

#### PT. PELABUHAN TIGA BERSAUDARA

Komplek Rukan Kirana Boutique Office Blok E3 No. 3 Jl. Boulevard Raya No.1, Kelapa Gading Timur, Jakarta Utara 14240

# **INVOICE**

Invoice No : INV-202408-02000955 Invoice Date : 23 Aug 2024

Bill To : pt bina insan sukses mandiri Shipping Type : INTERNATIONAL **Due Date** : 24 Aug 2024

> Exchange Rate: 15579.00 NPWP

: MV. FALCON TRIDENT Vessel ETA : 15 Aug 2024 Call Sign : D5HG5 ETD : 22 Aug 2024

: Liberia Last Port : Muara Berau - Indonesia Flag

Loading Port: MUARA BERAU, SAMARINDA ANCHORAGE, INDONESIA Voyage Number

**Booking Order Number** : thailand : BK-202408-02001094 Next Port

Descriptions	Commence Until	Charge	Cargo Nominated (MT)	Tarif	Total Price
Stevedoring Geared Fee	16 Aug 2024	100%	60500.000	USD 1.22	USD 73,810.00

Total Price	USD		73,810.00
Total Price	IDR		1,149,885,990.00
VAT 11%	IDR		126,487,459.00
WHT 23 (2%)	IDR		(22,997,720.00)
Stamp	IDR		10,000.00
Grand Total	IDR		1,253,385,729.00
Deposit	IDR	$\bigcirc$ $\land$	1,172,471,850.00
Outstanding	IDR	Scholug	80,913,879.00
Amount in word :		Deve	

Eighty Million Nine Hundred Thirteen Thousand Eight Hundred Seventy Nine

**Authorized Signature** PT. PELABUHAN TIGA BERSAUDARA

# Please pay to / Pembayaran ke

VA BNI : 9887466028645587 VA Bank Mandiri: 4002620186290289

: pt bina insan sukses mandiri

All Bank charges to be borned by Payer

Seluruh Biaya Bank, di tanggung oleh pelanggan

Anang Indrianto (General Manager)

CODE NAME: "CONGENBILL" EDITION 1994 Shipper  PT. BINA INSAN SUKSES MANDIRI JL. GAJAH MADA NO 28 RT 019 MELAK ULU, MELAK, KUTAI BARAT INDONESIA	Page 2  BILL (S) OF LADING  TO BE USED WITH CHARTER-PARTIES Reference No.  Page 2  B/L No.  BISMV08/24/2024/1
Consignee TO ORDER	1st ORIGINAL
Notify address  ENERGENIX GLOBAL (THAILAND) CO., LTD.  139 SETHIWAN TOWER, 9TH FLOOR UNIT D, PAN ROAD SILOM, BANGRAK, BANGKOK 10500 THAILAND	),
WV FALCON TRIDENT MUARA BERAU  Port of discharge  KOH SICHANG ANCHORAGE, THAILAND	ANCHORAGE, EAST KALIMANTAN, INDONESIA
Shipper's description of goods	Gross weight
INDONESIAN STEAM COAL IN BULK	60,500 MT
CLEAN ON BOARD FREIGHT PAYABLE AS PER CHARTER PARTY	
(of which NIL being responsible for loss or damage howsoeve	on deck at Shipper's risk; the Carrier not
	er arising)
Freight payable as per CHARTER PARTY dated AS PER CHARTER PARTY  FREIGHT ADVANCE. Received on account of freight:	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,
CHARTER PARTY dated AS PER CHARTER PARTY  FREIGHT ADVANCE.  Received on account of freight:	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.

Place and date of issue MUARA BERAU ANCHORAGE, Freight payable at EAST KALIMANTAN, INDONESIA, AUGUST 22, 2024 Number of original Bs/L FOR AND ON BEHALF OF MASTER (CAPT. SERGIY ROGOZHYNSKY) 3 (THREE) MV FALCON TRIDENT PT. TRI ELANG INDO MARITIM SHIPPING AGENCY PT. TRI ELANG INDO MARITIM 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

Conditions of Carriage

- (1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause,
- (2) General Paramount Clause.
- (a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels 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 legislation 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.

