OOCL ORIENT OV	-	AINER LI	NE P	ROFORM	IA - NON NEG	OTIABLE (	BILL OF LADING Non Negotiable Unless Consigned to Order)
SHIPPER/EXPORTER (COMPLETE NAME AND	ADDRESS)				BOOKING NO. 2714156270	BILL OF LADING I	vo. 4156270
GLOBERUNNERS INC.	DA IIC	CO	PY NOI	N NI	EXPORT REFERENCES	10010271	4130270
AS NVOCC FOR GROVARA LLC 5927 PRIESTLY DRIVE, SUITE 103					FWDR REF 50-23-01390		
CARLSBAD, CA 92008-8800					SHPR REF 220630-1258-12451 SC# MT226763		
·					SC# M1220703		
CONSIGNEE (COMPLETE NAME AND ADDRESS)					FORWARDING AGENT-REFERENCES FMC NO.:		
NINGBO BEST BUY E-COMMERCE							
CO.LTD.							
USCI: 91330201322282485F							
HALL 10, INTERNATIONAL EXPORT CENTER NINGBO CHINA 315000 *					POINT AND COUNTRY OF ORIGIN OF GOODS		
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) (It is agreed that no responsibility shall be attached to the Carrier or its Agents for failure to notify (see					ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS		
Clause 13 on reverse))					*USCI:91330201322282485F		
NINGBO BEST BUY E-COMMERCE CO.LTD.					**TEL:13022105078		
HALL 10, INTERNATIONAL EXPORT					EM: ZHENGJUN@KANONFOOD.COM		
CENTER NINGBO CHINA 315000							
USCI:91330201322282485F **							
PRE-CARRIAGE BY	PLACE OF RECEIPT						
	LONG BEACH						
		PORT OF LOADING  LONG BEACH, CA			LOADING PIER/TERMINAL ORIGINALS TO BE RELEASED AT  LONG BEACH		
OOCL POLAND 033W PORT OF DISCHARGE		PLACE OF DELIVERY			TYPE OF MOVEMENT (IF MIXED, USE DESCRIPTION OF PACKAGES AND GOODS FIELD)		
SHANGHAI, CHINA		SHANGHAI			FCL / FCL CY/CY		CY/CY
	ECK "HM" COLUMN IF HAZARDOUS MATERIAL)  CNTR. NOS. W/SEAL NOS.  QUANTITY  FOR QUESTON  FOR QUEST				BUT NOT ACKNOWLI	EDGED BY THE CARRI	
MARK & NUMBERS	(FOR CUSTOMS DECLARATION ONLY) M	DESCRIPTION OF GOODS				GROSS WEIGHT	MEASUREMENT
AES X20230224146781	SPARKLING WATER				18143.680KGS		
OCEAN FREIGHT PREPAID  TOTAL NO. OF CONTAINERS/PACKAGES RECEIVED & ACKNOWL CALCULATION OF PACKAGE LIMITATION (IF APPLICABLE): DESTINATION CHARGES COLLECT PER LINE TARIFF, AND TO LAWFULLY DEMANDS DELIVERY OF THE CARGO. SHIPPER LOAD AND COUNT, CONTAINER(S) SEALED BY SHIPPER LOAD AND COUNT, CONTAINER(S) SEALED BY SHIPPER COMMODITIES, TECHNOLOGY OR SOFTWARE WERE EXPORT ACCORDANCE WITH THE EXPORT ADMINISTRATION REGULATION PROHIBITED.				BLE): ID TO E SHIPPE EXPORT	1 CONTAIN BE COLLECTED BR BR BROW THE	ER(S)/PACKAGE FROM THE PAR UNITED STATE	(S) TY WHO S IN
CBHU9432814 /82289	12 /	2000	 CASES	/FC	L/FCL /40HQ	/	
DELIE	ERATELY LE	 FT BLAN	 K AND CONTI	NUE ON	 I NEXT PAGE		
NOTICE 1: For carriage to or from the United States of Am	erica,(i) Clauses 4 and 23 on the re	verse side hereof limit t	he Carrier's liability to a maximum of	U.S.\$500 per packa	ge or customary freight unit by virtue o	incorporation of the U.S. Carriage of Good	is by Sea Act ("COGSA"),unless the Merchant
declares a higher cargo value below and pays the NOTICE 2: See Clause 28 on the reverse side hereof: Notinum NOTICE 3: If Goods carried on deck at Merchant's risk with	ce to Endorsee and/or Holder and/o	or Transferee.	deck at Merchant's risk as to perils in	nherent in such carri	age but in all other respects subject to	he provisions of COGSA.	
Declared Cargo Value US\$		rchant enters a		ion of liabilit	y shall not apply and the	ad valorem rate will be ch	
FREIGHT & CHARGES PAYABLE AT:			SERVICE CONTRACT NO. MT226763	DOC FORM	NO. COMMODITY CODE		Received the Container/Package or other units indicated in the box identified as "Total No. of Containers/Packages received and acknowledged by
CODE TARIFF ITEM	FREIGHTED AS	RATE	PREPAID	1	COLLECT		Carrier" in apparent good order and condition, unless otherwise indicated, to be transported and delivered as herein provided.
							The receipt, custody, 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 void.
C	OPY N	ONI	EGOT	IAB	LE		DATE CARGO RECEIVED 27 FEB 2023
							DATE LADEN ON BOARD o  3 MAR 2023
							DATED 3 MAR 2023
The printed terms and conditions appearing on this Bill of Lading are available at www.oocl.com, in OOCL's published US tariffs, and in						SIGNED OOCL (USA) BY:	INC
pamphlet form. + STRIKE OUT FOR ON BOARD VESSEL BILL	OF LADING						
SEE CLAUSE 1 HEREOF     SEE CLAUSE 2 HEREOF     QF001     HQD 01/01						ORIENT OVERSEAS	, as agent for CONTAINER

