

SHIPPER				<div>DRAFT</div> <div>BILL OF LADING</div>				VOYAGE NUMBER	
M/S. MAMTA COLD STORAGE PLOT NO 806 G.I.D.C. ESTATE VERAVAL 362269 GUJARAT INDIA								0FB7IE1MA	
								BILL OF LADING NUMBER	
								ECN0263762	
CONSIGNEE				EXPORT REFERENCES					
CONGELCAM S.A., PO BOX 5295, ZONE PORTUAIRE FACE ANCIEN NESTLE DOUALA CAMEROON				<div>CMA CGM</div>					
NOTIFY PARTY, Carrier not to be responsible for failure to notify				<div>CARRIER:</div> CMA CGM Société Anonyme au Capital de 234 988 330 Euros Head Office: 4, quai d'Arenc - 13002 Marseille - France Tel: (33) 4 88 91 90 00 - Fax: (33) 4 88 91 90 95 562 024 422 R.C.S. Marseille					
CONGELCAM S.A., PO BOX 5295, ZONE PORTUAIRE FACE ANCIEN NESTLE DOUALA CAMEROON									
PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT			NUMBER OF ORIGINAL BILLS OF LADING		
				AHMEDABAD			THREE (3)		
VESSEL		PORT OF LOADING		PORT OF DISCHARGE			FINAL PLACE OF DELIVERY*		
SEAMAX STRATFORD		PIPAVAV, INDIA		DOUALA, CAMEROON					
MARKS AND NOS CONTAINER AND SEALS		NO AND KIND OF PACKAGES	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN			GROSS WEIGHT CARGO		TARE	MEASUREMENT
						KGS		KGS	CBM
TCLU1034364		1 x 40RH	2760 CARTONS			29532.000		4420	50.000
SEAL C5629959									
--			19210 CARTONS OF FROZEN FISH REEF COD WHOLE PACKING : 10KG NET WEIGHT 192100.00 KGS GROSS WEIGHT 205547.00 KGS						
			S/B NO. 6442483, 6443005, 6459013 DATE : 26-12-2022						
			SGS SR NO : CM/2022/23228 REF. NO. FZ 1054						
			SECOND NOTIFY: SEAFOD MIDDLEEAST FZC SHARJAH HAMRIYAH FREE ZONE UAE PO BOX (DUBAI 113968) UNITED ARAB EMIRATES						
SZLU9678331		1 x 40RH	2770 CARTONS			29639.000		4700	50.000
SEAL C5629910									
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APRU6106594		1 x 40RH	2740 CARTONS			29318.000		4580	50.000
			Continued on Next Sheet						
			Sheet 1 of 2						
			ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.						
ADDITIONAL CLAUSES									
4. Cargo at port is at merchant risk, expenses and responsibility				be weighed at any place and time of carriage and any mis-declaration will expose you to claims for all losses, expenses or damages whatsoever resulting thereof and be subject to freight surcharge.					
5. FCL				225. The shipper acknowledges that the Carrier may carry the goods identified in this bill of lading on the deck of any vessel and in taking remittance of this bill of lading the Merchant (including the shipper, the consignee and the holder of the bill of lading, as the case may be) confirms his express acceptance of all the terms and conditions of this bill of lading and expressly confirms his unconditional and irrevocable consent to the possible carriage of the goods on the deck of any vessel.					
77. THC at destination payable by Merchant as per line/port tariff				239. This Bill of Lading has been generated electronically. Bills of Lading bearing a CMA CGM stamp and/or manual signature shall be considered as forged and will be treated as null.					
91. Ground rent/storages/power supply/monitoring costs at port of discharge for Merchant s account according to port rates.				247. Carrier is not responsible for any error, omission or discrepancies with regard to the CTN (Cargo Tracking Note) and the responsibility remains with the Merchant/Importer. Any fine or penalty levied against the Carrier is for the account of the Merchant.					
92. Reefer container can only be operated by electrical power. During land transportation the Carrier will not be liable in any respect whatsoever for consequences, due to non refrigeration.				274. The Merchant is responsible for returning any empty container, with interior clean, free of any dangerous goods placards, labels or markings, at the designated place, and within 60 days following to					
194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004.									
202. Demurrage and detention shall be calculated and paid as per general tariff available on the web site www.cma-cgm.com, or in any of CMA CGM agency. However if special free time conditions are granted, then rates applicable as per general tariff grid shall start from the day following the last free day.									
216. Mis-declaration of cargo weight endangers crew, port workers and vessels' safety. Your cargo may									
RECEIVED by the carrier from the shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of Containers or other packages or units indicated above stated by the shipper to comprise the cargo specified above for transportation subject to all the terms hereof (including the terms on page one) from the place of receipt or the port of loading, whichever is applicable, to the port of discharge or the place of delivery, whichever is applicable. Delivery of the Goods will only be made on payment of all Freight and charges. On presentation of this document (duly endorsed) to the Carrier, by or on behalf of the holder, the rights and liabilities arising in accordance with the terms hereof shall (without prejudice to any rule of common law or statutes rendering them binding upon the shipper, holder and carrier) become binding in all respects between the Carrier and Holder as though the contract contained herein or evidenced hereby had been made between them. All claims and actions arising between the Carrier and the Merchant in relation with the contract of Carriage evidenced by this Bill of Lading shall exclusively be brought before the Tribunal de Commerce de Marseille and no other Court shall have jurisdiction with regards to any such claim or action. Notwithstanding the above, the Carrier is also entitled to bring the claim or action before the Court of the place where the defendant has his registered office. In witness whereof three (3) original Bills of Lading, unless otherwise stated above, have been issued, one of which being accomplished, the others to be void. (OTHER TERMS AND CONDITIONS OF THE CONTRACT ON PAGE ONE)									
PLACE AND DATE OF ISSUE		MUMBAI		29 DEC 2022		SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM Agencies (India) Pvt Ltd as agents for the carrier CMA CGM S. A.			
SIGNED FOR THE SHIPPER									
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING									



