Vesant: "FUACE OF RECEIPT" shall be the place where the Goods are received from the Me triggeting Carrier or the respective agarts." PLACE OF DELEVENT shall be the place where the G Carrier of the Platfogating Carrier to the Manchant: "DOGGA* refers to the Carringe of Goods to Sela. The Platfogating Carrier of the Manchant is the Manchant "DOGGA* refers to the Carringe of the Carbod platfogating Carrier of the Manchant is the Manchant." DOGGA* refers to the Carringe of the Manchant Platfogating Carbod and the Manchant is ite; "STATE

CARRIER'S TARIFF The terms of the applicable tarif(s) of the Carrier are incorporated herein. Copies of the relevant ons of the applicable tariff(s) are obtainable from the Carrier upon request. In the case of inconsistency between this Bill of and the applicable tariff(s) this Bill of Lading shall prevail except in the United States of America where the provisions of

consibility (if any) of the Carrier for loss or damage to the Goods occurring from the time essel at the Port of Loading until the time when the Goods are discharged from the ermined in accordance with the provisions of Clause 4(C).

The Carrier shall be under no liability whatsoever for loss or damage to the Goods or non-deliver The many machine sector to too barriege to the observed to the sector of the sector of

Combined Transport is Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance rom the Place of Resider of the Part of Loading whichever is applicable to the Place of Delivery or the Part of Dis r is applicable and, save as is otherwise provided for in this Bill of Lading, the Carrier's lability for loss or damaga all be as follows: If the stage of carriage where loss or damage occurred is not known

Exclusions lage 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 refeved from liability for any loss or damage to the extent that such loss or was caused by

An act or ornisation of the Metchant: IssuitGroup or relatedue, conditions of analoing or marking. Compliance with the instructions of persona entified to give them: Handing, loading, isowage or unicading of the Goods by the Metchant; Inherent vice of the Goods; Shifue, lockout, stoppage or restraint of labour from whatever cause whether partial or general; A nuclear incident (i) (ii) (iv) (v) (vi) (vi) (vi) (vi)

Burden of Proof The burden of proving that any loss or damage was caused by one or more of the events mentioned in 4(B)(1)(4)(b) to (4)) shall rest upon the Camier save that when the Camier is able to demonstrate that, in the circumstances because the second second

mitation If the Carrier is liable for loss or damage to the Goods then the amount of compensa the invoice value of the Goods plus freight and insurance (if paid).

The Carrier's maximum liability hereunder shall in no circumstances exceed USS2 per kilo of gross weight of th damaged unless the value of the Goods has been declared by the Merchant with the consent of the Carrier and ex been paid whereupon the declared value (if higher) as shown on the face of the Bill of Lading shall be substitute timit and any partial loss of samage shall be adjusted por rata on the basis of such declared value.

If the stage of carriage during which loss or damage occurred is known

nding anything provided for in Clause 4(B)(1) if the stage of the carriage where loss or damage to the Goods is kn ct to the operation of Clause 4(C) which shall apply where loss or damage occurs to the Goods from the time when I loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at Charge the Carriers tability in respect of any such loss or damage occurring shall be determined as follows:-

(a) By the provisions contained in any international convention or national law, which provisions cannot b private contract to the destiment of the Merchant, and would have applied if the Merchant had made a separate with the Carrier in respect of the particular stage of the carriage where the loss or damage occurred and re-thered any particular document with in must be issued in order to make such international Convention or national stage. and direct co eived as evi

no international convention or national law is applicable then the liability of the Carrier shall be dea ns of Clause 4(B)(1).

Subject to Clause 4(B)(2(a) I flots or damage to the Goods is known to have occurred during a period when the Goods the outstdy of a Participating Camer then the Carrier table have the benefit of any and all rights, detences, exemptions, and minnuities contained nor incorporated by or computationy applicable to the Participating Carrier's tatfl(s) or s) with the Carrier (in addition to all of the rights, detences, exemptions, limitations and immunities contained in this BII of and the Carrier's table of the incorporated hereit, sight, detences, exemptions, limitations and immunities shall be to be incorporated herein, and copies are obtainable from the Carrier upon request.

Clause Paramount All carriage under this Bill of Lading (whether electronically produced or not) shall have effect s egidation enacted in any country making the Hague or Hague-Viaby Rules computantly applicable and in the abase h legislation in accordance with the Hague Rules or COGSA in the case of carriage to or from the United Sta

where the Hague Rules are not compulsorily applicable but are contractually applicable then subject to C ation) the Carrier's responsibility shall in no event exceed GRP100 per package or customary freight up

If any terms of this Bill of Lading are held repugnant to the Hague Rules, Hague-Visby Rules, COGSA or any other comp applicable legislation then such provision shall be null and void to the extent of such invalidity without invalidating the rer

es in the Hague, Hague-Visby Rules, or COGSA to carriage by sea shall be deer ys or waterborne carriage.

(D) USA Clause Paramount (if applicable)

If carriage includes carriage to, from or through a port in the United States of America this Bill of Lading shall be subject to COGSA, the terms of which are incorporated herein and shall be paramount throughout carriage by sea and the entire time that the Goods are in the statul catody of the Carrier or its sub-contract at the sea-terminal in the United States of America before loading onto the Vessel or after discharge therefrom as the case may be.

If COGSA applies then the faibility of the Carrier shall not exceed US\$500 per package or customary freight unit unless of the Goods has been declared on the face hered with the consert of the Carrier and extra freight has been paid in se Clause 23 shall apply and the declared value (if higher) shall be subsituted for the limit and any partial loss or damage signated provides on the basis of such declared value.

Except as provided herein in Clauses 4(D)(1)and (2), and where COGSA does not apply by operation of law, Carrier's will be governed by COGSA unless its liability under some other body of law applicable to the particular stage of the ruhere the loss occurred is more focustable in the Carrier (with repeats to deforease and limitation) in which care that

body of low we server. WARRANTES, The Merchant represent, warrants and agrees that: The Goods and tag Commeng loaded by the Berchant are packed and goord in such a manner as to be handled in indirary counce of the important within barrange to the Good. Used Commens or other property of perturb *Any* Goods phosd by the birthering in Commens are commended and advect the angement of Commens on the *Any* Goods phosd by the birthering in Commens are commended and advect the angement of the angement of the angement of the angement of the advect of the *Any* Goods phosd by the birthering and the advect of the ad

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REGULATIONS RELATING TO GOODS The Merchant shall comply with all rules, laws, regulations or requirements of customs, port and other authorities, and ar and pay all duties, taxes, fines, imposts, expenses or losses incurred or suffered by reason thereof or by reason of any necretor or insufficient description, making, numbering or addressing of the Goods, and indemnify the Carrier in respect If the Carrier is obliged to handover the Goods or any part thereof into the custody of any customs, port o such handover shall constitute due delivery of the Goods or any part thereof to the Merchant under this Bill of La

SHIPPER-ACKED CONTAINERS If a Container has not been lifeld, packed, stuffed or loaded by the Carrier, the Carrier shall not be liable for loss of or to be constrained and Merchann shall indemnify the Carrier against any loss, damage, labitity or expense incurred by the more in which the Container has been filed, packed, stuffed or loaded, or the unsubability of defective containst or Containers; or the unsubability of defective contains or the Container string without any want of due diigence on the part of the Carrier the Container transcolor of lab. Containers; or

the Container reasonably fit for the purpose for which it is required, or the unsuitability of defective condition of the Container on the incorrect setting of any temperature controls thereof which are been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was filled, staffed or loaded, or

whe been apparent upon reservements and the booked temperature. The Shopper is responsible for the packing and saming of all Shippe-packed Containers. The Shipper shall negative the packing and saming of all Shippe-packed Containers. The Shipper is a responsible for the packing and saming of all Shippe-packed Containers is allo got order and condition. If a Shippe-packed Container is delivered by the Carter with a the carter is in got order and condition. If a Shippe-packed Container is delivered by the Carter with a the same shift of the carter is in the carter against all and any costs (including, but without limitation, leage costs), expent is indemnify the Carter against all and any costs (including, but without limitation, leage costs), expent is indemnify the Carter against all and any costs (including, but without limitation, leage costs).

NONCERPCUE GOODS AND CONTRABAND The Meteriar undertakes not to increder for transportation any Goods which are of a dangeroux, inflammable, rading rading nature whole previously griving writem notice of their nature to the Carrier and marking the Goods and er or other covering on the oxatile as nequired by any laws or regulations which may be applicable during the carriar Goods which are or any time location disperso, inflammable, radicable or dhamgeling us, any time or build d, destroyed, or tredered harmites willoud compensation, and if the Mechanit has not given notice of their nature under Guade (31). A Carrier shall be under no labelity to make greenal average controllation in respect.

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

g any contractance. equirements of Clauses 9(1) and (3) are not complied with, the Merchant shall indemnify the Carrier against all e expense of whatsoever nature and howsoever arising out of such Goods or Containers being tendered for delivered to or handled or carrier by the Carrier.

