

shipped in apparent good order and condition by shipper

Tanker Bill of Lading
B/L NO. CY/DMI/HAL-02

PT TEBOPLASMA INTILESTARI
JL. LINTAS TEBO BUNGO KM .12, RT001,
RW001, TEBING TINGGI, TEBO TENGAH
TEBO, INDONESIA

Consignee/Order
ORIGINAL
TO ORDER

Notify Address

Ruchi Soya Industries Limited,
301, Mahakosh house, 7/5 South TukoGanj,
Indore 452001,Mp, India.
IEC CODE - 0388133252

On board the tanker MT. CHANG YOUNG IMO NO> 9300788	Flag KOREA	Master CAPT. SEO PAN GI
Loaded at the port of DUMAL PORT, INDONESIA	To be delivered to the port of HALDIA, INDIA	Voyage Number CY1909C
A quantity in bulk said by the Shipper to be : COMMODITY (Name of Product) Crude palm oil (EDIBLE GRADE) IN BULK CLEAN ON BOARD FREIGHT PREPAID		QUANTITY (lbs, tonnes, barrels, gallons) 1,000 MT

OCEAN CARRIAGE STOWAGE: 3P, 3S,4P,4S,6P,6S,SLOP P AND SLOP S

This shipment of **1,000** Metric tons was loaded on board the Vessel as part of one original lot of **6,799.819**, metric tons stowed in SLOPS with no segregation as to paracels. For the whole shipment as to parcels. For the whole shipment 8 set of Bill of Lading have been issued for which the vessel is relieved from all responsibilities to the extent it would be if one set only would have been issued. the Vessel undertakes to deliver only that portion of the cargo actually loaded which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to the total of the commingling shipment delivered at destination. Neither the Vessel nor the owners assume any responsibility for the consequences of such commingling nor for the operation there of the time of delivery.

The quantity, measurement, weight, gauge, quality, nature and value and actual condition of the cargo unknown to the vessel and the master, to be delivered to the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed, Cargo is warranted free of danger to Vessel except for the usual risks inherent in the carriage of the commodity as described.

This shipment is carried under and pursuant to the terms of Charter dated **11th JULY 2019** Between AS PER CHARTER PARTY as owner and AS PER CHARTER PARTY as charterers, and all conditions, Liberties and exceptions whatsoever of the said charter apply to and govern the right of the parties concerned in this shipment. The clause paramount, New Jason Clause and Both to Blame Collision Clause as set out on the reverse of this bill of lading are hereby incorporated herein and shall remain in effect even if unenforceable in the United States of America. General Average payment according to York-Antwerp Rules 1974, as amended 1994. The Master is authorized to act for all interests in arranging for salvage assistance on terms of Lloyd's Open Form. The freight is payable discountless and is earned concurrent with loading, ship and or cargo lost or not lost abandoned. The owners shall have an absolute lien on the cargo for all freight, Deadfreight, demurrage, damages for detentions and all other monies due under the above mentioned charter or under this bill of lading.

together with the costs and expenses, including attorneys fees, of recovering same, and shall be entitled to sell or otherwise dispose of the property lienly and apply the proceeds towards satisfaction of such liability.

The contract of carriage evidenced by this Bill of Lading is between the shipper, consignee and/or of the cargo and the owner or demise charterers of the Vessel named herein to carry the cargo described above.

It is understood and agreed that, other than said shipowner or demise charterer, no person, firm or corporation or other legal entity whatsoever, is or shall be deemed to be liable with respect thereto all limitations of or exonerations from liability and all defences provided by law or by the terms of the contract of carriage shall be liable with respect to the shipment as carrier, bailee or otherwise in contract or in tort. If, however, it shall be adjudged that any other than said shipowner or demise charterer is carrier or bailee of said shipment of under any responsibility with respect thereto all limitations of or exonerations from liability and all defences provided by the terms of the contract of carriage shall be available to such other.

All of the provisions written, printed or stamped on either side here if are part of this Bill of Lading contract.

In witness whereof, the master has signed **3 Originals**

Bills of Lading of this tenor and date, one of which being accomplished, the others will be void.

Dated **SINGAPORE AS AT DUMAI PORT INDONESIA** this **21st** day of **July 2019**