DRAFT BILL OF LADING

VOYAGE NUMBER
0FB7IE1MA
BILL OF LADING NUMBER
ECN0263762

PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT		NUMBER OF ORIGINAL BILLS OF LADING		
				AHMEDABAD		THREE (3)		
VESSEL		PORT OF LOADING		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*		
SEAMAX STRATFORD		PIPAVAV, INDIA		DOUALA, CAMEROON				
MARKS AND NOS	NO AND KIND	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN				GROSS WEIGHT CARGO	TARE	MEASUREMENT
CONTAINER AND SEALS	OF PACKAGES							

SEAL C5269909			KGS	KGS	CBM
--	--				
AMCU9293387	1 x 40RH	2730 CARTONS	29211.000	4740	50.000
SEAL C5629901					
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CXRU1004048	1 x 40RH	2740 CARTONS	29318.000	4620	50.000
SEAL C5629907					
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TRIU8626837	1 x 40RH	2730 CARTONS	29211.000	4750	50.000
SEAL C5629908					
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TRIU8121110	1 x 40RH	2740 CARTONS	29318.000	4630	50.000
SEAL C5629970					
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FREIGHT PREPAID					

Cargo is stowed in a refrigerated container set
at the shipper's requested carrying temperature
of -21 degrees Celsius

DISCHARGE PORT AGENT:
CMA CGM CAMEROUN
ZONE DES PROFESSIONS MARITIMES
BP 2077

DOUALA
CAMEROON
TEL: (237)33 42 4965/5272/8389 FAX: (237)33 43 1300/33 42 8851

Shipped on Board SEAMAX STRATFORD 30-DEC-2022 CMA CGM Agencies
(India) Pvt Ltd As agents for the Carrier

Weight in Kgs	Total: 7 CONTAINER(S)	Continued From Previous Sheet	Sheet 2 of 2	205547.000	32440	350.000
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.						

ADDITIONAL CLAUSES

the date of release, failing which the container shall be construed as lost. The Merchant shall be liable to indemnify the Carrier for any loss or expense whatsoever arising out of the foregoing, including but not limited to liquidated damages equivalent to the sound market value - or the depreciated value due by the Carrier to a container lessor. The Carrier is entitled to collect a deposit from the Merchant at the time of release of the container which shall be remitted as security for payment of any sums due to the Carrier, in particular for payment of all detention and demurrage and/or container indemnity as referred above.

358. Following the exceptional measures adopted by various governments in relation with the outbreak of COVID-19 virus and the operational constraints resulting thereof, the Merchants are hereby notified that the carriage of cargo may be disrupted or delayed. Cargo may not be loaded on the intended vessel and may be on forwarded to the port of destination on any alternative vessel at Carrier's sole discretion. Furthermore in case of disruption of ports' operations, the cargo may be discharged in an alternative port without notice and - subject to availability - be on forwarded to the original intended port of destination. Carrier reserve its rights to accomplish the bill of lading in any alternative port. All additional costs, including but not limited to storage, demurrage, plugging, monitoring at the alternative discharge port or extra on forwarding costs, shall be on Merchant's account and payable before delivery and the

carrier shall have no liability whatsoever for any loss or damage resulting thereof

366. The Merchant warrants that the particulars relating to the Goods have been checked and that such particulars are adequate and correct. In case of failure of the Merchant to comply with such warranty, the Carrier shall be entitled to charge the Merchant at any time an amount of USD 2,000 per Container or Goods (for non-containerized cargo) as processing and administrative fees. This fee shall also be applicable in case of discrepancy between the Verified Gross Mass (VGM) sent to the Carrier, or the weight declared to the Carrier (for non-containerized cargo), and the weight declared by the Shipper in his shipping instruction or otherwise weighted during the Carriage.

372. Merchant consents to the Carrier sharing information and data contained in the Bill of Lading and/or related to the performance of the Carriage of the Goods with third parties, including but not limited to digital supply chain platforms.

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SIGNED FOR THE SHIPPER			
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