

Nomer : 07.27/01/S/335/2023
Lampiran : -
Hal : Permohonan Pembongkaran Barang impor di Tempat Lain
Selain Kawasan Pabean

Pangkalpinang, 27 Juli 2023

Kepada Yth. Kepala Kantor KPPBC TMP C
Pangkalpinang - Bangka Belitung

Dengan Hormat,

Yang bertanda tangan di bawah ini :

Nama : Agri Adi Wijaya
Nomer KTP /Kartu Izin : 1971052508680002
Pekerjaan / Jabatan : Koordinator Terminal Point Pangkalpinang
Alamat : Jl. Bukit Manggis No. RT /RW 007/002, Kel. Bukit Merapin, Kec. Gerunggang

Berindak Atas Nama :

Nama Perusahaan : PT. PELAYARAN NASIONAL INDONESIA
NPWP Perusahaan : 01.001.637.6-093.000
Alamat Perusahaan : Jl. Gajah Mada No. 14, Kel. Petojo Utara,
Kec. Gambir, Jakarta
Telepon / Faksimile : 0717 422 216

Mengajukan permohonan untuk mendapatkan persetujuan Pembongkaran barang impor di tempat lain dengan data sebagai berikut :

1. Nama Sarana Pengangkut :
 - a. Nama Sarkut : MT. KAKUSHO 3
 - b. No. Voyage / Flight : 19/2023
2. Alasan Bongkar
 - a. Sifat barang sedemikian rupa sehingga tidak dapat ditimbun ditempat Penimbunan Sementara
 - b. Barang impor tersebut tidak dapat dilakukan penimbunan di TPS karena kendala teknis
3. Waktu Perkiraan Bongkar : 28 - 30 Juli 2023
4. Uraian Barang :
 - a. Jumlah Barang : 2.694,914 MT
 - b. Jenis Barang : Asphalt Curah
5. Lokasi Tempat Pembongkaran :
 - a. Alamat : Dermaga Umum PT. PELINDO
 - b. Koordinat : Pelabuhan Tanjung Gudang Belinyu
 - c. Batas-batas Lokasi : -1.6300729660892914, 105.73445974068993
6. Lampiran :

Demikian permohonan kami ajukan untuk mendapatkan pertimbangan sebagaimana mestinya.

PT PELNI (Persero) Cabang Jakarta
Jl. Palmas No.2, Pelabuhan Tanjung Priok,
Tanjung Priok, Jakarta Utara, DKI Jakarta
Telp. 021-6334342
Fax. 021-63854130
tg-priok@pelni.co.id

CARGO MANIFEST

VESSEL : MT "KAKUSHO 3" VOY NO. : 19/23 BILL OF LADING DATE : 27 July, 2023
FLAG : PANAMA LOADING PORT : PULAU AYER CHAWAN,
DISCHARGE PORT : BELINYU,
SINGAPORE INDONESIA

B/L NO.	1) SHIPPER	COMMODITY	QUANTITY
	2) CONSIGNEE		
	3) NOTIFY PARTY		
KK3270723	1) HIIN ASIA PACIFIC PTE LTD 77 ROBINSON ROAD, #15-03, ROBINSON 77, SINGAPORE 068896	PAVING ASPHALT 60/70 I IN BULK	2,694.914 MT
	2) PT. SARANA JAMBI UTAMA		
	3) PT. SARANA JAMBI UTAMA, KOMPLEK PELABUHAN SAMUDERA DESA KAMPUNG SINGKEP, MUARA SABAK TANJUNG JABUNG TIMUR, JAMBI - INDONESIA		

RKSP
 Kantor Pabean : 030300/KPPBC PANGKAL PINANG
 Kelompok : Barang impor yang kewajiban pabeannya diselesaikan di Kantor Pabean setempat (01)

No.Pengajuan : 18092404396520230726000003 Tgl. :-
 No.BC 1.0 : 000192 Tgl. : 27-07-2023
 No.BC 1.1 : - Tgl. :-

PT. PELAYARAN NASIONAL INDONESIA / 010016376093000
 JL. GAJAH MADA NO. 14, KEL. PETOJO UTARA, KEC. GAMBIR,
 JAKARTA.

Nama Sarana Pengangkut : MT. KAKUSHO 3
 No. Voy/Flight : 19/23
 Bendera : PA / PANAMA
 No.IMO/MMSI/Reg./Pol. : 9751121/374110000/-/-

Pelabuhan Asal - Transit : Singapore - Singapore
 Pelabuhan Tujuan - Selanjutnya : Belinju - Singapore
 Perkiraaan Waktu Tiba/Brgkt : 28-07-2023 11:00:00/-
 Waktu Tiba/Bongkar/Muat : -/-

Jml. MBL/MAWB : 1 Bruto : 2,694,914.0000 Kgm
 Jml. HBL/HAWB : 1 Volume : 0.0000 M3
 Jml. Peti Kemas : 0 GRT/LOA : 3604 / 96.5
 Jml. Kemasan : 1 Draft D/B : 5.4 / 5.4

No. Pos	Nomor & Tgl BL/AWB/Lain, Nomor & Tgl PEB	Nama, NPWP, & Alamat Shipper Nama, NPWP, & Alamat Consignee Nama, NPWP, & Alamat Notify Party	Merek, Jumlah & Jenis Kemasan, Nomor Peti Kemas	Uraian Barang, Bruto/Volume	Keterangan, Pelabuhan Asal/Muat/ Transit/Bongkar
0001 0000 0000	Master : - KK3270723 - 27/07/2023 House : - KK3270723 - 27/07/2023 Dokumen PEB : -- -- -- Mother Vessel : -	Shipper : - HIIN ASIA PACIFIC PTE LTD (-) - 77 ROBINSON ROAD, HEX15-03, ROBINSON 77, SINGAPORE 068896 Consignee : - PT. SARANA JAMBI UTAMA (022363634334000) - KOMPLEK PELABUHAN SAMUDERA DESA KAMPUNG SINGKEP, MUARA SABAK TANJUNG JABUNG, JAMBI Notify Party : - SAME AS CONSIGNEE - SAME AS CONSIGNE	- 1 VL ** 0 Kontainer **	2713 PAVING ASPHALT 60/70 I IN BULK Bruto Total : 2,694,914.0000 Kgm Volume Total : 0.0000 M3	SG SIN/Singapore SG SIN/Singapore ID BLJ/Belinju ID BLJ/Belinju

Keterangan: (B) Pembatalan; (P) Pecah Pos; (E) Partial; (C) Konsolidasi; (*) Kontainer Tertinggal



AEROMIC SHIPPING (S) PTE LTD

77 Robinson Road #15-03
Robinson 77 Singapore 068896
Tel : (65) 6294 2828
Fax : (65) 6863 3733
Co.Reg. No. 199103140C

TANKER BILL OF LADINGB/L No: **KK3270723**Shipped on board in apparent good order and condition by (shipper): **HIIN ASIA PACIFIC PTE LTD****77 ROBINSON ROAD, HEX 15-03, ROBINSON 77, SINGAPORE 068896**on board the tanker **MT. "KAKUSHO 3" VOY. 19/23** at the port of **PULAU AYER CHAWAN, SINGAPORE**whereof **CAPT. MAKINUN AMIN** is the Master, to be delivered to the port **BELINYU, INDONESIA**Consignee **PT. SARANA JAMBI UTAMA**Notify: **PT. SARANA JAMBI UTAMA,
KOMPLEK PELABUHAN SAMUDERA DESA KAMPUNG SINGKEP, MUARA SABAK TANJUNG JABUNG TIMUR, JAMBI -
INDONESIA**

A quantity in bulk said by the shipper to be:

2,694.914 MT PAVING ASPHALT 60/70 I IN BULK**COUNTRY OF ORIGIN: SINGAPORE****CLEAN ON BOARD
FREIGHT PAYABLE AS PER CHARTER PARTY**

The shipment of **2,694.914** Metric Tons was loaded on board the vessel as one original lot. For the whole shipment **1 (one)** sets of Bill of Lading have been issued, for which the vessel is relieved from all responsibilities to the extent it would have been issued. The vessel undertakes to deliver only the cargo actually loaded, which is specified in the Bill(s) of Lading.

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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed, subject always to conditions of carriage as printed overleaf.

This shipment is carried under and pursuant to the terms of the Charter dated **as per charter party** at **as per charter party**
Between **as per charter party** and **as per charter party**

as Charterer, and all the terms whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. The freight is earned concurrent with loading, ship and/or cargo lost, or not lost or abandoned.

The Owner shall have an absolute lien on the cargo for all freight, deadfreight, demurrage / detention and costs / expenses including attorney's fees, of recovering the same, which lien shall continue after the delivery of the cargo into the possession of the Charterer, or of the holders of any Bill(s) of Lading covering the same, or of any stoworman. In the event the charter party is not sufficiently incorporated above, any and all disputes arising out of this bill are to be arbitrated in London or New York, at Owner's / Carrier's option, subject to the Exxonvoy 84 arbitration clause.

If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936 or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, applies by reason of the port of loading or discharge being in the territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any terms of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to the extent but no further. The contract of carriage evidenced by this Bill of Lading is between the shipper, consignee and/or owner of the cargo and the owner or demise charterer 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 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 or under any responsibility with respect thereto, all limitations of or exonerations from liability and all defenses provided by law or by the terms of the contract of carriage shall be available to such other.

