

CODE NAME "CONGEN BILL" EDITION 1994

BILL OF LADING

B/L NO. :

Shipper

TO BE USED WITH CHARTER-PARTIES

SAM / CHINA - 296

PT. MIRYAFAN MEKARAYA SUKSES
 PERMATA REGENCY D/37, JL. H.KELIK, SRENGSENG
 KEMBANGAN, KOTA ADM. JAKARTA BARAT
 DKI JAKARTA, INDONESIA

Consignee

TO ORDER

FIRST ORIGINAL

Notify Party

HUBEI INTERNATIONAL TRADING SUPPLY CHAIN MANAGEMENT CO., LTD
 NO. 401-326, 4TH FLOOR, OFFICE BUILDING A, NO. 777, GUANGGU 3RD ROAD,
 DONGHU NEW TECHNOLOGY DEVELOPMENT ZONE,
 WUHAN - CHINA

Name of Vessel

Port of Loading

MV. YIN NENG

MUARA BERAU ANCHORAGE, EAST KALIMANTAN, INDONESIA

Port of Discharge

ANY PORT IN CHINA

Shipper's description of goods

GROSS WEIGHT

INDONESIAN STEAM COAL IN BULK

47,185 MT

CLEAN ON BOARD

FREIGHT PAYABLE AS PER CHARTER PARTY

(of whichNIL..... on deck at Shipper's risk;the carrier not
 being responsible for loss or damage howsoever arising)

Freight payable as per

CHARTER PARTY dated

FREIGHT ADVANCE

received on account of freight :

.....
 Time used for loading Days Hours

SHIPPED

at the port of loading in apparent good order and condition
 on board the Vessel for carriage to the Port of Discharge
 or so near thereto as she may safely get the goods specified above
 Weight, measure, quality, quantity, condition, contents and value unknown
 IN WITNESS whereof the master or Agent of the said vessel has signed
 the number of Bills of Lading indicated below all of this tenor and date,
 any one of which being accomplished the others shall be void.
 FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Place and date of issue

MUARA BERAU ANCHORAGE, EAST KALIMANTAN, INDONESIA
 OCTOBER 31, 2023

Number of original Bs/L

3 (THREE)

Signature

FOR AND ON BEHALF OF THE MASTER OF
 MV. YIN NENG
 CAPT. LIU HUI



PT. IDT TRANS AGENCY

AS AGENT

Printed and sold

By Wyt& Zonen B.V., Rotterdam (phone;31-010-4252627)

by the authority of The Baltic and International Maritime

Council (BIMCO), Copenhagen

BILL OF LADING

TO BE USED WITH CHARTER-PARTIES
CODE NAME: "CONGENBILL"
EDITION 1994

ADOPTED BY THE BALTIC AND INTERNATIONAL
MARITIME COUNCIL (BIMCO)

Conditions of Carriage

- (1) All the terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the law and Arbitration Clause, are herewith incorporated.
- (2) General Paramount Clause.
 - (a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bill of Lading, dated Brussels at the 25th August 1924 as enacted in the country of shipment shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.
 - (b) Trades where Hague-Visby rules apply.
In trades where the international Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968-the Hague-Visby Rules - apply compulsorily, the provisions of the respective legislations shall apply to this Bill of Lading.
 - (c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo or live animals.
- (3) General Average.
General Average shall be adjusted, stated and settled according to York-Antwerp Rules, 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.
Cargo's contribution to General Average shall be paid to the carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art. 148.
- (4) New Jason Clause.
In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses 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 cargo.
If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods of the Carrier before delivery.
- (5) Both-to-Blame Collision Clause.
If the vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.
The foregoing provisions shall also apply where the owners, operators, or those in charge of any vessel or vessels or objects other than, or in addition to the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight
destination, etc., see overleaf.