LINE, AS CARRIER♦

VOYAGE: 033W

B/L NO.: OOLU2714156270

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 shipment in external apparent good order and condision, unless otherwise indicated, the number of containers, packages or other customary freigit units identified as "Total Number of Container/Packages received and acknowledged by the Container of the late netted subject is all the stems and condisions hereoff from Pace of Receipt or the Port of Conding, witchered is applicable. In Pace of Delivery or Port of Discharge, wholever is applicable. Weight, measurements, marks, numbers, quantity, contents and value in terminoral before and to be condisioned unknown by the Currier.

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

IDENTITY AND DEFINITION OF CARRIER. "Orient Overseas Container Line" and "OCCL" are trade names for transportation ided separately by: Orient Overseas Container Line Limited ("OCCLL") and OCCL/Europe Limited ("OEUL") respectively as

(a) ODCL shall be demonst to see Centre for Cooks are control in 1 galaxies.

For the anodation of double, for the propose of the Clauser, transforment of Goods in schem Rissass, Posted or Turkey, in not 6 be regarded a boading or discharging Goods.

If it is utilized by deployed that a second person or entity, including without limitation, he besset, her center, center,

- Members detailed be boost by them and Carrier shall be ceremon in instances to de un union to second, suppose to an outcome of the file Lating.

  2) DEPRITORS Without instances of any defension in any applicable has herein members. "YESSE!" shall include the vesselight of the contract and any vessel, and the second of the contract and any vessel, critical points of the contract and the c

(A) Port to Part Transport Interport, the responsibility (I any) of the Carrier for loss or damage to the Goods occurring from the firme when the Cooks are added no board the Vessel at the Port of Loading until the time when the Goods are decided no board the Vessel at the Port of Loading until the time when the Goods are decidanged from the Vessel at the Port of Discharge shall be determined in accordance with the provisions of Clause 4(C).

- age of the carriage where the loss or damage to the Goods is not known then the Carrier shall be liable for loss and damage to ds save that the Carrier shall be relieved from liability for any loss or damage to the extent that such loss or damage was

- An act or omission of the Merchant; insufficiency of defective condition of packing or marking-insufficiency of defective condition of packing or marking. Harding, loading, showage or unleading of the Goods by the Merchant; lishered twice of the Goods; Challe policies, dispage or restain of labour from whatever cause whether partial or general;
- Burden of Proof The burden of proving that any loss or damage was caused by one or more of the events mentions 48(B)(1)(9)(1) to (wil) shall set upon the Carrier save that when the Carrier is able to demonstrate that, in the circumstance, it is not so or among could be attituded to one or more of the events specified in Causes (4)(1)(6)(6) to (i) the order of the control of these events.
- Limitation If the Carrier is liable for loss or damage to the Goods then the amount of compensation shall be cause to the invoice value of the Goods plus freight and insurance (if paid).