IN WITNESS WHEREOF, the Master has signed **3 (Three)** Bills of Lading of this tenor and date,
one of which being accomplished, the others will be void.

Dated at **PULAU AYER CHAWAN, SINGAPORE** This **27th** day of **JULY** **2023**

AEROMIC SHIPPING (S) PTE LTD as
Agent for Master of MT "KAKUSHO 3"
CAPT. MAKINUN AMIN

BILL OF LADING

TO BE USED WITH CHARTER-PARTIES

Conditions of Carriage

(1) All 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) Subject to sub-clauses (2) or (3) hereof, this bill of lading shall be governed by , and have effect subject to, the rules contained in the International Convention for Unification of the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 2th August 1924 (hereafter the "Hague-Visby Rules") as amended by the Protocol signed at Brussels on 23rd February 1968 (hereafter the "Hague Rules"). Nothing contained herein shall be deemed to be either a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the Hague-Visby Rules.
- (b) If there is governing legislation which applies the Hague Rules compulsorily to this bill of lading, to the exclusion of the Hague-Visby Rules, then this bill of lading shall have effect subject to the Hague Rules. Nothing herein contained shall be deemed to be either surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the Hague Rules.
- (c) If any term of this bill of lading is repugnant to the Hague-Visby Rules, or Hague Rules or the Hamburg Rules, if applicable, such term shall be void to that extent but no further.
- (d) Nothing in this bill of lading shall be construed as in any way restricting, excluding or waiving the right of any relevant party or person to limit his liability under any available legislation and / or law.

(3) **War Risk**

- (a) The master shall not be required or bound to sign Bills of Lading for any place which in his or Owners' reasonable opinion is dangerous or impossible for the vessel to enter or reach owing to any blockade, war, hostilities, warlike operations, civil war, civil commotions or revolutions.
- (b) If in the reasonable opinion of the master or Owners it becomes, for any of the reasons set out in Clause 3(a) or by the operation of international law, dangerous, impossible or prohibited for the vessel to reach or enter, or to load or discharge cargo at, any place to which the vessel has been ordered pursuant to this charter (a "place of peril"), then Charterers or their agents shall be immediately notified in writing or by radio messages, and Charterers shall thereupon have the right to order the cargo, or such part of it as may be affected, to be loaded or discharged, as the case may be, at any other place within the trading limits of this charter (provided such other place is not itself a place of peril). If any place of discharge is or becomes a place of peril, and no orders have been received from Charterers or their agents within 48 hours after dispatch of such messages, then Owners shall be at liberty to discharge the cargo or such part of it as may be affected at any place which they or the master may in their or his discretion select within the trading limits of this charter and such discharge shall be deemed to be due fulfilment of Owners' obligations under this charter so far as cargo so discharged is concerned.
- (c) The vessel shall have liberty to comply with any directions or recommendations as to departure, arrival, routes, ports of call, stoppages, destinations, zones, waters, delivery or in any other wise whatsoever given by the government of the state under whose flag the vessel sails or any other government or local authority or by any person or body acting or purporting to act as or with the authority of any such government or local authority including any de facto government or local authority or by any person or body acting or purporting to act as or with the authority of any such government or local authority or by any committee or person having under the terms of the war risks insurance on the vessel the right to give any such directions or recommendations. If by reason of or in compliance with any such directions or recommendations anything is done or is not done, such shall not be deemed a deviation. If by reason of or in compliance with any such direction or recommendation the vessel does not proceed to any place of discharge to which she has been ordered pursuant to this charter, the vessel may proceed to any place which the master or Owners in his or their discretion select and there discharge the cargo or such part of it as may be affected. Such discharge shall be deemed to be due fulfilment of Owners' obligations under this charter so far as cargo so discharged is concerned.
- (4) If any laws rules or regulations applied by the government of the country in which the cargo was produced and/or shipped, or any relevant agency thereof, impose a prohibited on export of the cargo to the place of discharge designated in or ordered under this Bill of Lading, carries shall be entitled to require cargo owners forthwith to nominate an alternative discharge place for the discharge of the cargo, or such part of it as may be affected, which alternative place shall not be subject to the prohibition, and carries shall be entitled to accept orders from cargo owners to proceed to and discharge at such alternative place. If cargo owners fail to nominate an alternative place within 24 hours after they or their agents have received from carriers notice of such prohibition, carriers shall be at liberty to discharge the cargo or such part of it as may be affected by the prohibition at any safe place on which they or the master may in their or his absolute discretion decide and which is not subject to the prohibition, and such discharge shall constitute due performance of the contract contained in this Bill of Lading so far as the cargo so discharge is concerned.