Table of the devices or a function of the second se

Honoreast in the day particular termination and compared analysis of the second o

s the case may be. Goods not in containers are carried on deck, the Carrier shall so state such carriage on the face hereof. When Goods rs are stowed on deck, the Carrier shall not be required to specially note, 'on deck' carriage on the face of this Bil of y custom to the contrary notwithstanding.

20 DESCRIPTION OF GOODS 1. This Bill of Lading shall be prima facie evidence of the receipt by the Carrier in external apparent good order and sourceince except as downlow noted of the total number of Containers or other packages or units identified on the face hereof as Total Number of Containers/Packages received and acknowledged by the Carrier. 2. No representation is made by the carrier as to the weight contents, measure, quantity, quality, description, condition, markin, numbers or value of the Goods and the Carrier shall be under no responsibility whatever in respect of such description. 12)

iculars. Any reference to temperature or the term "apparent good order and condition" when used in the Bill of Ladiq with no to Goods which require refigeration does not mean that the Goods, when received were verified by the Caren as being booked temperature and no reliance should be placed by the Merchant as to the accuracy of such temperature shown on a of this Bill clauder.

ace of the line of Ladrag. MOTIF-CITCME NO DELINEEY Except as provided by left[, any mention herein of notity parties is solely for the Carrier's information, and failure to give caliform share in creating the Carrier lader for releave the Merchanic of any obligation to the Carrier's applicable teriff. The Merchanic that lake delivery of the Goods with the time provided for in the Carrier's applicable teriff. The Merchanic that lake delivery of the Goods with the time provided for in the Carrier's applicable teriff. The Merchanic that lake delivery of the Goods with the time provided for the Carrier's applicable teriff. Except the Carrier label the Merchanic Thereson, the Label of the Carrier in respect of the Goods share and the cores of such stronger (P paid or payagite by the Carrier or any gent for sub-contractor of the Carrier is and the cores of such stronger (P paid or payagite by the Carrier or any spent of sub-contractor of the Carrier is and and the cores of such stronger of paid or payagite by the Carrier or any spent or sub-contractor of the Carrier is and and the cores. Carrier shall have no labelly withstronger (P the modelivery of Goods in a status) cortactor of the and cores. There shall have no labelly withstronger (P the modelivery of Goods in a status) cortactor of the and cores. The shall for the cores of the shall or the core status cortactor of the carrier is an operation of the carrier is an operation of the core status of the cores of the shall or the core status on the core status of the c

odd to periodic klowin try mit to varie to space sector and individual Marchani if all Bills of Lading in respect of the content of the MLT THE ELBLAS OF LADING. Goods will only be delivered in a Comainer to an individual Marchani if all Bills of Lading in respect of the content of the interim have been surmedired automoting delivery to that Marchani if a Bills of Lading in respect of Goods for which Bills Lading have been surmedired. Automoting the Marchani Carlo delivery shall container and, in respect of Goods for which Bills allered to all bills and the Marchani of the Marchani. Surface delivery shall container due delivery hearonaticate that Will effected against psymetrit by the Marchani of the appopriate charges. If multiple Bills Lading are issued in the Marchani. Surface delivery shall container due to deliver hear once than ones than ones Marchani and I all or part of the tobal Goods within the Container contains of AuX. Goods to more than ones Marchani and I all or part of the tobal Goods within the Container contains of AuX. Goods contained for the appopriated containst of a Surface shall no is absolute discretion determine, and or delivery shall contained and existing and and and the Container shall no is delivery that contained for the discretion of the Container of the Container shall no is absolute discretion determine, and or delivery shall contained and elivery bandle contained for the Container on the Container discretion determine, and whether the Container contained on developmentation and the container defined balance for any bortage, loss, or mage of the Goods or other discretion determines, and market the Container container data developmentation and the container data and the development container.

10 LEN. The Carrier shall have a loss on the Goods and any document relating thereto, which shall survive delivery, for sums earned or due or payable to the Carrier under this and/or any other contract with the Merchan or on account of the Go or carrange, storage of naming of the Goods, including the under limited to, general warges contributions, finglit, delived destination, demurage, detention, port and/or handing drages, to whomever due and/or for the cost of recovering the as and/or any fines or prediste levied against the Carrier transmit of any sot or mission for which the Merchan is responded to ord. For the properties due destination, or or. For the purposed such limits and any place, whether the contractual transportation is complex filters and the any place, the sole discustion due to the sole discussion due to the claim filteres on the contract. The Carrier shall be we might be able discussion and any place, attempting to account or private transports the due tails must be able discussion and any place, attempting to account or private transports the due tails mode as the limit.

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THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD TERMS AND CONDITIONS OF CARRIAGE, WHICH APPEAR AT THE END HEREOF AS PAGE 3

COPY NON NEGOTIABLE LINE, AS CARRIER

Since US training, and in participate troim, IME TOS training, and in participate troim, Methadis (a) use any means of transport or training whatsover: (b) for any purpose whatsover transite the Goods or can seen on a substraining west or denierise trainer the Goods from one conveyance to another even hough training training of the Goods may not have been contemplated or provided for herein; (c) proceed by any rotae whether or not as the originate of the Goods may not have been contemplated or provided for herein; (c) proceed by any rotae whether or not substrain is the meanest or most direct or containing under the originate or the originate originate or the originate originate

PAGE: 3 OF 3

GENERAL The Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any time or to meet any particular market or use. In no circumstances shall the Carrier be liable for loss or damage due to

provided herein, the Carrier shall in no circumstances be liable for dire arising from any other cause. If the Carrier should nevertheless be held legs quential loss or damage, such liability shall in no event exceed the freight paid Save as otherwise pr

Alterceptional loss or braning around inter user classe, in the callies is such interventions to the indigety sale to in any tour classes of the consequential loss or damage, such listify shall in on event exceed the field put afor the transport rowned 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 shown to the Merchant.

4. All Containers to be the joint and several responsibility of all the persons coming with the definition and must be redelivered clean and undamaged to a place or point of interchange nominated by the Camp percilical in the Camparis applicable turths and contrasts, talling which each of such persons are jointy and such detencio, loss or expense incurred as a result thereof including but not limited to demurage, container the cost cost of replacement transportation and replaci.

The costs of replacement, transportunate the second second

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 of there have been able of understanding or communications are hereby adsognade. No serverul or agent of the Carrier shall have power to waive or vary any of the terms hered unless such waiver or variation is in winning and is specifically advorted in writing by the Carrier Subject names of the Gardes Sub-terments for the subject matter of the Gardesshare to the carrier subject of Cause 3. all agreements for the subject matter of the Gardesshare is the Cause 3. all agreements for the subject matter of the Gardesshare is the Gardesshare is the Gardesshare in the Gardesshare is the Gardesshare in the Gardesshare is the subject matter of the Gardesshare is the subject matter of the Gardesshare is the Gardesshare in the Gardesshare in the Gardesshare in the Gardesshare is the Gardesshare in the Gardes I have power to waive or vary any of the terms hereof unless such waiver or n writing by the Carrier. Subject to Clause 3, all agreements or freight engag ded by this Bill of Lading.

Can dependencies of a set of RARAE. General Average shall be adjusted at any port or place at the option of the accordance with the York-Artenge Rules, 1998 and any adseagent modification or re-extractment thereto and shall be common with the York-Artenge Rules, 1999 to any advance and advance and a set of the advance results of the volgen results (from any cause available) to the source results of the volgen results (from any cause available) to the source results of orders in the the control or operated by the volgen results (from any cause available) to the source results of the volgen results (from any cause available) the source results of controls. The there is the control or operated by the Came, takings hall to paid for as luly at 196 as shifty as 116 as all the saling variable) through the control operated by the control of the test of the control operated by the Came, takings hall to paid to as luly as 116 as all the saling variable) to the possible of the location. The test of the control operated by the Foods without obtaining usershift for general average control control on other control the test of the control operation of the control operation of the foods without obtaining usershift for general average control control on the control operation of the saling has a single and all the control operation of the control operation in the macroe operation of the sack of the test of the control operation of the control operation of the sack of the test of the control operation of the control operation of the sack of the test of the control operation of the control operation of the sack of the test of the control operation of the control operation of the control operation of the sack of the test of the control operation operation of the control operation ope

The Bits instruments request. AD VLADEE DECLARATION OF VALUE. The Merchant agrees that higher compensation than that provided for the Bill of Ladog may not be channed unless the nature and value of the Goods have been declared by the Merchant prior to commonement of the carrings and interesting the Bill of Ladog in the space captioned "Declared Cargo Value" and extra spit paid on such declared value if required. In such case, the declared value all the provided for that the sit or calculating the Carrier's labble; ((f) and) provide that its ubcleared value all allo prima bice widence, but shall not conclusive on the Carrier and larger provided that study declared value allow provide the time to declared value allow provide the study the conductive value does not acceed the time value of the Goods at stimute. Any pradia damage what is adjudger to rute on the bard is also the declared value allow provide the study the does not acceed the time value of the Goods at stimute. Any pradia damage what is adjudger to rute on the bard is also the declared value allow provident is that the declared value allow provide that study the study head the study.

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 Ves is Limitation Convention of 1957, the London Limitation Convention of 1976 or any other applicable comv , governing the rights of shipowners to limit their liability is accordance with the tornage or value of the or law, governing the rights of shipowners to limit their liability in acc jurisdiction in which any claim is brought under this Bill of Lading.

SUB-CONTRACTING AND INDEMNITY The Carrier shall be entitled to sub-contract the whole or any part of the duries undertaken by the Carrier in this Bill in relation to the Goods on any terms whatsoever consistent with any applicable law.

Metchant undertakes that no claim or allegation shall be made against any person performing or undertaking such including all servants, agents and sub-contractors of the Carrier, other than the Carrier, which imposes or attempts allegated the Cardon to port of ladding be joint of discharge whither or not alling out of modified or the part of ross and, any such claim or allegation should nevertheless be made, the Merchart will indemnify the Carrier against equincess thereof.

(c) Whotu projudice to the Merchan's indemnity obligations herein, the Vessel and every subcontractor of any nature whotsoever (including but not limited to the Participating Carmer, the Vessel, the owner, chart Mater, oficer and over of the Vessel, and employees, agarts, representatives, and all selevolves, any watchmen, cargenters, lasher, sha blory of whistoever make here here the defence, limitida on all blory of whistoever make here including of ordinaria and sale values. The were expression for its benefit, and in retering into this contract, the Carmer, dees and could be the Cartier as its were expression for the benefit and in retering into this contract, the Carmer, dees and could be the Cartier as its automatices to the other of the Vessel in the terminary of the carties of a sub-there has all include both dire subcontractors hind by the Camer to perform the Carter's own diligations under the Bill of Lasting, or the doil privily. For the proposed of this Cause 25, the Vessel and all subcontractors shall be deterned to be parties t widenced by this Bill of Lading.

provisions of Clause 25(b) shall extend to claims or allegations of whatson te on the carrying Vessel.

(e) The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by any person other than in accordance with the terms and conditions of this Bill of Lading which imposes or attempts to impose upon the Carrier any lability whichever in convection with the Goods whether on the atting out of negligence on the part of the Carrier and, if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereas.

Consequences interest. NOTICE OF LOSS: TME BAR 1. Unless notice of bass or damage to the Goods and the general nature of it be given in writing to the Cantier at the TBood of Delivery before or at the time of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading, or if the bass or damage be not apparent, within seven consecutive days thereather, such removal data be prima bace velocities of the distribution of the Cantier of the Goods described in the Bill of Lading, under this Bill of Lading, under this Bill of Lading, under the Bill of Lading unless auti is brought and written notice theored given to the Cantier which the Goods have been received for transportation. Goods the pendo shall begin to in the months after the Goods have been received for transportation. If the Mill the Goods and an all ladily withstream in respect of the Goods, unless suit is brought within one year of their delivery or of the date when they should have been delivered.

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NOTICE TO ENDORSEE AND/OR HOLDER AND/OR TRANSFEREE. By taking up this Bill of Lading, w ment and/or becoming a holder and/or by transfer hereof and/or by presenting this Bill of Lading to obtain or is herein and/or otherwise, the endorsee/holden/transferee and the Cartier agree that the holden/endorsee/ hocome a party to acontact of cartings with the cartier on the basis herein.

3) EXETTING DLUE: Create that or to hate the provide the state of any loss, densing duity of tables in performance of any loss of the state of th

APPLICABLE LAW. This Bill of Lading, the contract contained in and/or evidenced hereby, and the s of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and

obligations of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and const in acconstance with English taw and any and all claims, suits, powedlings or disputs however arising in connection such Bill a Laring, contrast, rights and obligations shall be determined in acconstance with English haw. If the carriage of Goods herealing is longing table, bit more through a point in the lutimes States or if OGGAS shall for reason whatevere apply computationity to the carriage of the Goods hereander them this Bill of Lading, the contract contra-duct evidences the theory, and the rights and calignation all all particles contened in contractions with the carringe of the G disputs howeverse mining in connection with such Bill of Lading, contract, rights and colligations shall be determin accontance with Under States takes.

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31) PERSONAL DATA PROTECTION. The parties agree to fully comply with General Data F 2016/679 ("GDPR") and any applicable data protection laws and be bound by the terms available com/eng/resourcecenter/industrylinks/Documents/Framework(A)-Shipper.pdf under which the Merchant is

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER