

SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS): PT. MUSIM MAS JL. K.L. YOS SUDARSO KM. 7,8 TANJUNG MULIA - MEDAN 20241 SUMATERA UTARA - INDONESIA TAX ID: 01.100.016.3-092.000		BILL OF LADING NO.: SRGCOK2204006	BOOKING NO.:
CONSIGNEE (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER): PANKAJ CHEMICALS 18/35, THOPPUMPADY, COCHIN - 682005 INDIA TEL: 0091-2231329		FORWARDING AGENT FMC No.	
NOTIFY (COMPLETE NAME AND ADDRESS): PANKAJ CHEMICALS 18/35, THOPPUMPADY, COCHIN - 682005 INDIA TEL: 0091-2231329		APPLICATION FOR DELIVERY MUST BE MADE TO:  <b>ORIGINAL</b>	
PRE CARRIAGE BY:		PLACE OF RECEIPT:	
EXPORT CARRIER: MERATUS KUPANG V.BP002E	PORT OF LOADING: BELAWAN PORT, INDONESIA	LOADING PIER (TERMINAL):	
PORT OF DISCHARGE: COCHIN PORT, INDIA	PLACE OF DELIVERY: COCHIN PORT, INDIA	TYPE OF MOVE: CY/CY	
PARTICULARS FURNISHED BY SHIPPER			
MARKS AND NOS / CONTAINER NOS: N/M	NO. OF PACKAGES: 800 BAGS	DESCRIPTION OF PACKAGES AND GOODS: 1 X 20FT FCL - 20 MT - 800 BAGS SOAP NOODLES (CODE: MMSOAP S2088) PACKING: 25KG MUSIM MAS BAG, LOOSE-STUFFED	GROSS WEIGHT: 20.136.00 KGS
AGENT DETAILS AT DESTINATION  CORPORATE FREIGHT SYSTEMS NEW NO.73, OLD NO.38, GROUND FLOOR, CORAL MERCHANT STREET, CHENNAI-600001. PH: 044-25244655 / 25263289 MOB: +91-9962522448 GST: 33AACFC4854E1ZT		MEASUREMENT: 33.000 CBM	<b>FIRST</b>
		IMPORT & EXPORT CODE (IEC) OF IMPORTER: 1091003378 GST IDENTIFICATION NO (GSTIN) OF IMPORTER: 32AACFP8098F124 EMAIL: PANKAJSOAP2017@GMAIL.COM IMPORTER'S PAN NO: AACFP8098F  HS CODE: 34012000 NET WEIGHT: 20.000.00 KGS  KGS MEANS KILOGRAM CONNECTING VESSEL: X-PRESS KILIMANJARO V.22002W TRANSHIPMENT PORT: PORT KLANG 14 DAYS FREE ONLY ON CONTAINER LINE DETENTION AT POD  SHIPPED ON BOARD BY MERATUS KUPANG V.BP002E AT BELAWAN PORT, INDONESIA ON 16 APRIL 2022	
SHIPPER DECLARED VALUE: SUBJECT TO EXTRA FREIGHT AND TARIFF AS PER CLAUSE 6 OF THIS BL		SHIPPED ON BOARD FREIGHT PAYABLE AT:	NO OF ORIGINAL BLS THREE
FREIGHT RATE CHARGES		PREPAID	COLLECT FREIGHT COLLECT

RECEIVED by the carrier the goods specified herewith in apparent good order and condition unless otherwise stated to be transported to a place as agreed, authorized or permitted herein and subject to all the terms and conditions appearing on the front and reverse of this Bill of Lading to which the merchant agrees by accepting this Bill of Lading any local privileges and customs notwithstanding. The particulars given herein as stated by the skipper and the weight measure quantity condition contents and value of the goods are unknown to the carrier. IN WITNESS whereof One (1) Original Bill of Lading has been signed if not otherwise stated above the same being accomplished the others if any, to be void. If required by the carrier one (1) Bill of Lading must be surrendered duly endorsed in exchange for the good or Delivery Order.

JURISDICTION: The contract evidenced by or contained in this Bill of Lading is governed by the laws of Indonesia and any claim or dispute arising hereunder or in connection herewith shall be determined by the courts of Indonesia and or other courts.

Signed on Behalf of the Carrier  
**ASIAN EXPRESS LINE**  
By *[Signature]* AUTHORIZED REP  
AS AGENT FOR CARRIER  
Date and Place of Issue:  
16 APRIL 2022

Standard Conditions (1984) governing FIATA COMBINED TRANSPORT BILLS OF LADING

Definitions

"Merchant" means and includes the Shipper, the Consignor, the Comptee, the Holder of the Bill of Lading, the Receiver and the Claimant of the Goods. The Freight Forwarder means the issuer of this Bill of Lading as named on the face of it.

The headings on both orders are for easy reference only

CONDITIONS

1. Applicability: Involving the handling, forwarding, transport (by air, land, sea, inland waterway and air-sea) and delivery to the consignee, such bills of lading as set forth on the face of the Bill of Lading are performed by compliance of transport only.

2. Issuance of the "Combined Transport Bill of Lading": By the issuance of the "Combined Transport Bill of Lading" the Freight Forwarder is understood to perform and/or to cause some to perform the performance of the entire transport from the place at which the goods are taken in charge to the place designated for delivery to the consignee.

3. Responsibility and title to the goods: By accepting this Bill of Lading the Merchant and the transferees agree with the Freight Forwarder that unless it is marked "non-receiptable" it shall constitute title to the goods and the holder, by endorsement of this Bill of Lading, shall be entitled to receive or to transfer the goods herein mentioned.

4. Description of goods and Merchant's Packing: The consignor shall be deemed to have guaranteed to the Freight Forwarder the truth of the goods when taken in charge by the Freight Forwarder.

5. Liability: The Freight Forwarder shall be liable for loss of or damage to the goods occurring between the time when he takes the goods into his charges and the time of delivery.

6. Lien: The Freight Forwarder shall be entitled to a lien on the goods in respect of any amount due under this Bill of Lading.

7. Non-delivery: The Freight Forwarder shall be liable for non-delivery of the goods within the period of time specified in the Bill of Lading.

8. Jurisdiction: The Freight Forwarder shall be liable for loss of or damage to the goods occurring between the time when he takes the goods into his charges and the time of delivery.

9. Limitation of Amount: Where the Freight Forwarder is liable for compensation in respect of loss of or damage to the goods, such compensation shall be calculated by reference to the value of such goods at the place and time they are delivered to the consignee in accordance with the contract or should have been delivered.

10. Compensation shall not however, exceed 2 SDN (Special Drawing Rights) per kilo of gross weight of the goods lost or damaged, unless, with the consent of the Freight Forwarder, the Merchant has declared a higher value for the goods and such higher value has been stated in the OT Bill of Lading, in which case such higher value shall be the limit. However, the Freight Forwarder shall not, in any case, be liable for an amount greater than the actual loss to the person entitled to make the claim.

11. Delay Consequential Loss, etc: Arrival times are not guaranteed by the Freight Forwarder. If the Freight Forwarder is held liable in respect of delay, consequential loss or damage other than loss of or damage to the goods, the liability of the Freight Forwarder shall be limited to double the freight for the transport covered by this Bill of Lading, or the value of the goods as determined in Clause 9, whichever is the less.

12. Defences: The defences and liability limits provided for in these Conditions shall apply in any action against the Freight Forwarder for loss of or damage to the goods whether the action be founded in contract or in tort.

13. Liability of Servants and Sub-contractors: In an action for loss of or damage to the goods brought against a person referred to in paragraph 2 of Clause 9, such person shall be entitled to avail himself of the defences and limits of liability which the Freight Forwarder is entitled to invoke under these Conditions.

14. Method and Route of Transport: The Freight Forwarder reserves to himself a reasonable liberty as to the means, route and procedure to be followed in the handling, storage and transportation of goods.

15. Delivery: The goods of any part thereof not taken by the Merchant, at the time and place specified in the Bill of Lading, shall be delivered to the consignee at the place and time specified in the Bill of Lading.

16. Freight and Charges: Freight shall be paid in cash, without discount and whether payable or payable at destination.

17. Lien: The Freight Forwarder shall be entitled to a lien on the goods in respect of any amount due under this Bill of Lading.

18. General Average: The Merchant shall indemnify the Freight Forwarder in respect of any claims of a General Average nature which may be made in full and shall provide such security as may be required by the Freight Forwarder in this connection.

19. Notice: Unless notice of loss of or damage to the goods and the general nature of it be given in writing to the Freight Forwarder or the person referred to in paragraph 2 of Clause 2, at the place of delivery within the time specified in the Bill of Lading, the liability of the person entitled to delivery thereat under the Bill of Lading, or if the loss or damage be consequential, within seven consecutive days thereafter, such person shall be prima facie evidence of the delivery by the Freight Forwarder of the goods as described in this Bill of Lading.

20. Non-delivery: Failure to effect delivery within 90 days after the expiry of a time limit agreed and expressed in a B/L Bill of Lading shall constitute non-delivery unless it is agreed and expressed in the B/L Bill of Lading that the time limit is subject to extension by agreement of the parties.

21. Time Bar: The Freight Forwarder shall be discharged of all liability under the rules of these conditions unless suit is brought within nine months after the date of delivery of the goods or, if the date when the goods should have been delivered is later, the date when in accordance with clause 19, failure to deliver the goods is prima facie evidence of the delivery by the Freight Forwarder of the goods as described in this Bill of Lading.

22. Jurisdiction: Action against the Freight Forwarder may be instituted in the country where the Freight Forwarder has his principal place of business and shall be decided according to the law of such country.

Please deliver to the order of M/s. D. B. Khona

Signature: Devshi Khanji Khona  
For M/s. DEVSHI BHANJI KHONA  
ABDUL NAJEEB A. RAHMAN  
Authorized Signatory

FOR CORPORATE FREIGHT SYSTEMS  
Authorized Signatory

RIDER TO BILL OF LADING NO : SRGCOK2204006

CONTAINER & SEAL NUMBER  
TEMU3629461 / LC005658

QTY(BAGS)  
800

GROSS WT (KGS)  
20,136.00

NET WT (KGS)  
20,000.00



Standard Conditions (1984) governing FIATA COMBINED TRANSPORT BILLS OF LADING

Definitions: "Merchant" means and includes the Shipper, the Consignor, the Comptroller, the Receiver, the Bill of Lading, the Receiver and the Owner of the Goods. "The Freight Forwarder" means the issuer of this Bill of Lading as named on the face of it.

The headings are for reference only

CONDITIONS

- 1. **Applicability**  
Notwithstanding the heading "Combined Transport Bill of Lading" the provisions set out and referred to in this document shall also apply if the transport is described on the face of the Bill of Lading as being a bill of transport only.
- 2. **Instances of the "Combined Transport Bill of Lading"**  
2.1. By the issuance of this "Combined Transport Bill of Lading" the Freight Forwarder undertakes to perform and/or in its own name to procure the performance of the entire transport from the place at which the goods are taken in charge to the place designated for delivery in the Bill of Lading.  
2.2. All operations falling as an act of those Countries.  
2.3. For the purposes and subject to the provisions of this Bill of Lading, the Freight Forwarder shall be responsible for the acts and omissions of any persons or whose services he makes use for the performance of the transport evidenced by the Bill of Lading.

- 3. **Receiptability and title to the goods**  
3.1. By issuing this Bill of Lading the Merchant and his transferees agree with the Freight Forwarder that subject to the provisions of this Bill of Lading, it shall constitute title to the goods, and the holder in possession of this Bill of Lading shall be entitled to receive or to tender the goods, pending payment.  
3.2. The Bill of Lading shall be prima facie evidence of the receipt by the Freight Forwarder of the goods as herein described, and that the Bill of Lading has been lawfully issued in accordance with the applicable provisions of a third party's law.

Please deliver to the ordering  
M/s. D.B. Khona

- 4. **Dangerous Goods and Indemnity**  
4.1. The Merchant shall comply with rules which are mandatory according to the national law or by reason of international agreement, relating to the carriage of goods of a dangerous nature and shall in any case inform the Freight Forwarder in writing of the nature of the danger before goods of a dangerous nature are taken in charge by the Freight Forwarder and indicate to him the measures to be taken.  
4.2. If the Merchant fails to comply with the provisions of this Bill of Lading in respect of the dangerous nature of the goods and the necessary precautions to be taken and if, as a result, they are deemed to be a hazard to life or property, they may at any place be unsecured, destroyed or rendered harmless, as circumstances may require, without compensation, and the Merchant shall be liable for all costs, damage delay or expenses arising out of their being taken in charge, if their carriage, or in any service incidental thereto.  
4.3. The burden of proving the Freight Forwarder knows the exact nature of the danger constituted by the carriage of the said goods shall rest upon the person entitled to the goods.  
4.4. If any goods shipped with the knowledge of the Freight Forwarder as to their dangerous nature shall become a hazard to the vessel or cargo, they may in any manner be unloaded or landed at any place or discharged or rendered innocuous by the Freight Forwarder and the liability for the loss of the Freight Forwarder shall be General Average.

Signature of D.B. Khona

FORM/MS. DEVSKI BHANJI KHONA

ABDUL NAJEEB A. RAHIMAN  
Authorized Signatory

- 5. **Description of goods and Merchant's Packing**  
5.1. The Merchant shall be deemed to have guaranteed to the Freight Forwarder the accuracy, at the time the goods were taken in charge by the Freight Forwarder, of the description of the goods, marks, number, quantity, weight and/or volume as furnished by him, and the Consignor shall indemnify the Freight Forwarder against all claims, damage and expenses arising from inaccuracies in or inadequacy of such particulars. The right of the Freight Forwarder to such indemnity shall in no way limit his responsibility and liability under this Bill of Lading to any extent other than the Consignor.  
5.2. Without prejudice to Clause 5.1 (2), the Merchant shall be liable for any loss, damage or injury caused by faulty or insufficient packing of goods or by faulty loading or packing within containers and frames under this Bill, when such loading or packing has been performed by the Merchant or an agent of the Merchant by a person other than the Freight Forwarder, or by the driver or stevedores or the Carriers, Takers or Bills, when supplied by the Merchant, and shall indemnify the Freight Forwarder against any additional practices so caused.

- 9. **Limitation Amount**  
9.1. When the Freight Forwarder is liable for compensation in respect of loss of or damage to the goods, such compensation shall be calculated by reference to the value of such goods at the place and time they are delivered to the Consignee in accordance with the contract or should have been so delivered.  
9.2. The value of the goods shall be fixed according to the current commodity exchange price, or, if there be no such price, according to the current market price, or, if there be no commodity exchange price or current market price, by reference to the normal value of goods of the same kind and quality.  
9.3. Compensation shall not, however, exceed 2 SDP (Special Drawing Rights) per kilo of gross weight of the goods lost or damaged, unless, with the consent of the Freight Forwarder, the Merchant has obtained a higher value for the goods and such higher value has been stated on the OT Bill of Lading, in which case such higher value shall be the limit; however, the Freight Forwarder shall not, in any case, be liable for an amount greater than the actual loss to the person entitled to make the claim.
- 9. **Delay Consequential Loss, etc.**  
9.1. Arrival times are not guaranteed by the Freight Forwarder. If the Freight Forwarder is held liable in respect of delay, consequential loss or damage (other than loss of or damage to the goods), the liability of the Freight Forwarder shall be limited by clause 9, the freight for the transport covered by Bill of Lading, or the value of the goods as determined in Clause 9, whichever is the less.

- 10. **Defences**  
10.1. The defences and liability limits provided for in these Conditions shall apply in any action against the Freight Forwarder for loss of or damage to or delay in the goods whether the action is founded in contract or in tort.  
10.2. The Freight Forwarder shall not be entitled to the benefit of the limitation of liability provided for in paragraph 9 of Clause 9 if it is proved that the loss or damage resulted from an act or omission of the Freight Forwarder done with intent to cause damage or recklessly and with knowledge that damage would probably result.

- 11. **Liability of Servants and Sub-contractors**  
11.1. Subject to clause 10 of or damage to the goods is brought against a person referred to in paragraph 2 of Clause 9, such person shall be entitled to avail himself of the defences and limits of liability which the Freight Forwarder is entitled to invoke under these Conditions; however, if it is proved that the loss or damage resulted from an act or omission of this person, done with intent to cause damage or recklessly and with knowledge that damage would probably result, such person shall not be entitled to benefit of limitation of liability provided for in paragraph 9 of Clause 9.  
11.2. Subject to the provisions of paragraph 2 of Clause 9 and paragraph 2 of this Clause the aggregate of the amounts recoverable from the Freight Forwarder and the person referred to in paragraph 2 of Clause 9 shall not exceed the limit provided for in these Conditions.

- 12. **Method and Route of Transportation**  
The Freight Forwarder reserves to himself a reasonable liberty as to the means, route and procedure to be followed in the handling, storage and transportation of goods.

- 13. **Delivery**  
13.1. If delivery of the goods or any part thereof is not taken by the Merchant at the time and place, when and where the Freight Forwarder is entitled to call upon the Merchant to take delivery thereof, the Freight Forwarder shall be entitled to store the goods at the port named in the Bill of Lading, or at any other place, whereupon the liability of the Freight Forwarder in respect of the goods or that part thereof stored so aforesaid (as the case may be) shall wholly cease and the goods (if paid for or payable by the Freight Forwarder or any agent or sub-agent of the Freight Forwarder) shall forthwith upon demand be sold by the Merchant to the Freight Forwarder.  
13.2. Freight and Charges  
Freight shall be paid in cash without drawback and, whether payable or payable in destination shall be reckoned as earned on receipt of the goods and not to be returned or re-allocated.

Other amounts mentioned in this Bill of Lading are to be paid in the currency named in the Bill of Lading or, at the Freight Forwarder's option, in the currency of the country of destination at the highest rate of exchange for banknotes sight bills current for payment by bank on the day of delivery, and for freight payable at destination on the day when the bill is due for payment of arrival of the goods there or on the date of withdrawal of the delivery order, whichever rate is the higher, or at the option of the Freight Forwarder on the date of the Bill of Lading.

- 14.3. At times, taxes and charges or other expenses in connection with the goods shall be paid by the Merchant.  
14.4. The Merchant shall reimburse the Freight Forwarder in proportion to the amount of freight for any extra for deviation or delay of any other increase of costs of whatever nature caused by war, warlike operations, epidemics, strikes, government directions or force majeure.  
14.5. The Merchant warrants the correctness of the declaration of contents, insurance, weight, measurements or value of the goods but the Freight Forwarder reserves the right to have the goods inspected and the weight ascertained and the weight verified to such extent as it is found the declaration is not correct, in which case the Merchant shall be liable to pay the correct weight or value as ascertained, or, if the weight or value is not correct, to pay the correct weight or value as ascertained, plus the Freight Forwarder's inspection costs and losses of freight on other goods notwithstanding any other sum having been paid on the Bill of Lading as freight payable.

for CORPORATE FREIGHT SYSTEMS

Signature of D.B. Khona  
Authorized Signatory

- 6. **Extent of liability**  
6.1. The Freight Forwarder shall be liable for loss of or damage to the goods occurring between delivery when it takes the goods into his charge and the time of delivery.  
6.2. The Freight Forwarder shall, however, be relieved of liability for any loss or damage if such loss or damage was caused by:  
a) an act or omission of the Merchant, or person other than the Freight Forwarder acting as an agent of the Merchant at such time when the Freight Forwarder took the goods in charge;  
b) inadequacy of defective condition of the packaging or marks and/or numbers;  
c) handling, loading, unloading or stowage of the goods by the Merchant or any person acting as an agent of the Merchant;  
d) inherent vice of the goods;  
e) fire, explosion, explosion or reaction of acids, the consequences of which the Freight Forwarder could not avoid by the exercise of reasonable diligence;  
f) any act or event which the Freight Forwarder could not avoid and the consequences of which he could not avoid by the exercise of reasonable diligence;  
g) a nuclear incident if the operator of a nuclear installation or a person acting for him is liable for this damage under an applicable international Convention or national law governing liability in respect of nuclear energy.  
6.3. The burden of proving that the loss or damage was due to one or more of the causes stated in clause 6.2, shall rest upon the Freight Forwarder.  
6.4. Where the Freight Forwarder acknowledges that in circumstances of the case, the loss or damage could be attributed to one or more of the causes or events specified in 6.2, or if it is proved that the loss or damage was not, in fact, caused wholly or partly by one or more of those causes or events.

- 7. **When it is applicable with clause 6.1 the Freight Forwarder is liable for any compensation in respect of loss of or damage to the goods and the stage of transport where the loss or damage occurred is shown, the liability of the Freight Forwarder in respect of such loss or damage shall be determined by the Provision contained in any international convention or national law, which provides:  
a) cannot be derived from private contract, to the detriment of the Consignor, and  
b) where there is a contract made a separate and direct contract with the Freight Forwarder in respect of the particular stage of transport where the loss or damage occurred and if the contract so provides, such contract shall prevail, in which case the provisions of this Bill of Lading shall be inapplicable, in which case the provisions of the contract law applicable to such contract shall apply to all goods whether carried or not in such contract.**

- 8. **Paramount Clause**  
This clause prevails over all other provisions for the limitation of certain rates (including a Bill of Lading, except in those cases where it is in those countries where they are subject to force of Law (Vimy Duty) contained in the Protocol of Brussels, dated February 20th 1968, as amended in the Country of destination, shall apply to all carriage of goods by sea, where no mandatory international or national law applies, to the carriage of goods by land, where a law or regulation applies, and such provisions shall apply to all goods whether carried or not in such contract.

- 15. **Liability**  
The Freight Forwarder shall be liable for any amount due under this Bill of Lading including storage charges and the cost of recovering same, and may enforce such lien in any responsible manner.  
16. **General Average**  
The Merchant shall indemnify the Freight Forwarder in respect of any claims of a General Average nature which may be made in full and shall provide such security as may be required by the Freight Forwarder in this connection.  
17. **Notice**  
Unless notice of or damage to the goods and the general nature of it be given in writing to the Freight Forwarder or the persons referred to in paragraph 2 of Clause 2, at the place of delivery before or at the time of the removal of the goods into the custody of the person entitled to delivery thereunder under the Bill of Lading, or the loss or damage be not apparent, within seven calendar days thereafter, such removal shall be prima facie evidence of the delivery by the Freight Forwarder of the goods as described in this Bill of Lading.  
18. **Non delivery**  
Failure to effect delivery within 90 days after the expiry of a time limit agreed and expressed in a Bill of Lading or, where no time limit is agreed and so expressed, failure to effect delivery within 90 days after the time it would be reasonable to allow for diligent completion of the combined transport operation shall, in the absence of evidence to the contrary give to the party entitled to receive delivery, the right to treat the goods as lost.  
19. **Time Bar**  
The Freight Forwarder shall be discharged of all liability under the terms of these conditions unless suit is brought within nine months after:  
a) the delivery of the goods or  
b) the date when the goods would have been delivered, or  
c) the date when in accordance with clause 18, failure to deliver the goods would, in the absence of evidence to the contrary, give to the party entitled to receive delivery the right to treat the goods as lost.  
20. **Jurisdiction**  
Actions against the Freight Forwarder may only be instituted in the country where the Freight Forwarder has his principal place of business and shall be decided according to the law of such country.