- If the stage of carriage during which loss or damage occurred is known
- Note instanding anything provided for in Clause 18(1) If the stage of the carriage share loss or damage to the Goods is brown then subject to the operation of Clause 48(1) within shall playly where loss or damage occurs in the Goods from the time share in the Goods are loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at the Port of Discharge the Carriaries labelity in respect of any such loss or damage occurring value the determined as follows:
- If no international convention or national law is applicable then the liability of the Carrier shall be determined pure s of Clause 4(B)(1).
- (c) Subject to Clause 4(B)(2)(a) if loss or demage to the Goods is known to have occurred during a period when the Goods were in the custody of a Participating Carrier then the Carrier shall have the benefit of any and all rights, offences, exemptions, initiations Carrier (in addition to all of the rights, defences, exemption, initiations and immunities contained in this Bill of Lading and the Carriers tariff) and for this purpose such benefit, rights, defences, exemptions, limitations and immunities shall be deemed to be incorporated herein, and copies are obtainable from the Carrier upon request.
- In circumstances where the Hague Rules are not compulsorily applicable but are contractually applicable then subject to Clause 23 (ad valorem declaration) the Carrier's responsibility shall in no event exceed GBP100 per package or customary freight unit.
- f any terms of this Bill of Lading are held repugnant to the Hague Rules, Hague-Visby Rules, COGSA or any other compuls: applicable legislation then such provision shall be null and void to the extent of such invalidity without invalidating the remain revisions heren?

- 1. If carriage includes carriage to, from or through a port in the United States of America this Bill of Lading shall COOSI, the terms of which are incorporated hereis and shall be paramount, throughout carriage by seg, and the erritor of the terms of which are incorporated hereis and shall be paramount, throughout carriage by seg, and the erritor on the Vested or land of scharge hereinforms as the case may be control the Vested or land discharge hereinform as the case may be control to the Vested or land of scharge and or land or land

- WARRANTIES. The Merchant represents, warrants and agrees that:
  The Goods and any Container loaded by the Merchant are packed and secured in such a manner as to be handled in the
  yoursel of the responstion without damage to the Goods, Vessel, Containers or other property or persons;
  Any Goods placed by the Merchant in Containers are compatible and stable for transportation in Containers;
  Any Goods placed by the Merchant in Containers are compatible and stable for transportation in Containers;
  The Merchant Merchant warrants fat the Container into supplied by or on held of the Carrier needs all SO and/or other
  sable national or international safety standards and is fit in all respects for carriage by the Carrier.

- Nerotron or international safety standards and is fit in all respects for carriage by the Carrier.

  MERCHANTS RESPONSIBILITY AND INDEMPRICATION

  All of the persons coming within the definition of Merchant shall be jointly and severally liable to the Carrier for the due
  of all obligations understants by the Merchant in the Bill of Lading and remain so lable throughout the transportation

  The disposit furnier vertically to the Carrier for the due to the Carrier for the due
  of the dead by the Spinger on an over of the Bill building and the Lading and Lading and

- ASPERE PACKED CONTINNERS
  If a Container has not been filled, packed, stiffed or loaded by the Carrier, the Carrier shall not be fable for loss of or damage.

  If a Container has not been filled, packed, stiffed or loaded by the Carrier, the Carrier shall not be fable for loss of or damage.

  If a Container shall not been fable, packed, stiffed or loaded, or specific packed, stiffed or loaded, or the container shall not be fable or carrier, if a carrier shall not be fable or loaded, or the unstability of the contriest for carriers of containers. Or the unstability of the fourtees for charge for containers or the unstability of the fourtees for which is required. Or container reasonably for the purpose for which is required: or the unstability or defective condition of the Container reasonably of the purpose for which is required. Or the unstability or defective condition of the Container reasonable injection by the Methrant at or join to the time when the Container was filled, packed, stiffed or apparent topin reasonable injection by the Methrant at or join to the time when the Container was filled, packed, stiffed

- of corpublic of temperature controlled Goods at other than in broked properature.

  Bushing of temperature controlled Goods are other than in a broked properature.

  Bushing of temperature controlled Goods are other than the controlled Goods are of the Container than the controlled Goods are of the Container than the prima take evidence of the receipt of the Container than the Container than the prima take evidence of the receipt of the Container than the Container

- DECCURRED AND LIVESTOCK
  for the beging both sewer of contamens other than flast or pallets) which are stated herein to be carried on deck and livestock, their or not carried on deck, are carried without responsibility on the part of the Cartier for loss or damage of withstocever nature or government of the carried of the carried without responsibility on the part of the Cartier for loss or damage of withstocever nature or government of the carried on deck are the Merchant's risk as to pertis inherent in such against one of the Merchant's risk as to pertis inherent in such against an indirect subsection. Sometiment of the Merchant's risk as to pertis inherent in such against an indirect subsection.
- OPTICNAL STOWAGE
  The Goods may be atowed by the Carrier in Containers or similar articles of transport used to consolidate Goods.
  Goods stowed in Containers other than flats or pallets, whether by the Carrier or the Merchant, may be carried on or under most received in the following of the Carrier or the Merchant, may be carried on or under most or the containers of the following or the carried on deck or under deck strall participate in previous are of the following how the following the Confort or Goods for persons of the Highs Participate or GOOSS, as so whether the Confort or Confort
- shall be openined to use warm is a continuous and the between the coords not nontainers are carried on deck, the Carrier shall so state such carriage on the face hereof. When Goods in se stowed on deck, the Carrier shall not be required to specially note, "on deck" carriage on the face of this Bill of Lading. the contrary notwithstanding.
- DESCRIPTION OF GOODS

  The Bill of Lading shall be primed taken evidence of the receipt by the Carrier's external apparent good order and condition.

  The Bill of Lading shall be primed taken evidence of the receipt by the Carrier's external apparent good order and conditions of the Carrier's external expenses of the Carrier's exte

- to the Carrier.

  In all circumstances, Carrier shall have no liability whatsoever for the misdelivery of Goods in its actual or constructive in to persons holding forged or frauddent documents which reasonably purport to be original Bills of Lading or other original sentiality between the control of the c

- known by him to have no right to possession under the Bill of Lading.

  1. Goods will only be delivered in a Container to an individual Menchant if all Bills of Lading in respect of the content of the Container have been summerized administrating delivery to that Menchant at a single Place of Delivery. In the event that this requirement is not littled the Centric may in its absolute discretion upsals the Container and, in respect of Goods for which Bills of Lading have papered by the Menchant of the appropriate of Lading have papered by the Menchant of the appropriate changes.

  2. If multiple Bills of Lading are issued in respect of the contents of a Container, then the particular of the Goods described on more than own Menchant and all all or part for beat Goods within the Container container. All of the Container container container container container container container container and all or part of the total Goods within the Container container.

  2. If multiple Bills of Lading are issued in respect of the contents of a Container, then the particular of the Good described on more than one Menchant and all all or part of the total Goods within the Container container contained and all or part of the total Goods within the Container container contained and part of the Container container.

  3. If the Container container container container container container container container contained and events and particular container container.

- Goods, which are found upon unpacking of the Container.

  1. FREIGHT AND CHARGES

  1. Freight and changes (including but not limited to destination changes) shall be deemed fully sumed on receipt of the Goods or any part thereoty. by the Christ whether or not such freight and changes are stated on the face of this Bill of Lading or intended to be regulated to Collect at destination, and shall be good in full without offset, counterchain or deduction and non-returnable in any event.

  2. The Methods at section of some the best signatures or the freight and changes are to be paid, risks or deschange, devaluation and other contrigencies relative to freight and changes in the applicable traffix.

  3. The fitting that be been calculated for the basis of particularly trained by or on both of the Gilpper. The Carrier may stary furnished by or on both of the Gilpper are incorrect it is agreed that a sum equal to either double the difference between the context freight such that a sum equal to either double the difference between the context regist less the freight and the freight damages and not as additional freight or a suchhape to the Carrier, and the Methods are good to the context regist less that is a sum equal to either double the difference between the correct regist less than the context regist less tha
- statemer (see incurred in collecting any sums due to Carlet.

  [8] LEN. The Carret real have a lation on the Goods and any document relating thereto, which shall survive delivery, for all sums earned or due or payable to the Carlet under this and/or any other contract with the Merchant, or on account of the Goods or carriage, seeing or harding of the Goods, social points of the Goods, social points of the Goods, social points of the Goods or carriage, seeing or harding of the Goods, social points or carriage, seeing or harding or the Goods or carriage, seeing or carriage or the Goods or carriage or the Goods or the Goods

- 18) METHODS AND ROUTES OF TRANSPORTATION. The Carrier may at any time and without notice to the Merchante, (a) use any means of transport or storage whatevore; (b) for any purpose whitevore transity the Goods or carry, areas or a substituted vesse or otherwise smaller fibe Goods from one conveyations to under even flexible transport or continued to the control of the control of
- 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

- 18 costs of reparament, an any-reparament was reparament and repar

- SUB-CONTRACTING AND INDEMNITY

  The Carrier shall be entitled to sub-contract the whole or any part of the duses undertaken by the Carrier in this Bill of relation to the Goods on any terms whatsoever consistent with any applicable law.
- (b) Merchant undertakes that no claim or allegation shall be made against any person performing or undertaking such clates (including all serviness, agents and sub-contraction of the Carried) other than the Carrier, which imposes or alternets to or the critical point of the contraction of the carrier of the part of such properties or the carrier of the contraction of the carrier of the part of such person and, if any such claim or allegation should nevertheless be made, the Merchant will indemnify the Center against all concequences thems.
- (c) Without prejudice to the Merchant's indemnity obligations herein, the Vessel and every subcontractor of the Carrier of any nature whatsoever (including but not limited to the Participating Carrier, the Vessel, the owner, charterer, operator, which was the contract of the Participating Carrier, the Vessel, the owner, charterer, operator, which was the property of the Participating Carrier, the Vessel, the charter of every right, defence, imitation and blenty of whatsoever nature herein contained or otherwise available to the Carrier as if such provisions were expressly for the benefit, and in entering in on the contract, the Carrier, does not not only on its own behalf used as aspert was observed in the contract of the Carrier, does not not not you have been able to also as aspert associations; here by the Carrier to perform the Carrier of our objectives uponed the Bid Cluding, or the obligations of any such as the carrier of the carrier of the carrier of the propose of the Cluster 25, the Vessel and all subcontractors shall be deemed to be parties to the contract evidenced by the Bid Lading.
- (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 altempts to impose upon the Carrier any lability whatsonever in connection with the Goods whether or not arising out of negligence on the part of the Carrier any! also such claims or allegation should nevertherest be made, to indemnify the Carrier aparts at consequences.

- NOTICE OF LOSS: TIME BAR

  1. or I/Unises notice of less or drainage to the Goods and the general resure of a be given in setting to the Courtie at the
  1. or I/Unises notice of less or drainage to the Goods and the general resure of a be given in setting to the Courtie at the
  1. or I/Unises notice of less desired, and the courtie of the less or drainage been on apparent, within seven consecutive days thereafter, such removal shall
  be prima false evidence of the delivery by the Carrier of the Goods described in this Bill of Lading.
  2. Subject to Liciuse 20(3), the Carrier of the Goods described in this Bill of Lading less said is brought
  Goods the period shall begin to not no months after the Goods have been received for transposition.
  3. Novelhiteating Clause 20(3), the Carrier of the Goods have been received for transposition.
  3. Novelhiteating Clause 20(3), the Carrier of the Goods have been received for transposition.
  3. Novelhiteating Clause 20(3), the Carrier of the Goods have been received for the Goods and the Carrier shall be discharged from all stabily without cover in respect of the Goods, unless suit is brought within one year of brind delivery of the featuber of the fe
- ther delivery of of the date when they should have been delivered.

  27) BOTH-TO-BAME COLLISION. The Me Vessel conner is nic collision with another vessel as a result of the negligance of the other vessel and any act, neglect or default of the master, marker, pilot or of the servents of the Camer in the neargings or in the management of the Wessel, the Methan undertake to pay the Camer or when the Camer is not the covered and in the management of the countries of the Camer in the neargest or in the management of the Camer in the Camer and the covere and to demise charter of the camer in the Camer and the the covers and the contribution of the camer in the camer
- 29) EXCEPTIONS CLAUSE. Carrier shall not be liable for any loss, damage, delay or failure in performance hereunder occurring at any time including below loading on or after decharge from the Vessel or during any visible, aftering or resulting control of the con
- 30) APPLICABLE LAW. This Bill of Lading, the contract contained in another widenced hereby, and the rights and obligations of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and contract the contract of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and contract the contract of the contract of
- 31) PERSONAL DATA PROTECTION. The parties agree to fully comply with General Data Protection Regulation 2016/079 (COPR\*) and any applicable data protection laws and be bound by the terms available at https://www.oci. contempretary.com/complete/fires/mick/pub/spc. poll\*/marrase/spc. pull\*/marrase/spc. pull\*/marrase

SIGNED OOCL (USA) INC

, as agent for

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER+