JES CO., LTD 5F K1 BLDG, 11-11 KOBUNACHO, NIHONBASHI, CHUO-KU, TOKYO, JAPAN



THE SHIBUSAWA WAREHOUSE CO., LTD.

B/L No.

(Forwarding Agents)

YHHY-0130-4958

Consignee

TO ORDER OF JOINT STOCK COMMERCIAL BANK FOR INVESTMENT AND DEVELOPMENT OF VIETNAM NORTH HUNG YEN BRANCH

Notify Party

VIET NAM TACKLE FOUNDATION JOINT STOCK COMPANY. GROUP 4, DAI DO VILLAGE, VONG LA COMMUNE DONG ANH DISTRICT, HA NOI, VIETNAM

TAX ID: 0102146946

Local vessel

From

## TOKO KAIUN KAISHA, LTD. **BILL OF LADING**

SHIPPED on board the Vessel herein named, by the shipper herein named the goods or packages said to contain goods hereinafter mentioned, in apparent good order and condition (as defined below), unless otherwise mentioned herein, weight, measure, marks, number, quality, contents, value, and any other particulars of the goods unknown, to be transported subject to all the terms of this Bill of Lading with liberty to proceed via any port or ports within the scope of the voyage described herein, to the port of discharge, or as near thereto as the Vessel can safely get and leave, always afloat at all stages and conditions of water and weather, and there to be delivered or transshipped on payment of the charges thereon to the Carrier.

It is agreed that the custody and carriage of the goods are subject to all of the terms of this Bill of Lading (including those on the reverse side) which shall govern the relations between the shipper, consignee, and the Carrier, in every contingency, wherever and whenever occurring, and also in the event of deviation, or of unseaworthiness of the Vessel at the time of loading or inception of the

voyage or subsequently.

None of the terms of this Bill of Lading shall be deemed to have been waived by the Carrier unless by express waiver signed by a duly authorized agent of the Carrier.

## FIRST ORIGINAL

Ocean vesse Voy. No. Port of loading Number of Bs/L signed(only if not stated below) LUANA SKY 3 YOKOHAMA, JAPAN THREE (3) Final destination(for the shipper's reference only) Port of discharge For transshipment to HOCHIMINH PORT, VIETNAM Marks and Numbers No. of pkgs., Kind of packages; description of goods Gross weight or units JES **1UNIT & 4PIECES** NO. 1-5 COMMODITY: IHI USED CRAWLER CRANE CCH1000 (MAIN BODY) MACHINE: IHI CRAWLER CRANE

MODEL: CCH1000 CHASSIS NUMBER: 9082 ENGINE NUMBER: EF750 59827 CAPACITY: 100 TON

YEAR : 1995 BOOM : 62M

HOOK: 100T, 60T, BALL LOCATION : JAPAN 2. QUANTITY: 01 UNIT

HS CODE: 84261100

L/C NUMBER : LI24B10451

PACKAGES

FREIGHT PREPAID AS ARRANGED

36.360KGS



157.072 M3

Measurement

Total number of packages or units FIVE (5) PACKAGES ONLY

According to clauses 21 and 26, the liability of the Carrier is in most cases limited in respect of loss of or damage to the Goods.

Freight and charges

Revenue tons

Rate

Prepaid

Collect

横浜中M1828

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this bill of lading expressly accept and agree to all its stipulations, exceptions, and conditions, whether written, typed, stamped, or printed on the front or back hereof or incorporated by reference herein, any local

The cargo being used vehicles, used construction machinery or any parts thereof, the carrier is undertaking the shipment on "as is condition" without any remarks. Therefore, the carrier is not responsible for any dent, indentation; scratch, breakage, and/or discoloration, unless it is proved that they were caused by the Carrier's negligence. The carrier is not responsible for any contents, equipment, accessories and/or spare parts of the cargo.

customs or privileges to the contrary notwithstanding. THE TERM 'APPARENT GOOD ORDER AND CONDITION' WHEN USED IN THIS BILL OF LADING WITH REFERENCE TO IRON, STEEL OR METAL PRODUCTS DOES NOT MEAN THAT THE GOODS, WHEN RECEIVED, WERE FREE OF VISIBLE RUST OR MOISTURE. IF THE SHIPPER SO REQUESTS, A SUBSTITUTE BILL OF LADING WILL BE ISSUED OMITTING THE ABOVE DEFINITION AND SETTING FORTH ANY NOTATIONS AS TO RUST OR MOISTURE WHICH MAY APPEAR ON THE MATE'S OR TALLY CLERK'S RECEIPTS.

IF REQUESTED, one signed bill of lading duly endorsed must be surrendered to the agent of the Carrier at the port of discharge in exchange for delivery order. IN WITNESS WHEREOF, the Carrier, by its agent, has signed three Bills of Lading unless otherwise stated above, all of this tenor and date, one of which being accomplished, the others to stand void.

DATED at

YOKOHAMA, JAPAN

SEP, 2 1, 2024

TOKO KAIUN KAISHA, LTD. AS CARRIER



CONTENTS UNKNOWN to the Vessel, Master and Carrier)

JES CO., LTD 5F K1 BLDG, 11-11 KOBUNACHO, NIHONBASHI, CHUO-KU, TOKYO, JAPAN



THE SHIBUSAWA WAREHOUSE CO., LTD.

(Forwarding Agents)

YHHY-0130-4958

Consignee

TO ORDER OF JOINT STOCK COMMERCIAL BANK FOR INVESTMENT AND DEVELOPMENT OF VIETNAM NORTH HUNG YEN BRANCH

Notify Party

CONTENTS UNKNOWN to the Vessel, Master and Carrier) -Particulars furnished by shipper-

VIET NAM TACKLE FOUNDATION JOINT STOCK COMPANY. GROUP 4, DAI DO VILLAGE, VONG LA COMMUNE DONG ANH DISTRICT, HA NOI, VIETNAM

TOKO KAIUN KAISHA, LTD. **BILL OF LADING** 

SHIPPED on board the Vessel herein named, by the shipper herein named the goods or packages said to contain goods hereinafter mentioned, in apparent good order and condition (as defined below), unless otherwise mentioned herein, weight, measure, marks, number, quality, contents, value, and any other particulars of the goods unknown, to be transported subject to all the terms of this Bill of Lading with liberty to proceed via any port or ports within the scope of the voyage described herein, to the port of discharge, or as near thereto as the Vessel can safely get and leave, always afloat at all stages and conditions of water and weather, and there to be delivered or transshipped on payment of the charges thereon to the Carrier.

It is agreed that the custody and carriage of the goods are subject to all of the terms of this Bill of Lading (including those on the reverse side) which shall govern the relations between the shipper, consignee, and the Carrier, in every contingency, wherever and whenever occurring, and also in the event of deviation, or of unseaworthiness of the Vessel at the time of loading or inception of the

voyage or subsequently.

None of the terms of this Bill of Lading shall be deemed to have been waived by the Carrier unless

TAX ID : 0102146946				by express waiver signed by a duly authorized agent of the Carrier.		
Local vessel		From		SECOND		ID
Ocean vessel	Voy. No.	Port of load		Number of E	ORIGIN s/L signed(only if no	
LUANA SKY Port of discharge		YOKOHAMA, JAP For transshi		THREE (3	) ation(for the shippe	er's reference only)
HOCHIMINH PORT,	, VIETNAM					
Marks and Numbers		No. of pkgs. Kind of or units	packages; description of go	ods	Gross weight	Measurement
JES NO. 1–5		1. IHI (MA MAC MOD CHA ENG CAF YEA BOO LOC 2.	NIT & 4PIECES COMMODITY: I USED CRAWLER CRANI AIN BODY) CHINE: IHI CRAWLER DEL: CCH1000 ASSIS NUMBER: 9082 GINE NUMBER: EF750 ( PACITY: 100 TON AR: 1995 OM: 62M OK: 100T, 60T, BALL CATION: JAPAN QUANTITY: 01 UNIT C NUMBER: LI24B104( CODE: 84261100	CRANE 59827	36, 360KGS	157.072 M
Total number of		PACKAGES ONLY	REIGHT PREPAID AS A	RRANGED	According to clauses 2	t and 26, the liability of
Total number of	FIVE (5)	PAUNAUES UNIT				
Total number of packages or units	FIVE (5)	PAUNAGES UNLT			the Carrier is in most of loss of or damage to	cases limited in respect
packages or units  Freight and charges  The cargo being used any parts thereof, the condition" without ar responsible for any discoloration, unless Carrier's negligence.	i vehicles, used, carrier is underte ny remarks. T ent, indentation it is proved the . The carrier f	Revenue tons  construction machinery king the shipment on "a herefore, the carrier is, scratch, breakage, and t they were caused by t is not responsible for a or spare parts of the car	as is not large and large	Prepaid	the Carrier is in most	cases limited in respect

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this bill of lading expressly accept and agree to all its stipulations, exceptions, and conditions, whether written, typed, stamped, or printed on the front or back hereof or incorporated by reference herein, any local customs or privileges to the contrary notwithstanding.

THE TERM 'APPARENT GOOD ORDER AND CONDITION' WHEN USED IN THIS BILL OF LADING WITH REFERENCE TO IRON, STEEL OR METAL PRODUCTS DOES NOT MEAN THAT THE GOODS, WHEN RECEIVED, WERE FREE OF VISIBLE RUST OR MOISTURE. IF THE SHIPPER SO REQUESTS, A SUBSTITUTE BILL OF LADING WILL BE ISSUED OMITTING THE ABOVE DEFINITION AND SETTING FORTH ANY NOTATIONS AS TO RUST OR MOISTURE WHICH MAY APPEAR ON THE MATE'S OR

IF REQUESTED, one signed bill of lading duly endorsed must be surrendered to the agent of the Carrier at the port of discharge in exchange for delivery order. IN WITNESS WHEREOF, the Carrier, by its agent, has signed three Bills of Lading unless otherwise stated above, all of this tenor and date, one of which being accomplished, the others to stand void.

TOKO KAIUN KAISHA, LTD. AS CARRIER



JES CO., LTD 5F K1 BLDG, 11-11 KOBUNACHO, NIHONBASHI, CHUO-KU, TOKYO, JAPAN



THE SHIBUSAWA WAREHOUSE CO., LTD.

(Forwarding Agents)

YHHY-0130-4958

Consignee

TO ORDER OF JOINT STOCK COMMERCIAL BANK FOR INVESTMENT AND DEVELOPMENT OF VIETNAM NORTH HUNG YEN BRANCH

Notify Party

VIET NAM TACKLE FOUNDATION JOINT STOCK COMPANY. GROUP 4, DAI DO VILLAGE, VONG LA COMMUNE DONG ANH DISTRICT, HA NOI, VIETNAM

TAX ID: 0102146946

TOKO KAIUN KAISHA, LTD. **BILL OF LADING** 

SHIPPED on board the Vessel herein named, by the shipper herein named the goods or packages said to contain goods hereinafter mentioned, in apparent good order and condition (as defined below), unless otherwise mentioned herein, weight, measure, marks, number, quality, contents, value, and any other particulars of the goods unknown, to be transported subject to all the terms of this Bill of Lading with liberty to proceed via any port or ports within the scope of the voyage described herein, to the port of discharge, or as near thereto as the Vessel can safely get and leave, always affoat at all stages and conditions of water and weather, and there to be delivered or transshipped on payment of the charges thereon to the Carrier.

It is agreed that the custody and carriage of the goods are subject to all of the terms of this Bill of Lading (including those on the reverse side) which shall govern the relations between the shipper, consignee, and the Carrier, in every contingency, wherever and whenever occurring, and also in the event of deviation, or of unseaworthiness of the Vessel at the time of loading or inception of the voyage or subsequently.

None of the terms of this Bill of Lading shall be deemed to have been waived by the Carrier unless by express waiver signed by a duly authorized agent of the Carrier.

THIRD Local vessel From ort of loading Number of Bs THREE (3) Ocean vesse Bs/L signed(only if not stated below) Vov. No. LUANA SKY 3 YOKOHAMA, JAPAN Port of discharge For transshipment to Final destination(for the shipper's reference only) HOCHIMINH PORT, VIETNAM Marks and Numbers No. of pkgs., Kind of packages; description of goods Gross weight Measurement or units **1UNIT & 4PIECES JES** COMMODITY: NO. 1-5 IHI USED CRAWLER CRANE CCH1000 (MAIN BODY) MACHINE: IHI CRAWLER CRANE MODEL: CCH1000 CHASSIS NUMBER: 9082 ENGINE NUMBER: EF750 59827 CAPACITY: 100 TON YEAR : 1995 BOOM : 62M HOOK: 100T, 60T, BALL LOCATION : JAPAN 2. QUANTITY: 01 UNIT L/C NUMBER : LI24B10451 HS CODE: 84261100 36.360KGS **PACKAGES** 157.072 M3 FREIGHT PREPAID AS ARRANGED FIVE (5) PACKAGES ONLY According to clauses 21 and 26, the liability of the Carrier is in most cases limited in respect of loss of or damage to the Goods. Total number of packages or units Freight and charges Revenue tons Rate Prepaid Collect The cargo being used vehicles, used construction machinery or any parts thereof, the carrier is undertaking the shipment on "as is condition" without any remarks. Therefore, the carrier is not responsible for any dent, indentation, scratch, breakage, and/or discoloration, unless it is proved that they were caused by the Carrier's negligence. The carrier is not responsible for any contents, equipment, accessories and/or spare parts of the cargo.

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this bill of lading expressly accept and agree to all its stipulations, exceptions, and conditions, whether written, typed, stamped, or printed on the front or back hereof or incorporated by reference herein, any local customs or privileges to the contrary notwithstanding.

THE TERM "APPARENT GOOD ORDER AND CONDITION" WHEN USED IN THIS BILL OF LADING WITH REFERENCE TO IRON, STEEL OR METAL PRODUCTS DOES NOT MEAN THAT THE GOODS, WHEN RECEIVED, WERE FREE OF VISIBLE RUST OR MOISTURE. IF THE SHIPPER SO REQUESTS, A SUBSTITUTE BILL OF LADING WILL BE ISSUED OMITTING THE ABOVE DEFINITION AND SETTING FORTH ANY NOTATIONS AS TO RUST OR MOISTURE WHICH MAY APPEAR ON THE MATE'S OR

IF REQUESTED, one signed bill of lading duly endorsed must be surrendered to the agent of the Carrier at the port of discharge in exchange for delivery order. IN WITNESS WHEREOF, the Carrier, by its agent, has signed three Bills of Lading unless otherwise stated above, all of this tenor and date, one of which being accomplished, the others to stand void.

DATED at

YOKOHAMA, JAPAN

SEP. 2 1.2024

TOKO KAIUN KAISHA, LTD. AS CARRIER



CONTENTS UNKNOWN to the Vessel, Master and Carrier) Particulars furnished by shipper