

(MULTIMODAL) BILL OF LADING Mainfreight, Inc.

(OTI LIC. # 021635)

BOOKING NUMBER DOCUMENT NUMBER SHIPPER/EXPORTER CTC GLOBAL CORPORATION RICECH052700 LAX04837672 2026 MC GAW AVENUE, IRVINE, CA 92614, USA **EXPORT REFERENCES** SHTPPER'S REF.: ITN / EXPORT RELEASE NO. : ITN: X20240731941430 CONSIGNEE FORWARDING AGENT MAINFREIGHT INC. (US) 1400 GLENN CURTISS ST TO ORDER OF BANK OF BARODA, CORPORATE FINANCIAL SERVICES MUMBAI, 3RD AND 4TH FLOOR, BANK OF BARODA BUILDING, 10/12 MUMBAI SAMACHAR MARG, MAINFREIGHT INC - LGB CARSON FORT MUMBAI - 400 001 INDIA 90746 CA UNITED STATES +13109001974 DELIVERY / DESTINATION AGENT NOTIFY PARTY APAR INDUSTRIES LTD. (CONDUCTORS DIVISION-UNIT III) MAINFREIGHT INDIA PVT. LTD. S. NO.148/1, 148/3/1, VILLAGE: KUDACHA, RAKHOLI ROAD, 402 D WING 4TH FLOOR TIMES SQUARE SILVASSA -396 230 (U. T. OF DADRA AND NAGAR HAVELI), ANDHERI KURLA ROAD MAROL MUMBAI MH 400059 - INDIA INDIA Phone: +91 22 6969 7171 / Fax: PLACE OF RECEIPT PLACE OF DELIVERY / FINAL DESTINATION IRVINE, CA USA **EXPORTING CARRIER** MAIN VESSEL: ONE CONTRIBUTION / 057W **COPY** PORT OF DISCHARGE PORT OF LOADING Original Bill Required at Destination LOS ANGELES PORT, CA USA NHAVA SHEVA PORT, INDIA PARTICULARS FURNISHED BY SHIPPER NO. OF PKGS. DESCRIPTION OF PACKAGE AND GOODS GROSS VEIGHT MEASUREMENTS MARKS AND NUMBERS 1) GSTIN - 26AAACG1840M1ZN x 40HICUBE CONTAINER 92705.8 KG 273 M3 2) IEC CODE - 0389059471 78 Pallet(s) 3) PAN NO AAACG1840M 561.600 KMS ACCC COMPOSITE CORE 9.53 MM, MINIMUM 100 4) E-MAIL ID METERS ACCC COMPOSITE CORE 9.53 MM FREE OF CHARGE FOR kn.vakharia@apar.com, vivek.dubey@apar.com, AND SET UP AS PER PROFORMA INVOICE NO: PF-072620244659 DATED 28/06/2024 AND PO NO. 4310005393 DATED haresh.yadav@apar.com. 23/03/2024. TERMS arun.suvarna@apar.com

OF DELIVERY: EXW USA (INCOTERMS 2020)
"SHIPMENT OF 561.600 KMS ACCC COMPOSITE CORE 9.53 MM, 3900 METERS ACCC COMPOSITE CORE 9.53 MM FREE OF CHARGE FOR TESTING AND SET UP" H.S. CODE NUMBER 854590 Container seals Weight(KG) Tare(KG) Gross(KG) Volume(M3) **Packages** Mode BEAU5381191 UL9772442 40HICUBE 15439.4 3830 19269.4 45.5 13 PLT CY/CY* FFAU1843337 UL9772444 40HICUBE 15498.4 3830 19328.4 45.5 13 PLT CY/CY* TCLU6634736 UL9772446 13 PLT CY/CY* 40HICUBE 15331.9 3830 19161.9 45.5 TCNU4283178 UL9772443 40HICUBE 15524.4 3830 19354.4 45.5 13 PLT CY/CY* CONSOL: C02426145 *Shipper Load and Count

SHIPPED ON BOARD : 09-Aug-24 00:00:00 Continuation Page Follows... INCOTERM: EXW APPLICABLE TERMS; LIMITATION OF LIABILITY: It is agreed the goods declared herein are accepted in apparent external good order and condition for carriage (except as noted) STRICTLY SUBJECT TO THE TERMS OF CARRIAGE ON THE REVERSE HEREOF AND ALSO AVAILABLE AT https://www.mainfreight.com/getmedia/902f7fa4-c341-4d69-b56e-21d06c0696c6/Terms-and-Conditions-of-Service_23-JUN-2020.pdf which the shipper warrants it has received and reviewed and to which the shipper agrees to be bound. Carrier's liability is limited in accordance with clause 9.1. The shipper may increase carrier's liability by declaring a higher value for carriage and paying a supplemental charge, as set forth at clause 9.5. This bill of lading is non-negotiable unless consigned "To Order." The particulars of the goods as stated by the shipper and the weight, measure, quantity, condition, contents and value of the goods are unknown to the Carrier.

DECLARED VALUE:

DECLARED VALUE:

US\$ X NVD (No Value Declared)

IN WITNESS WHEREOF three (3) original Bills of Lading have been signed, not otherwise stated above, one of which being accomplished the others shall be void.	CHARGES (subject to correction)	PREPAID	COLLECT
ISSUED AT LOS ANGELES, UNITED STATES ON 09-Aug-2024			
BY: Mainfreight Inc. (US) AS CARRIER			



(MULTIMODAL) BILL OF LADING CONTRACT FOR CARRIAGE

I. DEFINITIONS

"Carrier" means MAINFREIGHT, INC. on whose behalf this Bill of Lading has been issued as indicated on the face hereof, whether

"The solution of the bolish or appear." acting as carrier, bailee or agent. "Carriage" means the whole or any part of the operations and services described by this document as undertaken by or on behalf of the Carrier in respect of the Goods. "Container" means any container, trailer, transportable tank, flat rack. no life which described by the Container means any container, trailer, transportable tank, flat rack.

"Carriage" means the whole or any part of the operations and services described by this document as undertaken by or on behalf of the Carrier in respect of the Goods.

"Container" means any container, trailer, transportable tank, flat rack, pallet, skid, drum or any similar article of transport.

"Dangerous or Hazardous Goods" means Goods classified, designated or described as dangerous by any statute, regulation, or the Dangerous Goods code since by the International Maritime Organization and also includes any Goods which are or may be unstable or present a hazard or danger to the conveyance in which they are carried or to other property, goods or any person, whether or not the Goods are identified as dangerous by any authority.

"Goods" means any and all property (cargo) described on the face hereof or on an attached or referenced manifest, to specifically include live animals as well as containers, pallets or similar articles of transport or packaging not supplied by the Carrier, irrespective of whether such cargo is to be or is carried on or under deck.

"Merchant" means and includes the shipper, consignee, receiver, holder of this document, owner of the Goods, person entitled to the possession of the Goods, and any person, corporation, company or other legal entity having any interest in the Goods, or anyone acting on behalf of any such person or entitle and carriage by one or more infland (surface) motor and/or rail carriers.

"Multi-Modal Transportation" means and refers to Carriage of Goods under this Bill of Lading which includes both Carriage by a Vessel and Carriage by one or more infland (surface) motor and/or rail carriers.

"Subcontractor" shall include all direct and indirect subcontractors of Carrier and their respective subcontractors, sevants and agents, individually and any other vessel, ship, craft, lighter or other water conveyance used to perform the Carriage or upon which the Goods are louded for any apurpose.

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These Terms and Conditions for Carriage shall

ERMS: iage shall apply to all modes of Carriage utilized to transport the Goods, and the Carrier's responsibility

These Terms and Conditions for Carriage shall apply to all modes of Carriage utilized to transport the Goods, and the Carrier's responsibility to the Merchant for the Goods shall terminate at the time of delivery under Clause 12. These Terms and Conditions of Carriage shall apply to all claims against the Carrier relating to the performance of the Carriage, whether the claim is founded in contract or in tort, including, but not limited to, claims for indemnity and contribution. In agreeing and accepting the terms of this document, or by tendering Goods for services to Carrier or its Subcontractors, the shipper acts for itself and also each Merchant and warrants it has authority of each Merchant to that each Merchant to the terms of this document.

3. ENTIRE AGREEMENT AND SEVERABILITY:

3.1 In addition to the terms therein, Carriage of Goods is also subject to all of the terms and provisions of Carrier's tariffs on file or published or required to be filed or published, as the case may be, with or by the Federal Maritime Commission or other regulatory body that may govern particular portions of the Carriage. The relevant provisions of the applicable tariffs; his document shall prevail except as otherwise required by law. Carrier's services, if any, not covered by the terms herein, including any undertaking to file or submit way information, in any format, to any government regulatory agency, organization or similar entity on Merchant's behalf and written authorization, whether in conjunction with the Bill of Lading or the Carriage contemplated herein, shall be governed by terms and Conditions of Service, as amended, available at https://www.mainfrieght.com/getmedia/902/Fide-as41-4de9-4de-4s41-4de

Conditions of Service, as amended, available at https://www.mainfreight.com/getmedia/902f/fis4-c341-4d69-b56e-21d06c0696c6fTerms-and-Conditions-of-Service 23-JUN-2020.pdf.

3. If any terminate, waive or vary any term of this document unless such termination, waiver or variation is in writing and is specifically authorized or ratified in a writing signed by Carrier.

3.3 If any term herein is rendered unenforceable, such unenforceability shall attach only to the offending provision or part thereof and the remaining part of such provisions and all other provisions breein shall continue in full force and effect.

4. NEGOTIABILITY OF DOCUMENT AND CARRIER'S RELEASE OF GOODS:

4.1 This Bill of Lading shall be a negotiable document of title only if consigned "to order," or order of a named consignee. In all other ircumstances, or in the event of ambiguity, this Bill of Lading shall be presumed to benon-negotiable.

4.2 If negotiable, an original bill of lading, properly endorsed, is required to be surrendered when the Goods are delivered. If the person receiving the Goods without such surrender, the person receiving the Goods without such surrender and liabilities which Carrier may incur as a result of delivering the Goods without such surrender of one original bill of lading, and it carrier agrees in its exclusive discretion to deliver the Goods without such surrender of the original bill of lading, and its all manages and liabilities was most after date of issuance, provided the terms of this document shall still apply and Carrier shall be one original bill of lading is non-negotiable, delivery of the Goods may be made, at the sole discretion of the Carrier, to the nominated and institute of the Carrier, to the nominated and the carrier is the contraction of the Carrier, to the nominated and the carrier is the contraction of the Carrier, to the nominated and the carrier is the cont

title six months after done to isolance, provided the terms to this occurrent state in sin a papy and Carrier stand inclinate or entitle to an irrights and limitations of liability herein.

4.3 If this Bill of Lading is non-negotiable, delivery of the Goods may be made, at the sole discretion of the Carrier, to the nominated consignee without surrender of an original counterpart; such delivery shall constitute due delivery hereunder. Carrier may nevertheless in its exclusive discretion, but shall not be required to, demand surrender of an original endorsed non-negotiable bill of lading before release of the Goods.

Whether a negotiable bill of lading or a non-negotiable bill of lading, the person receiving the Goods in any and all events warrants untitlement to such receipt and agrees to indemnify Carrier against all damages and liabilities which Carrier may incur as a result of

5.1 All or part of the Carriage may be performed by Subcontractors, servants and agents of the Carrier without prior notice of the same to Merchant. Carrier may freely engage such third parties in accordance with their applicable terms and conditions, which shall in all events be binding upon Merchant.

2. If the Goods are lost, damaged, or delayed on the case position of the carrier without prior notice of the same to binding upon Merchant.

5.2 If the Goods are lost, damaged, or delayed on the sea portion of the Carriage, and the vessel owner or demise charterer seeks to limit is liability pursuant to 46 U.S. Code §§ 181 et see, or pursuant to a similar limitation regime of another nation, clock of \$1 store see, or pursuant to a similar limitation regime of another nation, clock of the very large that party is entitled to all exceptions, exemptions, defenses, immunities, limitations of liability, privileges and conditions granted or provided to Carrier under this document as a third party beneficiary. The aggregate liability and sum recoverable from the Carrier, its Subcontractors, sevenust and agents stablin in or event exceed Carrier's its liability mind as provided by the terms and conditions of this contract for carriers and agents stablin in or event exceed Carrier's its liability limit as provided by the terms and conditions of this contract for carriers. In Subcontractors, sevenusts and agents stablin in or event exceed Carrier's its liability and the carrier in the contract for carriers.

6. DESCRIPTION AND COMPILIANCE OF GOODS, SOLAS WEIGHT CERTIFICATION, INSPECTION OF GOODS:

6.1 This document constitutes a receipt only for the external condition of the Goods visible to Carrier.

6.2 Merchant warrants that, unless special carriage is requested and paid for, the Goods are fit to be carried in an unventilated, unheated, unrefrigerated Container's owner. Carrier shall not be liable for any, or the consequences of any, loss of or damage to the Goods arising from defects, breakdown, malfunction or stoppage of any temperature control equipment.

consequences of any, loss of or damage to the Goods arising from defects, breakdown, malfunction or stoppage of any temperature control equipment.

6.3 Merchant warrants that the description, marks, numbers and quantities of the Goods, as well as designation of Merchants, are accurate, complete and comply with all regulations. Merchant shall have the exclusive burden to provide verified gross mass (VGM) of Goods as obtained on calibrated and certified equipment. Carrier shall be entitled to rely on the accuracy of the weight information provided by Merchant for all purposes, including compliance with the VGM requirement under the Safety of Life at Sea Convention (SOLAS). Carrier shall be entitled to tender, counter-sign or endorse such certificates, weight tickets or other weight data provided by Merchant as Carrier's and VGM to Subcontractors, including the Vessel operator. Merchant agrees to indemnify and hold Carrier hardwise form any and all claims, losses, penalties and/or costs resulting from incorrect gross mass or other information provided by Merchant. Merchant shall pre-cool refrigerated containers, shall verify functionality and shall properly set thermostatic controls.

6.4 Merchant has the exclusive obligation to ensure, and hereby warrants, the Goods and Merchants are compliant with all relevant authorities and are legally eligible for Carriage in all respects under all relevant governing laws and regulations.

6.5 Without any obligation to do so, the Carrier shall have unrestricted liberty to inspect the packaging and contents of the Goods for any purpose and to inquire and verify the accuracy or sufficiency of information provided and to seek assurances. Any discrepancies may result in shipment delay, cancellation and/or additional charges assessed by the Carrier. The Carrier may disclose and reports entered the entered of the control of the contro

7. HAZARDOUS OR DANGEROUS GOODS:
7.1 Carrier may accept or reject at its exclusive discretion Dangerous or Hazardous Goods offered for transportation.
7.2 Merchant shall comply with applicable law relating to the Carriage of Dangerous or Hazardous Goods and shall inform Carrier in writing prior to tender of the Goods the exact nature of the danger or hazard. Merchant acknowledges and agrees that Carrier shall have no obligation to comply with any special handling instructions unless expressly agreed to by Carrier in writing prior to tender of the Goods are deemed a hazard to life or property in Carrier's or any Subcontractor's sole discretion, the Goods may at any place be unloaded and destroyed without liability and on the account of Merchant for costs. The burden of proving Carrier knew and accepted the carta nature of the danger and hazard constituted shall be upon Merchant.
7.3 If the Goods become a danger to life or property, they may in like manner be unloaded or landed at any place or destroyed or rendered harmless. If such danger was not caused by the fault and neglect of the Carrier, it shall have no liability and the Merchant shall indemnify the Carrier of all danages and liabilities arising therefrom.

harmless. If such danger was not caused by the fault and neglect of the Carrier, it shall have no liability and the Merchant shall indemnify the Carrier of all damages and liabilities arising therefrom.

8. LIMITED COGSA CLAUSE PARAMOUNT:

8. LIMITED COGSA CLAUSE PARAMOUNT:

8.1 (CARRIAGE TO, FROM AND BETWEEN UNITED STATES PORTS) Whether or not applicable by force of law, and except as specifically provided in this Clause 8 and in Clause 9.1, the United States Carriage of Goods by Sea Act ("U.S. COGSA"), 4d U.S.C. \$3701 (Note), is incorporated by reference as terms of this contract for Carriage whether the Goods are carried on under deck, before the Goods are loaded on and/or after the Goods are discharged from the Vessel, and throughout the entire time the Goods are in the custody or are the responsibility of Carrier in performing the Carriage hereunder, whether acting as carrier or bailee. Nothing carriage there are carried by Carrier of any of its rights or immunities or an increase of any of its responsibilities under U.S. COGSA. Notwithstanding the freegoing, the provisions of 4d U.S. C. \$3701 (3)(8) and (4)(5) of U.S. COGSA addressing minimum liability of the Carrier are excluded from incorporation by reference and shall only apply when required by force of law. and except as specifically provided in this Clause 8 and in Clause 9.1, the Tague-Visby Rules and Australian Carriage of Goods by Sea Act 1991 (Ch) ("AUS-Cogsa") are incorporated by reference as terms of this contract for Carriage whether the Goods are carried on or under deck, before the Goods are loaded on and/or after the Goods are discharged from the Vessel, and throughout the entire time the Goods are the responsibility of Carrier in performing the Carriage hereunder, whether acting as carrier or ballee. Nothing contained herein shall be deemed a surrender by Carrier of any of its rights or immunities or an increase of any of its responsibilities under the Tague-Visby Rules or AUS-Cogs. Notwithstanding, provisions of AUS-Cogs and Article TV(5

P. CARRIER'S LIABILITY
9.1 Unless the shipper declares a higher value as provided at Clause 9.5, Carrier's liability shall be limited as follows: (a) for loss or damage occurring during any portion of the Carriage governed by U.S. COGSA by force of law, Carrier's liability shall be limited to a maximum of US\$500 per package of the portion of Goods adversely affected, or for Goods not shipped in packages, per customary freight unit, (b) for loss or damage occurring during any portion of the Carriage governed by the Hague-visby Rules andro AUS-Cogsa by force of law, Carrier's liability shall be limited to a maximum of two Special Drawing Rights (SDRs) per kilogram or 666.67 SDRs per package, or for Goods not shipped in packages, per customary freight unit, whichever is the greater and always subject to protion of the Goods adversely affected; (c) for loss or damage occurring during any portion where U.S. COGSA, Hague-Visby or AUS-Cogsa is otherwise incorporated herein but is not applicable by force of law, to include periods of domestic water carriage and inland carriace) transportation, Carrier's liability shall be limited to a maximum of the lesser of US\$500 per Package or US\$0.50 per pound of the portion of Goods adversely

affected; (d) for any financial loss other than loss or damage to Goods, Carrier's liability is limited to US\$50 per transaction or shipment; (e) in the event of loss or damage subject to mandatory applicable law which invalidates Carrier's otherwise applicable maximum contractual liability hereunder, Carrier's liability shall be limited to the lowest amount permissible by / in accordance with such applicable maximum contractual liability hereunder, Carrier's liability shall be limited to the lowest amount permissible by / in accordance with such applicable law.

9.2. In any and all events, nothing in this document shall constitute a surrender of any liability immunity or limitation inturing to Carrier's benefit under any applicable law, even if such immunity or limitation by law results in a liability of Carrier less than the otherwise applicable maximum contractual liability hereunder.

9.3 For purposes of Carrier's liability, when it cannot be ascertained at what stage of Multi-Modal Transportation the loss or damage occurred, is shall be presumed to have occurred during periods of inland (surface) transportation.

9.4 For purposes of Carrier's liability, and for good and valuable consideration to Merchant in the form of freight rate, the package or customary freight unit shall be the object and unit referred to in the "No. of Pkgs." column on the face of this document and in the absence of designation in such column shall be deemed to be Carrier in writing prior to Carriage and paying Carrier an ad valorem freight rate in an amount quoted by Carrier, provision of which such quote will be deemed to be Carrier's acceptance of Merchant and avoided go of the value of the Goods to Carrier in regular course or for any other purpose, such as for Customs purposes, shall in no event shall Carrier be liable for special, incidental, indirect or consequential damages, including, but not limited to, lost profits, damages due to business interruption, or revenues or loss of merchantability of the Goods, whether or not Ca

ustings asset of source states as such may occur.

10. In occur, the process of the replacement value of the Goods adversely affected, whichever is lower.

11. The Goods adversely affected, whichever is lower.

affected, whichever is lower.

9.8. Carrier does not guarantee delivery of the Goods at the port of discharge or place of delivery at any particular time or to meet any particular market or use. Carrier shall have no liability for any direct or consequential damages arising from delay or failure to notify. Merchant as to the actual arrival and/or delivery date of the Goods. In the event Carrier is nevertheless for any reason found liable for delay, Carriers liability shall in all circumstances be limited to the lesser of the liability calculated pursuant to Clause 9.1 hereunder or twice the amount of freight charges belief Merchant for the Carriage. If the Goods are not delivered within 90 days of anticipated delivery date, the Goods shall be deemed lost, in the

in all circumstances or immete to me research as a consequence of the contrary vidence.

In the Goods are not delivered within 90 days of anticipated delivery date, the Goods shall be deemed lost, in the absence of contrary evidence.

9. Notwithstanding anything herein to the contrary, Carrier shall in no event have any liability whatsoever for any loss, damage, delay or failure in performance hereunder arising from or attributable to: (a) circumstances of inherent defect, quality or vice of the Goods, including but not limited to wastage in bulk or weight; (b) defective or inandicinent packing or resonably fit in owinstand the ordinary rigors of contemplated transportation; (c) insufficiency or inadequacy of marks on or description of Goods; (d) any act or omission of Merchant, its agent or representative; (e) unsuitable or defective or deferited unsuitability or defered would have been apparent to Merchant upon reasonable inspection; (f) arrest or restraint of princes, rulers of people or seizure under legal process, quarantine restrictions or embrage or any act of any public authority; (g) act, neglector fault of the master, mariner, pilots or the servants of Carrier in the navigation or amangement of the Vessel; (h) any act of barratry; (i) perils, dangers, and accidents of the sea or other navigable waters; (i) saving or attempting to save life or property at sea or any deviation in rendering such service; (b) bursting of boilers, breakage of shafts or any latent defect in hull, equipment, machinery, hawsers or lines, unseaworthiness unless caused by want of due diligence by Carrier to make the Vessel seaworthy or to have her properly mannel, upon the properly mannel and the properly mannel or the properly mannel or privity of Carrier or its Subcontractors, servants or agents; (m) any force majeure event, to include but not be limited to, natural disasters, epidemics or other severe health crisis and associated containment efforts, strikes or lockouts or stoppage/restraint of labor from whatever cause, civ

Carrier any liability in connection with the Goods other than or in excess from that as provided herein, whether on our arising from negligence of Carrier, its Subcontractors, servants or agents.

10. METHOD AND ROUTE OFTRANSPORTATION

Without notice to the Merchant, Carrier has liberty and discretion to consolidate the Goods with other cargoes, carry the Goods on or under deck and to choose or substitute the method, means, route, mode and procedure to accomplish the Carriage.

11. MERCHANT LLABILITY FOR EQUIPMENT

Merchant assumes full responsibility for and shall indemnify Carrier against any loss of or damage to Containers and other equipment provided by Carrier or its Subcontractors which loss or damage occurs while in the possession or control of Merchant, its agents or wendors. Merchant shall indemnify and hold Carrier harmless from and against any loss of or damage to property of other persons or injuries to other persons caused by Containers or the Goods during handling by, or while in the possession or control of, Merchant, its agents or vendors. Merchant is liable for any and all detention, demurrage, cleaning or other charges incurred as a result of the failure to timely retrieve or return equipment in good condition, unless attributable to the exclusive fault of Carrier.

DELIVERY

1 The Goods shall be deemed to be delivered when they have been delivered to or placed at the disposal of the Merchant or its agent in rordance with this Bill of Lading, or when the Goods have been delivered to any authority or other party to which, pursuant to the law or untation applicable at the place of delivery, the Goods must be delivered or surrendered, or such other place at which the Carrier is entitled to lupon the Merchant to take delivery.

2 The Carrier shall also be entitled to store the Goods at the sole risk of the Merchant, and the Carrier's liability shall cases upon the Carrier's der/delivery of the Goods to the appointed warehouse or storage facility. The cost of such storage shall be paid, upon demand, by the Merchant he Carrier's

to the Carrier:

12.3 If at any time the Carriage is or is likely to be affected by any hindrance or risk of any kind (including the condition of the Goods) not arising from any fault or neglect of the Carrier, its Subcontractors or agents, the Carrier may: abandon the Carriage of the Goods and, where reasonably practicable, place the Goods or any portion of them at the Merchant's disposal at any place that the Carrier may deem safe and convenient, whereupon delivery shall be deemed to have been made, and the responsibility of the Carrier in respect of such Goods shall cease. In such event, the Carrier shall be entitled to full freight and the Merchant shall pay any additional costs arising out of such event.

13.1 FREIGHT CHARCES AND EXPENSES TOMERCHANT

13.1 Freight charges and any other amounts owed in respect of the Goods, including any amounts owed pursuant to Carrier's tariffs shall be paid without counterclaim or set-off, whether perpendior payable at destination. Freight charges shall be deemed earned by the Carrier upon its receipt of the Goods. Earned freight charges are non-refundable.

13.2 Freight charges and in other amounts duce Carrier of the Carriage are to be paid in the currency named in this Bill of Lading or, at the

receipt of the Goods. Earned freight charges are non-refundable.

13.2 Freight charges and all other amounts due Carrier for the Carriage are to be paid in the currency named in this Bill of Lading or, at the Carrier's option, in the currency of the country of origin or destination.

13.3 The Merchant shall reimburs ean dindemnify the Carrier for any duties, taxes, demurrage, detention, charges, liabilities or other expenses whatsoever in connection with the Goods or arising from any breach of warranty by Merchant hereunder or from any cause or reason not exclusively attributable to a liability of Carrier, its Subcontractors, servants oragents.

13.4 In the event Merchant breaches its warranty as to the accuracy and completeness of the description and the marks, numbers, quantities and weight of the Goods, it is agreed that a sum equal either to double the correct freight charges properly assessed based upon actual correct and complete description, marks, numbers, quantities and weight of the Goods, its is agreed that a sum equal either to double the correct freight charges properly assessed based upon actual correct and complete description, marks, numbers, quantities and weight of the Goods, its is agreed that a sum equal either to doubly relate to freight charges; Carrier reserves all rights to recover from Merchant other damages caused by Merchant's breach of its warranty as to the accuracy and completeness of the description and the marks, numbers, quantities and weight of the Goods.

rights to recover from Merchant other damages caused by Merchant's breach of its warranty as to the accuracy and completeness of the description and the marks, numbers, quantities and weight of the Goods.

13.5 Notwithstanding the acceptance by the Carrier of instructions to collect freight charges or other expenses relating to the Carriage from any specific person, Merchant shall remain responsible for such monies on receipt of evidence of demand and the absence of payment for whatever reason. Shipper, consignee and bill-to parties are jointly and severally liable for all charges and expenses related to the Carriage. Charges may be reversed to the responsible parties if the Goods are refused delivery or in the event payment is not made by the original bill-to party.

14. LIEN
14.1 The Carrier shall have a general and continuing lien on any and all of the Merchant's property for all advances, claims, costs, freight charges, duties, surcharges, general severage expenses, alwaye expenses, taxes, demurrage money due and payable to the Carrier or any Carrier and Carrier or any Carrier or

responsibility attacange to it, sell, abandon, or otherwise aispose of the Coods solely at the fisk and expense or the Merchant.

15. GENERAL AVERAGE

15.1 In the event of accident, danger, damage or disaster before or after the commencement of the Carriage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier and its Subcontractors, servants and agents are not responsible by statute, contract or otherwise, the Goods and the Merchant shall contribute in general average to the payment of any sacrifices, to closes or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the goods. If a salving ship is owned or operated by the Carrier, its Subcontractors, servants or agents, salvage and special charges incurred in respect of the goods and any salvage and special charges thereon shall, if required, be made by the Goods and/or the Merchant prior to delivery.

15.2 Merchant shall defend, indemnify and hold harmless the Carrier, its Subcontractors, servants or agents in respect of any claim (and any expense arising therefrom) of a General Average which may be made against the Carrier and/or any of its Subcontractors, servants or agents and all sums or securities assessed by the General Average Adjuster for payments on account.

15.3 Neither the Carrier nor its Subcontractors, servants or agents shall be under any obligation to take any steps whatsoever.

16. Servants or agents and the Carrier or agents and the Carrier or payments on the constructors, servants or agents shall be under any obligation to take any steps whatsoever.

16. Servants or agents are represented to the Carrier or its Subcontractors, servants or agents shall be under any obligation to take any steps whatsoever.

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separate representation. 16. NOTICE OF CLAIM AND TIME FOR SUIT

Unless the Merchant provides written notice to the Carrier of the general nature of any loss or damage to the Goods at the time the Carrier is the Goods to the Merchant, such delivery by the Carrier is prima facie evidence of the Carrier's delivery of the Goods in good order and

tenivers are doctors for the Actional, seal and a condition.

16.2 Where the loss or damage is not apparent and/or latent, the same prima facie presumption shall apply if notice in writing is not given to Carrier within 3 days after the day when the Goods were delivered to the Merchant.

16.3 The Carrier shall be discharged of all liability unless suit is brought against the Carrier within one year from the date of delivery or the date on which the Goods should have been delivered.

17. MANDATORY VENUE, JURISDICTION, AND APPLICABLE LAW

18. MANDATORY VENUE, JURISDICTION, AND APPLICABLE LAW

18. MANDATORY VENUE, AND DETURED THAT PROPERTY Merchant agrees that all claims or disputes hereunder shall be

17. MANDATORY VENUE, JURISDICTION, AND APPLICABLE LAW
17.1 (CARRIAGE TO, FROM AND BETWEEN UNITED STATES PORTS) Merchant agrees that all claims or disputes hereunder shall be determined under United States law solely in the United States District Court for the Central District of California, and the Merchant and Carrier each agree to submit to the personal jurisdiction of that Court.
17.2 (CARRIAGE TO AND FROM NON-UNITED STATES PORTS) Merchant agrees that all claims or disputes hereunder or questions arising out of the Carriage of the Goods shall be determined under Australian law solely in the Courts of Australia, and the Merchant and Carrier each agree to submit to the personal jurisdiction of those Courts.

Version 20-JAN-2022 © Ref. BMCFTWMC

CONTINUATION PAGE

BILL OF LADING LAX04837672

CONSTGNOR

CTC GLOBAL CORPORATION 2026 MC GAW AVENUE, IRVINE, CA 92614, USA

NOTIFY PARTY

APAR INDUSTRIES LTD. (CONDUCTORS DIVISION-UNIT III), S. NO.148/1, 148/3/1, VILLAGE: KUDACHA, RAKHOLI ROAD, SILVASSA -396 230 (U. T. OF DADRA AND NAGAR HAVELI), INDIA.

Phone: Fax:

CONSIGNEE

TO ORDER OF BANK OF BARODA, CORPORATE FINANCIAL SERVICES MUMBAI, 3RD AND 4TH FLOOR, BANK OF BARODA BUILDING, 10/12 MUMBAI SAMACHAR MARG, FORT MUMBAI - 400 001 INDIA

GOODS COLLECTED FROM

ETD: 09-Aug-24 05:00

IRVINE, CA USA

GOODS DELIVERED TO

NHAVA SHEVA PORT, INDIA

GROSS WEIGHT 92705.8 KG

PACKAGE QUANTITY 78 PLT (OUTER)

VOLUME 273 M3 🗆

Gross Wt

Volume

ETA: 17-Sep-24 19:00

Marks & Numbers Goods Description

THESE GOODS ARE BEING IMPORTED UNDER OGL AND IEC NO.

0389059471.

BILL OF LADING DATE AUGUST 9TH, 2024

FREIGHT COLLECT

EXPORT REFERENCE: SOC004659-107049

LC NUMBER. 2910IMP000526724 AND DATE 04/07/2024 ISSUED BY BANK OF BARODA, CORPORATE FINANCIAL SERVICES MUMBAI, 3RD AND 4TH FLOOR, BANK OF BARODA BUILDING, 10/12MUMBAI SAMACHAR MARG, FORT MUMBAI - 400 001 INDIA.

14 DAYS FREE DETENTION PERIOD AT PORT OF DISCHARGE

Manufactured onto (78) Wooden ISPM15 Compliant Reels Shipped on (78) Wooden ISPM15 Compliant Pallets Loaded into (6) 40'HC Containers for transit to NHAVA SHEVA PORT, INDIA

CLEAN ON BOARD THE ONE CONTRIBUTION / 057w AT THE PORT OF LOS ANGELES, CA USA ON AUGUST 9TH, 2024

These commodities, technology or software were exported from the United States in accordance with the Export Administration Regulations. Diversion contrary to U.S. law is prohibited.

Container Seals TCNU5963713 UL9772445

CY/CY* TRHU7232413 UL9772441

Weight(KG) Tare(KG) Gross(KG) Volume(M3) Tvpe 40HICUBE 15499.3 3830 19329.3 45.5

40HICUBE 15412.4 3830 19242.4 45.5

CY/CY*

*Shipper Load and Count

Mode

Packages

13 PLT

13 PLT