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TRN Reg No. 100020711600003

TAX INVOICE

SHIPMENT SOLUTIONS

1ST FLOOR, SREE SIDDHI VINAYAK APARTMENT

ILLOM ROAD, KOCHI - 682016

KERALA, INDIA

Shipment Terms:

FIO/FIO

Credit Terms:

7 Days

VAT Reg. No.:

W.O Number

B/L

· SEAIR GLOBAL LOGISTICS L L C Customer

: INCOK / AEJEA POL POD : 2217771022653 Inv No.

: 04/05/2022 Inv date

: XPSAGAR Vessel : 22006 Voyage

Sailing Date : 04/05/2022 : 9112448

Description of Charges	Amount AED	Amount INR	Amount USD
Freight	12,413.05	261666.06	3,380.00
2_{x} FT 40 45RE LD a USD 1690.00			
WAR RISK SURCHARGE	587.60	12386.56	160.00
2_{x} FT 40 45RE LD a USD 80.00			
Reefer Additional	2,203.50	46449.60	600.00
2_{y} FT 40 45RE LD a USD 300.00			
LOW SULPHUR ADD.	220.35	4644.96	60.00
2_{Y} FT 40 45RE LD a USD 30.00			
Exchange Rate : 77,4160 Total	15,424.50	325147.18	4200.00
VAT @ 0% :	0.00	0.00	0.00
Total After VAT :	15,424.50	325147.18	4200.00

E&O.E.

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

Note: - USD to AED exchange rate is 3.6725

Bank Details :

FOR UNIFEEDER FZCO ADMINISTRATOR

UNIFEEDER FZCO

Current Account Number : INR: 811210093550 / Fort Branch Beneficiary Bank Name : DBS Bank - India SWIFT Bank Identifier Code (BIC) : DBSSINBB Address of Beneficiary Bank : Nariman point, 400021 MumbaiBank name : DBS Bank Ltd, Account name : Transworld Feeders FZCO

> This is a computer generated invoice and does not require signature. UNIFEEDER FZCO

⁽ INR Three Hundred Twenty-Five Thousand One Hundred Forty-Seven and Eighteen)

⁽ USD Four Thousand Two Hundred Dollars)

⁽ AED Fifteen Thousand Four Hundred Twenty-Four Dirhams and Fifty Fils)



SERVICE BILL OF LADING



Shipper SEAIR GLOBAL LOGISTICS L L C			Country of Origin			Bill of lading No				
UNITED ARAB EMIRATES							9112448			
	F/Agent Name & Ref				Shipper's Ref.					
			Sailing Date: 04/05/2022							
Consignee SHIPMENT SOLUTIONS 1ST FLOOR, SREE SIDDHI VINAYAK APARTMENT INDIA			Place of Receipt Port			of Loading			Terms of Shipmen	
			INCC)K				
			Vessel:			Port of Discharge:				
		X-PRESS SAG	ARMALA	/ 22006	AEJEA					
Notify SHIPMENT SOLUTIONS 1ST FLOOR, SREE SIDDHI VINAYAK APARTMENT INDIA Marks&Numbers No of Pkgs or Shipping Description of			Pre Carriage by		Freight to be paid at:					
			Place of Delivery:			No of Bills of lading:				
Marks&Numbers	No of Pkgs or Shipping	Description of	of Goods & Pkgs		Gross Weight		Measurement			
	2.00					43,600.00				
	Total:	Temperatur	re and control Inst							
	13.	00 1								
packing inclusive of contain carrier is not and shall not be a) Any damage occasioned containers on or of the vessel; b) Any damage containers containers from the vessel; c) Any damage caused to course of loading or unload stevedores; and/or d) Any damage caused to unloading of other contained	d to the goods arising out of or in relation	I another port, the cont to the loading ding of the said or containers in the different different to the equipment of an order to the equipment of the containers in the equipment of an order to the equipment of an order	of ne	the cont and con (weight, unknow, alongsic the vess exceptic this and agreed to where o this tend accomp Place ar Signed of	ainer as enur dition unless of measure, bran n). to be transple at mentione sel may safety ons, limitations the reverse signature of the stated in or and date had lished the other on behalf of U	nerate otherw d cont orted d port get)su condit de hei otance umber ve bee er(s) to	ad below apprise stated tents, quality as provided of dischargubject alway tion and libe are of , which of this Bill of of original En signed, or o stand void.	and value and value (for a set to the are most Ladiil of Ladiil and of wall and of wall are of wall ar	alue n for delivery as near to as ne nentioned on utually ng in witness Lading all of	
				AS AGE	NTS					

^{***}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, wasnet mentioned function or containers and the contral pools, branched order and condition, unless alternate stated turner. For transportation or board the coase, wasnet mentioned function or containers and the contral pools, branched order and the condition of the point for the contral pools and 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, 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 t

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 dysbock, 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 controllated arriange and shall not be a discharged to the strong of the strong of the insurance on the conveyance employed by the Carrier the right to give orders or discharged to the strong of the controllated arriange and shall not be a strong of the controllated arriange and shall not be a strong of the controllated arriange and shall not be a strong of the controllated arriange and shall not be a strong of the controllated arriange and shall not be a strong of the controllated and place the strong of the controllated arriange to an experiment of the controllated and place the strong of the controllated and place the controllated and

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 CARRIAG

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

CONTAINERS DETAILS													
S.NO	Voyage	Customer	POL	POD	TYPE	Container No	Size	Weight	IMCO	REEFER		Remarks	Slot Loss
1	XPSAGAR / 22006	SEAAIR	INCOK	AEJEA	FULL	EISU5692220	40	21.190		13,0	13,0		
2	XPSAGAR / 22006	SEAAIR	INCOK	AEJEA	FULL	SGLU5833663	40	22.410		13,0	13,0		