

GST Reg No. 200309471N

TAX INVOICE

SHIPMENT SOLUTIONS

1ST FLOOR, SREE SIDDHI VINAYAK APARTMENT

FIO/FIO

ILLOM ROAD, KOCHI - 682016

KERALA, INDIA

Shipment Terms:

Credit Terms: 7 Days

VAT Reg. No.:

Customer : SEAIR GLOBAL LOGISTICS L L C

POL POD : INCOK / AEJEA
Inv No. : 2117771061855
Inv date : 30/11/2021

Vessel : EMA Voyage : 908

Sailing Date : 30/11/2021 B/L : 9080726

W.O Number

Description of Charges	Amount INR	Amount USD
Freight	105338.02	1400.00
$1_{ m v}$ FT 40 45RE LD a USD 1400.00		
WAR RISK SURCHARGE	6019.32	80.00
1 _v FT 40 45RE LD a USD 80.00		
Reefer Additional	22572.43	300.00
1 _y FT 40 45RE LD a USD 300.00		
LOW SULPHUR ADD.	2257.24	30.00
$1 _{ m X}$ FT 40 45RE LD a USD 30.00		
Exchange Rate : 75,2414 Total	136187.01	1810.00
GST @ 0% :	0.00	0.00
Total After GST :	136187.01	1810.00

E&O.E.

(INR One Hundred Thirty-Six Thousand One Hundred Eighty-Seven and One)

(USD One Thousand Eight Hundred Ten Dollars)

Note:- In case of any discrepancies, please notify within 10 days from date of receipt

Bank Details :

FEEDERTECH PTE LTD

Current Account Number: USD: 50200037785413 / INR: 57500000213192Beneficiary
Bank Name: HDFC BANK LTDSWIFT Bank Identifier Code (BIC): HDFCINBBAddress

of Beneficiary Bank: GROUND FLOOR, JEHANGIR BUILDING, 400001 MumbaiCORRESPONDENCE BANK ACCOUNT NAME: HDFC BANK LTD MUMBAI FOR FEEDERTECH PTE LTD ADMINISTRATOR

Shipper				SERVICE BILL OF LADING						
SEAIR GLOBAL LOGISTICS L L C UNITED ARAB EMIRATES					Country of Origi	in	Bill of lading No			
						9080726				
					F/Agent Name 8	& Ref	Shipper's Ref.			
Consignee										
SHIPMENT SOLUTIONS 1ST FLOOR, SREE SIDDHI VINAYAK APARTMENT INDIA										
					FEEDERTECH PART OF UNIFEEDER GROUP					
Notify SHIPMENT SOLUTIONS 1ST FLOOR, SREE SIDDHI VINAYAK APARTMENT INDIA				-						
				3 TEMASEK AVENUE, CENTENNIAL TOWER #15-01, SINGAPORE 039190Tel.:+65-6223 3859 FAX:+65-223 3436						
Sailing Date: 30/11/2021				Pre Carriage by:		Freight to be paid at:				
Place of Receipt Port of Loading		1	Terms of Shipmen							
	INCOK	COK			Place of Delivery:		No of Bills of lading:			
Vessel:	Port of Discharge:						1			
EF EMMA / 908 AEJEA										
Marks&Numbers No of Pkgs or Shipping			Description of Goods & Pkgs			Gross Weight	Measurement			
	1.00						28,180.00			
	Total: Temperatu				re and control Insti	ructions:				
	30.00		-18.	.00 -1	8.00					
The term 'carriage by sea' by packing inclusive of contained	•						vessel at port of receipt merated below apparent			

carrier is not and shall not be responsible for

- a) Any damage occasioned to the goods arising out of or in relation to the loading of containers on or of the vessel and/or
- b) Any damage containers before the loading and after the unloading of the said containers from the vessel;
- c) Any damage caused to containers on board the vessel by other containers in the course of loading or unloading of those other containers on board the vessel by stevedores;and/or
- d) Any damage caused to containers prior to the loading and subsequent to the unloading of other containers arising out of the vessels ancillary equipment(or any part there of)coming into contact with the said containers lying on the quayside should

and condition unless otherwise stated (weight,measure,brand contents,quality and value unknown).to be transported as provided herein for delivery alongside at mentioned port of discharge (for as near to as the vessel may safety get)subject always to the exceptions, limitations condition and liberties mentioned on this and the reverse side here of ,which are mutually agreed upon by acceptance of this Bill of Lading in witness where of the stated number of original Bill of Lading all of this tenor and date have been signed, one of which being accomplished the other(s) to stand void. Place and date of issue SINGAPORE Signed on behalf of

^{***}This is a Computer Generated BL and does not requires signature and seal *****

Ell of Lading terms and conditions

(A) Ploaned in appearently good order and condition, unless alternate stated turner. For transportation or board the coase, was all medicard stated to the coase of the coase was all medicard for coase or coase of the coase of the

Carrier shall be determined by the national law which shall be applicable to the carriage by sea under paragraph (a) above or aling which by the Haguer Carrier shall be determined by the national law which shall be applicable to the carriage by sea under paragraph (a) above or aling which by the Haguer thereto.

Carrier shall be determined by the national law which shall be applicable to the court of carriage at sea or port or subsequent thereto.

(3) Where the carriage called for commences at the port of loading and/or finishes at the port of discharge the carrier shall have no liability whatsoever for any loss or damage called for commences at the port of loading and/or finishes at the port of discharge the carrier shall have no liability whatsoever for any loss or damage called for commences at the port of loading and/or finishes at the port of discharge the carrier shall be no loading and/or finishes at the port of discharge the carrier shall be recommended to the commence of the port of the carrier of the carrier shall in no circumstances be liable for any direct, induced or consequential loss or damage caused by delay and shall no cases exceed the freight for the transport covered by the Bill of Lading.

(i) Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct or indirect or consequential loss or damage caused by delay and shall no cases exceed the freight for the transport covered by the Bill of Lading.

(ii) Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct or indirect or consequential loss or damage caused has the carrier shall be carrier or the carrier of some carrier of the Carrier of a shall be carried by the carrier of the carrier of some carrier of the carrier of some carrier of the carrier of some carrier of the carrier of the carrier of the carrier of some carrier of the carrier of some carrier of the carrier of some carrier of the carrier of the carrier of the carrier of the carrier of some carrier of the carri

15.SHIPPERS RESPONSIBILITY (i) The Shipper warrants to the Carrier that the particulars relating to the Goods as set out on the face have been checked by the Shipper on receipt of this Bill of Lading and that such particulars and any other particulars furnished by or on behalf of the Shipper are correct.

(ii) The Shipper shall indemnify the Carrier against all losses, damage expenses arising out of or resulting from inaccuracies in or

in the complex countries of the control of the control of the control of the Corrier and shall be paid and be 16. FREIGHT AND CHARGES, (i) Freight and charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and be

inadequacy of such particulars.

16. FREIGHT AND CHARGES, (i) Freight and charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and be non-refundable in any event.

(ii) The Merchant's attention is drawn to the signal and charges in the applicable Tariff.

(iii) The Merchant's attention is drawn to the signal charges in the applicable Tariff.

(iii) The reflect has been calculated on the basis of particulars furnished by or on behalf of the Shipper. The Carrier may at any time open any container or other package or unit in order to reweight, re-measure or revalue the contents, and if the particulars furnished by or behalf of the Shipper are incorrect, it is agreed that as sum equal to either five tenses the difference between the correct freight and the freight charged to the outbel he correct freight charged, whichever sum is the smaller, shall be payable as liquidated damages to the Carrier.

(iv) Full freight hereunder shall be due and payable at the place where this Bill of Lading is issued, by the Shipper in cash without deduction on receipt of the Goods or part thereof by the Carrier for Shipment even if stated in this Bill of Lading is issued, by the Shipper is cash without deduction on receipt of the Goods or part thereof by the Carrier for Shipment even if stated in this Bill of Lading to be payable elsewhere and shall be deemed to have been fully earned upon such receipt of such goods. All charges due hereunder tegether with freight (rind pot all or the port of londing as offereads) shall be not man day advantaged to such goods. The Carrier shall have a slen or the Goods and any documents relating thereto and the ropt of londing as devicessally shall remain and nature payable to the Carrier under this Centract and for general average consistance to whomsover due and for the costs and any documents relating thereto and the right to sall the same by public auction or otherwise at his tow tomsover due and for the costs and amounts of the same nature whatesover due

sale of the Goods the proceeds fail to realise the amount due, the Carrier shall be entitled to recover the difference from any of the pactage or worthless, the Carrier shall be considered to recover the difference from any of the pactage or worthless, the Carrier may at his discretion and subject to his lien and without any responsibility attaching to him, self, abandon or otherwise dispose of the Goods at the sole risk and expense of the Merchant.

18. OFTIONAL STOWAGE (i) The goods may be stowed by Carrier in Containers or similar article or transport used to consolidate goods.

(ii) Goods whether stowed in Containers or not may be carried on or under deck without notice to the Merchant. Such Goods (other than livestock) whether stowed in Containers or not may be carried on or under deck without notice to the Merchant. Such Goods (other than livestock) whether stowed in Containers or not may be carried on the carrier of the sole of the purpose of Height Public of the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea whether caused by unseaworthiness or negligence or any other cause whatsoever.

20. LIVESTOCK, Uvestock, whether or not carried on deck, are carried at the sole risk of the Merchant. The Carrier shall be under no liability whatsoever for any injury limess, delily or destruction howsoever arising even though caused or uniflense of any vyessel, craft, conveyance, container or other place existing at any time in the event of the Master, in his sole discretion, considering that any livestock is likely to be injurious to the health of any other livestock or any person on board or to cause the vessel to be delayed or impeded in the prosecution of the vyesge, such livestock may be destroyed, on the view of the providing forage for any person on board or house the view of the man of the view of the providing forage for any person on board without any liability statisticing to the Carrier. The Merchant shall indemnify the Carrier against the cost of centenary servi

to any outer interact or the proceed by any route to his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to, return to and/or stay at any place or port whatsoever (including the port of loading herein provided) once or more often and in any order, beyond the port of discharge once or oftener for bunkering or loading or discharging cargo or embarking or dissembarking any person(s) whether in concerndom with the present, prior or subsequent viouges or any other purpose whatsoever, and before giving delivery of the Goods at the port of discharge or the place of delivery herein provided and with liberties as aforesaid leave and then return to and discharge the Goods at such port, tow or be towed, make trial trips, adjust compasses, or repair or dydock, with or without cargo orbodoraid.

(d) Load and unload the Goods at any place or port (whether or not any such port is named on the face as the Port of Discharge and store the Goods at any such place or port.)

(a) Lodia and unload are doubt as a try laws or year terrearies or now year had a copy or the copy of the copy of

(c) Comply with any orders or recommendations gents by any government or any person or body acting or purposing to act as or on the half of such government and the strong of the insurance on the conveyance employed by the Carrier the right to give orders or discharge devices or official to a contractual carriage and data and to be a flaced by any fundament, and the contractual carriage and data and to be a contractual carriage and evidence of the contractual carriage and developed and the contractual carriage and developed and developed and the contractual carriage and developed and deve

accordingly.

34. DEMISE CLAUSE. If the ship is not owned or chartered by demise to the company or line by whom this Bill of Lading is issued (as may be the case nonowhistanding anything that appears to the contrary) this Bill of Lading shall take effect only as a contract with the owner or demise charterer as the case may be as principal made through the agency of the said company or line who act as agents only and who shall be under no personal liability whatsoever in respect thereof.

CONDITIONS OF CARRIAGE

15.SHIPPERS RESPONSIBILITY (i) The Shipper warrants to the Carrier that the particulars relating to the Goods as set out or

CONTAINERS DETAILS													
S.NO	Voyage	Customer	POL	POD	TYPE	Container No	Size	Weight	IMCO	REEFER		Remarks	Slot Loss
1	EMA / 908	SEAAIR	INCOK	AEJEA	FULL	SGLU5730881	40	28.180		-18,0	-18,0		