


COMMERCIAL INVOICE

1. Seller HANWHA TOTAL PETROCHEMICAL CO.,LTD 103,DOKGOT 2-RO DAESAN-EUP SEOSAN-SI CHUNGCHEONGNAM-DO KOREA		8. No. & Date of Invoice 7400091733-D60 22 FEB, 2022		
		9. L/C No. & Date 4509129879 09 FEB, 2022		
2. For Account & Risk of Messers TOTALENERGIES MARKETING ASIA-PACIFIC MIDDLE EAST PTE. LTD. 182 CECIL STREET #27-01 FRASERS TOWER SINGAPORE 069547		10. L/C Issuing Bank		
3. Notify Party TOTALENERGIES MARKETING ASIA-PACIFIC MIDDLE EAST PTE. LTD. 182 CECIL STREET #27-01 FRASERS TOWER SINGAPORE 069547		11. Terms of Delivery & Payment FCA DAESAN, KOREA INCHEON, KOREA TT WITHIN 30 DAYS AFTER LOADING DATE		
4. Port of Loading INCHEON, KOREA	5. Port of Discharge Singapore, Singapore	12. REMARKS PACKING : IN 2 FLEXIBAGS LOADING DATE : FEB.22, 2022 PAYMENT DUE DATE : MAR.22, 2022		
6. Vessel PORT KLANG	7. Sailing on OR About 22 FEB, 2022			
13. Marks & Numbers	14. Description of Goods	15. Quantity	16. Unit Price	17. Amount
	ANYSOL-D60	36.480MT	USD 925.90/MT	USD33,776.84
	TOTAL	36.480MT	USD 925.90/MT	USD33,776.84
ANYSOL-D60				
- OUR A/C NO. : 960-003712-42-003 - BANK : WOORI BANK, SAMSUNG BR (SWIFT CODE : HVBKRRSEXXX) - BENEFICIARY : HANWHA TOTAL PETROCHEMICAL CO., LTD.				



HANWHA TOTAL PETROCHEMICAL CO., Ltd.

SHIPPER				<div>DRAFT</div> <div>WAYBILL</div> <div>NON NEGOTIABLE</div>				VOYAGE NUMBER	
TOTALENERGIES MARKETING ASIA-PACIFIC MIDDLE EAST PTE.LTD. 182 CECIL STREET #27-01 FRASERS TOWER SINGAPORE 069547								0QR9ZS1NC	
								WAYBILL NUMBER	
								AFW0221339	
CONSIGNEE				EXPORT REFERENCES					
YEOCHEM (S) PTE LTD 20 PENJURU LANE SINGAPORE 609193 TEL: 6264 3633 FAX: 6265 7987				<div></div>					
NOTIFY PARTY, Carrier not to be responsible for failure to notify				<div>CARRIER:</div> CMA CGM Asia Shipping Pte. Ltd. Head Office: #14-01 The Metropolis, Tower 1 9 North Buona Vista Drive, Singapore 138588 Tel: (65) 6278 9000 - Fax: (65) 6278 4900					
PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT			NUMBER OF ORIGINAL WAYBILLS		
				SEOUL			ZERO (0)		
VESSEL		PORT OF LOADING		PORT OF DISCHARGE			FINAL PLACE OF DELIVERY*		
PORT KLANG VOYAGER		INCHEON, KOREA		SINGAPORE					
MARKS AND NOS		NO AND KIND	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN			GROSS WEIGHT	TARE	MEASUREMENT	
CONTAINER AND SEALS		OF PACKAGES				CARGO			
TRLU8964654		1 x 20ST	1 FLEXIBAG				KGS	KGS	CBM
SEAL H6014182							18332.000	2230	20.000
CMAU0473672		1 x 20ST	1 FLEXIBAG				18352.000	2190	20.000
SEAL H6014188									
<div>36.480MT NET OF SPIRDANE D60S</div> <div>SHIPMENT EFFECTED IN 2 FLEXIBAGS</div> <div>TERMS: CIP SINGAPORE AS DECLARED BY THE SHIPPER</div> <div>COUNTRY OF ORIGIN: SOUTH KOREA</div> <div>AS PER CUSTOMER PO NO. TTL0713</div> <div>FREIGHT PREPAID</div> <div>CONTAINER NO/SEAL NO/NET WGT/GROSS WGT</div> <div>TRLU8964654/H6014182/18230KGS/18332KGS</div> <div>CMAU0473672/H6014188/18250KGS/18352KGS</div>									
<div>Shipped on Board PORT KLANG VOYAGER 27-FEB-2022 CMA CGM Korea Co., Ltd As agents for the Carrier</div>									
Weight in Kgs Total: 2 CONTAINER(S)				Sheet 1 of 2		36684.000		4420 40.000	
<div>SHIPPERS DECLARED VALUE</div> <div>SUBJECT TO EXTRA FREIGHT AS PER TARIFF AND THE CARRIER'S B/L TERMS & CONDITIONS</div>									
ADDITIONAL CLAUSES									
<div>Said to contain</div> <div>This Waybill is governed by the Terms and Conditions available on the CNC website (www.cnc-line.com) which the Merchant has read and accepted. The carrier is entitled to deliver the cargo to the Consignee, after payment of any outstanding Freight, on provision of proper proof of identity without the need to produce or surrender a copy of this Sea Waybill.</div> <div>Shippers stow, load and count</div> <div>Demurrage and detention payable by the Merchant as per the Carrier's tariff available on the web site www.cnc-line.com, or in any of his agency. However if special free time conditions are granted, then rates applicable as per general tariff grid shall start from the day following the last free day.</div> <div>For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004</div> <div>The shipper acknowledges that the Carrier is authorized to carry the goods identified in this bill of lading on the deck of any vessel and in taking remittance of this bill of lading the Merchant (including the shipper, the consignee and the holder of the bill of lading, as the case may be) confirms his express</div>				<div>acceptance of all the terms and conditions of this bill of lading and expressly confirms his unconditional and irrevocable consent to the carriage of the goods on the deck of any vessel</div> <div>Mis-declaration of cargo weight endangers crew, port workers and vessels' safety. Your cargo may be weighed at any place and time of carriage and any mis-declaration will expose you to claims for all losses, expenses or damages whatsoever resulting thereof and be subject to freight surcharge</div> <div>Following the exceptional measures adopted by various governments in relation with the outbreak of COVID-19 virus and the operational constraints resulting thereof, the Merchants are hereby notified that the carriage of cargo may be disrupted or delayed.Cargo may not be loaded on the intended vessel and may be on forwarded to the port of destination on any alternative vessel at Carrier's sole discretion.</div> <div>Furthermore in case of disruption of ports' operations, the cargo may be discharged in an alternative port without notice and - subject to availability - be on forwarded to the original intended port of destination.Carrier reserve its rights to accomplish the bill of lading in any alternative port. All additional costs, including but not limited to storage, demurrage, plugging, monitoring at the alternative discharge port or extra on forwarding costs, shall be on Merchant's account and payable before delivery and the carrier shall have no liability whatsoever for any loss or damage resulting thereof</div>					
<div>RECEIVED by the Carrier from the Shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of containers or other packages or units indicated above by the Merchant for carriage, subject to all the terms hereof and tariff for the relevant trade, from the place of receipt or the port of loading, whichever applicable, to the port of discharge or place of delivery whichever applicable. This Waybill is deemed to be a contract of carriage as defined in Article I (b) of the Hague Rules and Hague Visby Rules although this is not a document of title to the Goods.</div> <div>DELIVERY will only be made on Payment of all Freight and Charges and to the named Consignee or any third party nominated by the Consignee by written instruction to the Carrier or his Agent, unless the Shipper instructs otherwise prior to delivery. The rights and liabilities arising according to the terms hereof shall (without prejudice to any rule of common law and status) become binding between the Carrier and Consignee as if this agreement has been made between them and the Shipper guarantees on reception of this Waybill that he has accepted it on his own behalf, on behalf of the Consignee and the Owner of the Goods, and warrants that he has authority to do so.</div> <div>LAW AND JURISDICTION</div> <div>i) Governing Law Insofar as anything has not been dealt with by the terms and conditions of this Bill of Lading, Singapore law shall apply. Singapore law shall in any event apply in interpreting the terms and conditions hereof.</div> <div>ii) Jurisdiction All disputes relating to this Bill of Lading shall be determined by the Courts of Singapore to the exclusion of the jurisdiction of the courts of any other country provided always that the Carrier may in its absolute and sole discretion invoke or voluntarily submit to the jurisdiction of the Courts of any other country which, but for the terms of this Bill of Lading, could properly assume jurisdiction to hear and determine such disputes, but shall not constitute a waiver of the terms of this provision in any other instance.</div> <div>iii) Notwithstanding i) and ii), if Carriage includes Carriage to, from or through a port in the United States of America, the Merchant may refer any claim or dispute to the United States District Court for the Southern District of New York in accordance with the laws of the United States of America.</div> <div>This Waybill is issued subject to the C.M.I Uniform Rules for Sea Waybills.</div> <div>The contract evidenced by this Sea Waybill is subject to the terms, conditions, exceptions, limitations and liberties (including those relating to pre-carriage and on-carriage) set out in and incorporated by the Carrier's Bill of Lading. The terms of the Carrier's Applicable Tariff are incorporated herein.</div>									
PLACE AND DATE OF ISSUE		SEOUL		27 FEB 2022		<div>SIGNED FOR THE CARRIER CMA CGM Asia Shipping Pte. Ltd.</div> <div>BY CMA CGM Korea Co., Ltd</div> <div>as agents for the carrier CMA CGM Asia Shipping Pte. Ltd.</div>			
SIGNED FOR THE SHIPPER									
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING									



DRAFT
WAYBILL
NON NEGOTIABLE

VOYAGE NUMBER
0QR9ZS1NC
WAYBILL NUMBER
AFW0221339

PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT		NUMBER OF ORIGINAL WAYBILLS		
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VESSEL		PORT OF LOADING		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*		
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CONTAINER AND SEALS	OF PACKAGES							

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ADDITIONAL CLAUSES

The Merchant warrants that the particulars relating to the Goods have been checked and that such particulars are adequate and correct. In case of failure of the Merchant to comply with such warranty, the Carrier shall be entitled to charge the Merchant at any time an amount of USD 2,000 per Container as processing and operational fees. This fee shall also be applicable in case of discrepancy between the Verified Gross Mass (VGM) sent to the Carrier and the weight declared by the Shipper in his shipping instruction or otherwise weighted during the Carriage.

Merchant consents to the Carrier sharing information and data contained in the Bill of Lading and/or related to the performance of the Carriage of the Goods with third parties, including but not limited to digital supply chain platforms.

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