

Bill of Lading for Shisha Charcoal Shipping

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Look, let's be real for a second. For [shipping shisha charcoal](#), we have to make a lot of documents. Shipping documents are usually just boring piles of paper that smell like toner and bureaucracy. But the **Bill of Lading (B/L)**? That's different. It's the "immutable contract" of the whole operation.

It's the document of title. Basically, it dictates whether the Consignee actually takes possession of the cargo or if it just sits there. In the Indonesian charcoal game, choosing between a Telex Release or a physical Original B/L isn't just a checkbox; it directly impacts how fast you clear customs and who holds the bag regarding liability.

The Devil is in the Data Fields

You mess up the data here, and you're looking at a disaster. Seriously. The accuracy determines if the import process works or flops. If there are discrepancies between the B/L and your Packing List or Invoice, get ready for customs holds. And what comes next? Demurrage charges at the destination port. Nobody wants that.

Who is who? It seems simple, but people confuse these roles constantly.

- **Consignee:** This is the legal owner, the buyer. The name listed here has the *exclusive right to claim* that container. If it's a "To Order" B/L, ownership is negotiable—you can actually transfer it via endorsement.
- **Notify Party:** Usually just the buyer's customs broker or clearing agent. They get the arrival notice. Sometimes, if the importer is doing it all, this field just says "Same as Consignee".

Describing the Black Gold (Coconut Charcoal) You can't just write "stuff" in the description. Indonesian coconut charcoal has strict HS Codes—usually **4402.90**.

- **The Match Game:** The Description of Goods on the B/L has to strictly match the Material Safety Data Sheet (MSDS).
- **Safety Checks:** If you're shipping Dangerous Goods (DG)—and charcoal often is—you need the UN Number (like UN 1361) and Class (e.g., Class 4.2) explicitly stated to comply with IMO regulations.

Releasing the Cargo: Old School vs. The Digital Age

Once that vessel leaves Surabaya or Semarang, the clock starts ticking on the

release mechanism. It all depends on the payment terms you agreed to.

1. The Physical Original BL (The Slow & Steady)

This is a physical set of three documents issued by the carrier.

- **The Process:** The exporter waits for full payment, then sends these hard copies via courier (think DHL or FedEx) to the buyer.
- **The Handoff:** The buyer has to physically surrender one of these originals to the destination agent just to get the Delivery Order (DO).
- **My Take:** It's secure, yeah. But it risks delay if the courier takes longer than the ship's transit time. And couriers lose things.

2. The Telex Release (The Modern Way)

Honestly, this is often smoother. It allows cargo release without physical documents at the destination.

- **How it works:** The exporter surrenders the Original B/L to the agent back in Indonesia. That agent sends an electronic message (it used to be Telex, now it's mostly email) to the destination agent confirming the surrender.
- **The Catch:** The buyer *must* pay the exporter in full before this happens.
- **Why bother?** It eliminates courier costs and the risk of lost documents.

The Technical “Hierarchies” (Or: Who is actually in charge?)

Understanding the hierarchy helps you figure out who to blame if the cargo gets damaged.

Document Type	Issued By	Issued To	Notes
Master B/L (MBL)	Main Shipping Line (e.g., Maersk)	NVOCC or Direct Shipper	Represents the actual contract with the vessel owner.
House B/L (HBL)	NVOCC (Freight Forwarder)	Actual Exporter	Mirrors the MBL but lists the actual Buyer/Seller.

A Note on Secrets: In triangular trade—where a middleman buys from Indonesia and sells to a third country—they use a **Switch B/L**. The original Indonesian set is surrendered, and a new set is issued elsewhere. Why? To conceal the identity of the Indonesian manufacturer from the final consignee. Sneaky? Maybe. Standard practice? Absolutely.