(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 threreon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to 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



CODE NAME: "CONGENBILL" EDITION 1994	
Shipper	
PT. BINA INSAN SUKSES MANDIRI	
JL. GAJAH MADA NO 28 RT 019	
MELAK ULU, MELAK, KUTAI BARAT	
INDONESIA	
Consignee	

**BILL (S) OF LADING** 

TO BE USED WITH CHARTER-PARTIES

Page 2 B/L No. BISMV08/24/2024/1

2nd ORIGINAL

Notify address

TO ORDER

ENERGENIX GLOBAL (THAILAND) CO., LTD. 139 SETHIWAN TOWER, 9TH FLOOR UNIT D, PAN ROAD, SILOM, BANGRAK, BANGKOK 10500 THAILAND

Port of loading

MV FALCON TRIDENT

MUARA BERAU ANCHORAGE, EAST KALIMANTAN, INDONESIA

Port of discharge

KOH SICHANG ANCHORAGE, THAILAND

Shipper's description of goods

Gross weight

INDONESIAN STEAM COAL IN BULK

60,500 MT

CLEAN ON BOARD FREIGHT PAYABLE AS PER CHARTER PARTY

on deck at Shipper's risk; the Carrier not

being responsible for loss or damage howsoever arising)

Freight payable as per

CHARTER PARTY dated AS PER CHARTER PARTY

FREIGHT ADVANCE. Received on account of freight:

Time used for loading ...... Days ......

... hours.

specified above.

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

Weight, measure, quality, quantity, condition, contents and value

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

Place and date of issue MUARA BERAU ANCHORAGE. Freight payable at EAST KALIMANTAN, INDONESIA, AUGUST 22, 2024 Number of original Bs/L Signature FOR AND ON BEHALF OF MASTER (CAPT. SERGIY ROGOZHYNSKY) 3 (THREE) MV FALCON TRIDENT

By Wyt & Zonen B.V., Rotterdam (phone;31-010-4252627) by the authority of The Baltic and International Maritime Council (BIMCO), Copenhagen

PT. TRI ELANG INDO MARITIM AS AGENT

ANG INDO MARITIM

Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause,

(2) General Paramount Clause.

(a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels 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 legislation 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.

(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 threreon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to 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



	DII 1 (	C) OF LADING	Page 2
CODE NAME: "CONGENBILL".EDITION 1994		S) OF LADING	B/L No. BISMV08/24/2024/1
Shipper	TO BE USI	ED WITH CHARTER-PARTIES  Reference No.	B131V1 V 08/24/2024/1
PT. BINA INSAN SUKSES MANDIRI			
JL. GAJAH MADA NO 28 RT 019			
MELAK ULU, MELAK, KUTAI BARAT			
INDONESIA			
Consignee			
TO ORDER			
			AND COMMENT OF THE PROPERTY CONTRACTOR OF THE PR
		3rd ORIO	FINAL
		SEMENT SEMENTAL TO SEMENTAL TRANSPORT	
Notify address			
ENERGENIX GLOBAL (THAILAND) CO., LTD.			
139 SETHIWAN TOWER, 9TH FLOOR UNIT D, PAN	ROAD,		
SILOM, BANGRAK, BANGKOK 10500 THAILAND			
Vessel Port of loading			
A = MIDOW, MYMMINI €	ERAU ANCHORA	GE, EAST KALIMANTAN, IN	DONESIA
Port of discharge	>		
KOH SICHANG ANCHORAGE, THAILAND			
Shipper's description of goods		Gross weig	ght
DIDONECIAN CTEAM COAL IN DUILV		60,500	MT
INDONESIAN STEAM COAL IN BULK		00,300	WII
CLEAN ON BOARD			
FREIGHT PAYABLE AS PER CHARTER PARTY			
(of which NIL		at Shipper's risk; the Carrier not	
being responsible for loss or damage i	howsoever arising)		
Freight payable as per		ISHIPPED	pading in apparent good order and
CHARTER PARTY dated AS PER CHARTER PARTY		Port of Discharge or so near thereto	ard the Vessel for carriage to the as she may safely get the goods
FREIGHT ADVANCE.		specified above. Weight, measure, quality, quantity.	
Received on account of freight:		unknown.	
		IN WITNESS whereof the Master or A the number of Bills of Lading indicate	
		any one of which being accomplished	
Time used for loading	hours.	FOR CONDITIONS OF CARRIAGE S	EE OVERLEAF
	Freight payable at	Place and date of iss	sue MUARA BERAU ANCHORAGE,
		EAST KALIMANTAN,	INDONESIA, AUGUST 22, 2024
	Number of original Bs		
		2. F.E.S.E.S	ND ON BEHALF OF MASTER

Place and date of issue MUARA BERAU ANCHORAGE.
EAST KALIMANTAN, INDONESIA, AUGUST 22, 2024

Number of original Bs/L

Signature

FOR AND ON BEHALF OF MASTER
(CAPT. SERGIY ROGOZHYNSKY)
MV FALCON TRIDENT

PT. TRI FLANG INDO MARITIM
SHIPPING AGENCY
PT. TRI ELANG INDO MARITIM

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PT. TRI ELANG INDO MARITIM

<u>AS AGENT</u>

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#### **BILL (S) OF LADING**

Page 2 B/L No.

BISMV08/24/2024/1

Shipper

TO BE USED WITH CHARTER-PARTIES Reference No.

PT. BINA INSAN SUKSES MANDIRI JL. GAJAH MADA NO 28 RT 019 MELAK ULU, MELAK, KUTAI BARAT INDONESIA

Consignee

TO ORDER



Notify address

ENERGENIX GLOBAL (THAILAND) CO., LTD. 139 SETHIWAN TOWER, 9TH FLOOR UNIT D, PAN ROAD, SILOM, BANGRAK, BANGKOK 10500 THAILAND

Vessel

Port of loading

MV FALCON TRIDENT

MUARA BERAU ANCHORAGE, EAST KALIMANTAN, INDONESIA

Port of discharge

KOH SICHANG ANCHORAGE, THAILAND

Shipper's description of goods

Gross weight

INDONESIAN STEAM COAL IN BULK

60,500 MT

CLEAN ON BOARD FREIGHT PAYABLE AS PER CHARTER PARTY

(of which

NIL

on deck at Shipper's risk; the Carrier not

being responsible for loss or damage howsoever arising)

Freight payable as per CHARTER PARTY dated AS PER CHARTER PARTY	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.
FREIGHT ADVANCE. Received on account of freight:	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.
Time used for loading	FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at	Place and date of issue MUARA BERAU ANCHORAGE, EAST KALIMANTAN, INDONESIA, AUGUST 22, 2024
Number of original Bs/L	Signature
3 (THREE)	FOR AND ON BEHALF OF MASTER (CAPT. SERGIY ROGOZHYNSKY) MV FALCON TRIDENT
	PT. TRI ELANG INDO MARITIM
	PT. TRI ELANG INDO MARITIM

AS AGENT

Printed and sold

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Council (BIMCO), Copenhagen

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	BILL (	S) OF LADING	Page 2 B/L No.
CODE NAME: "CONGENBILL".EDITION 1994 Shipper		D WITH CHARTER-PARTIES	BISMV08/24/2024/1
		Reference No.	
PT. BINA INSAN SUKSES MANDIRI			
JL. GAJAH MADA NO 28 RT 019 MELAK ULU, MELAK, KUTAI BARAT			
INDONESIA			
Consignee			
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TO ORDER		CO	DV
		CO	II
		NONNEGO	TIABLE
		The second secon	Comments of the Construction and the Construction of the Cons
Notify address			
ENERGENIX GLOBAL (THAILAND) CO., LTD.			
139 SETHIWAN TOWER, 9TH FLOOR UNIT D, PAN R	OAD,		
SILOM, BANGRAK, BANGKOK 10500 THAILAND			
Vessel Port of loading	DALL ANCHODA	CE EAST VALIMANTAN IN	JDONESIA
MV FALCON TRIDENT MUARA BER Port of discharge	— ANCHORAG	GE, EAST KALIMANTAN, IN	NDONESIA
KOH SICHANG ANCHORAGE, THAILAND			
Shipper's description of goods		Gross we	ight
INDONESIAN STEAM COAL IN BULK		60,500	MT
CLEAN ON BOARD			
FREIGHT PAYABLE AS PER CHARTER PARTY			
(of which NIL being responsible for loss or damage ho		at Shipper's risk; the Carrier not	
	wood vor unomig)	at the Dort of J	Londing in congrest good order and
Freight payable as per CHARTER PARTY dated AS PER CHARTER PARTY		SHIPPED condition on bo	Loading in apparent good order and pard the Vessel for carriage to the
		Port of Discharge or so near there specified above.	to as she may safely get the goods
FREIGHT ADVANCE. Received on account of freight:		Weight, measure, quality, quantit unknown.	y, condition, contents and value
Received on account of freight.		IN WITNESS whereof the Master or a the number of Bills of Lading indicat	
	*******	any one of which being accomplished	
Time used for loading	hours.	FOR CONDITIONS OF CARRIAGE	SEE OVERLEAF
'	Freight payable at	Place and date of is	ssue MUARA BERAU ANCHORAGE,
		EAST KALIMANTAN	N, INDONESIA, AUGUST 22, 2024
	Number of original Bs/		AND ON BEHALF OF MASTER
	2 (TIDE	(CAP	T. SERGIY ROGOZHYNSKY)
	3 (THREE		MV FALCON TRIDENT
		1.7	

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

by the authority of The Baltic and International Maritime

Council (BIMCO), Copenhagen

PT. TRI FLANG INDO MARITIM

PT. TRI ELANG INDO MARITIM

AS AGENT

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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.

(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 threreon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to 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



	BULL (O) OF LABINO	Page 2
CODE NAME: "CONGENBILL".EDITION 1994	BILL (S) OF LADING	B/L No.
Shipper	TO BE USED WITH CHARTER-PARTIES  Reference No.	BISMV08/24/2024/1
PT. BINA INSAN SUKSES MANDIRI		
JL. GAJAH MADA NO 28 RT 019		
MELAK ULU, MELAK, KUTAI BARAT		
INDONESIA		
Consignee		
TO ORDER		
TO ORDER	00	CONTROL TO THE PARTY OF THE PAR
	[CO]	
	NONNEGO	TIABLE
	Because the control of the control o	THE PARTY OF THE P
Notify address		
ENERGENIX GLOBAL (THAILAND) CO., LTD.		
139 SETHIWAN TOWER, 9TH FLOOR UNIT D, PAI	N ROAD,	
SILOM, BANGRAK, BANGKOK 10500 THAILAND		
Vessel Port of loadin		
	BERAU ANCHORAGE, EAST KALIMANTAN, IN	DONESIA
Port of discharge	BERAU ANCHORAGE, EAST RAEMANTAN, IN	DONESIN
KOH SICHANG ANCHORAGE, THAILAND		
	Companyari	
Shipper's description of goods	Gross wei	gnt
INDONESIAN STEAM COAL IN BULK	60,500	MT
CLEAN ON BOARD		
CLEAN ON BOARD FREIGHT PAYABLE AS PER CHARTER PARTY		
FREIGHT PAYABLE AS PER CHARTER PARTY	on deck at Shipper's risk; the Carrier not	
FREIGHT PAYABLE AS PER CHARTER PARTY	on deck at Shipper's risk; the Carrier not le howsoever arising)	
FREIGHT PAYABLE AS PER CHARTER PARTY  (of which NIL being responsible for loss or damage)	e howsoever arising)	oading in apparent good order and
FREIGHT PAYABLE AS PER CHARTER PARTY  (of which NIL	SHIPPED at the Port of L condition on bo	oading in apparent good order and ard the Vessel for carriage to the
FREIGHT PAYABLE AS PER CHARTER PARTY  (of which NIL being responsible for loss or damage)  Freight payable as per	SHIPPED at the Port of L condition on bo	ard the Vessel for carriage to the
(of which NIL being responsible for loss or damage Freight payable as per CHARTER PARTY dated AS PER CHARTER PARTY FREIGHT ADVANCE.	SHIPPED at the Port of L condition on bo Port of Discharge or so near therete specified above. Weight, measure, quality, quantity	ard the Vessel for carriage to the o as she may safely get the goods
FREIGHT PAYABLE AS PER CHARTER PARTY  (of which NIL being responsible for loss or damage)  Freight payable as per CHARTER PARTY dated AS PER CHARTER PARTY	SHIPPED at the Port of L condition on bo Port of Discharge or so near therete specified above. Weight, measure, quality, quantity unknown.	ard the Vessel for carriage to the or as she may safely get the goods , condition, contents and value
(of which NIL being responsible for loss or damager Charter Party dated AS PER CHARTER PARTY	SHIPPED at the Port of L condition on bo Port of Discharge or so near therete specified above. Weight, measure, quality, quantity	ard the Vessel for carriage to the coas she may safely get the goods , condition, contents and value gent of the said Vessel has signed to below all of this tenor and date,

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF Time used for loading ...... Days . hours.

> Freight payable at Place and date of issue MUARA BERAU ANCHORAGE, EAST KALIMANTAN, INDONESIA, AUGUST 22, 2024 Number of original Bs/L Signature FOR AND ON BEHALF OF MASTER (CAPT. SERGIY ROGOZHYNSKY) 3 (THREE) MV FALCON TRIDENT PT. TRI ELANG INDO MARITIM

HIPPING AGENCY PT. TRI ELANG INDO MARITIM AS AGENT

By Wyt & Zonen B.V., Rotterdam (phone;31-010-4252627) by the authority of The Baltic and International Maritime Council (BIMCO), Copenhagen

Conditions of Carriage

- (1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause,
- (2) General Paramount Clause. (a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels 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 legislation 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.
- (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 threreon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to 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





Shipment

# DRAFT SURVEY REPORT (PROVISIONAL)

FIK-MINBA03-05

To Accompany Cert. No.: CO-1908240785 A

: PT. BINA INSAN SUKSES MANDIRI **Applicant** : PT. BINA INSAN SUKSES MANDIRI Shipper

: KOHSICHANG, THAILAND Discharge Port **Loading Port** : MUARA BERAU ANCHORAGE, EAST KALIMANTAN COAL IN BULK Cargo

VESSEL : MV. FALCON TRIDENT

Load/Disc. Commenced : AUGUST 16th, 2024 AT. 17.10 LT

: AUGUST 22th, 2024 AT 22.00 LT Load/Disc. Completed E.T.A : AUGUST 16th, 2024 Lwt: 11,705.36 M/T : SWEEL ABOUT 0.5-1.0 M Initial Sea Condition : 08/24 Dwt: 63,501.30 M/T Voyage Final Sea Condition : SWEEL ABOUT 0.5-1.0 M : MONROVIA 194.50 m

450 Registry : LIBERIA 199.90 m Constanta Loa:

Lpp:

	INITIAL			FINAL			
Date & Time	August	16th, 2024 at 12.40 -	13.40 LT	August 22th, 2024 at 2		00 - 23.00 LT	
Draft Reading	PORT	STB	MEAN	PORT	STB	MEAN	
Forward	4.50	4.51	4.487	13.13	13.12	13.10	
Stem Correction			-0.081			-0.003	
Forward Mean After Correction			4.406			13.10	
After	7.38	7.38	7.362	13.20	13.19	13.17	
Stern Correction			-0.027			0.004	
After Mean After Correction			7.335			13.18	
Mean Forward & After			5.8705			13.1430	
Midship	5.75	5.82	5.767	13.22	13.19	13,18	
Midship Correction			-0.013			0.000	
Midship Mean After Correction			5.754			13.18	
Mean of Means			5.81225			13.16500	
Draft Correction for Deformation			5.783125			13.17600	
Corresponding Displacement			30,204.038			74,433.484	
Trim & Trim Correction (1)		2.929	-564.933		0.076	7.476	
Trim Correction (2)			74.393			0.013	
Displacement Correction for Trim			29,713.498			74,440.973	
Density Obeserve & Density Correction		1.0190	-173.933		1.0200	-363.127	
Displacement Correction for Density			29,539.565			74,077.846	
Deductible Weight							
Ballast Water (BW)			16,536.930			620.390	
Fresh Water (FW)			259.000			184.000	
Fuel Oil (FO)			476.000			444.600	
Diesel Oil (DO)			65.000			65.000	
Lubricating Oil (LO)			47.400			47.400	
Other's			0.000			61.000	
Total Deductible Weight			17,384.330			1,422.390	
CORRI		DISPLACEMENT	12,155.235			72,655.456	
	TOTAL	CARGO		60,50	00.221	M/T	

which loaded/discharged on/from the above vessel to be as follows.

	WEIGHT:	60,500	metric tons	or:	long tons	
REMARKS:						

1. CARGO TO BE ROUNDED IN TO = 60,500 M/T

SERGIY ROGOZHYNSKY

For and on behalf of

Master/ Chief Officer rveyor 10 NO. 97