Shipper ROCKWOOL B.V. - LAPINUS B/L No. 32066386 INDUSTRIEWEG 15 FAMOUS PACIFIC LINES 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated)
STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU, 600 006 CHENNAI INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER: 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR GSTNO: 33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated PAN NO: AAACB2533Q, 631102 TAMIL NADU and in particular to the terms overleaf as if they were all signed by the merchant. This INDIA B/L must be surrendered duly endorsed in exchange for the goods or delivery order. PHONE: +91 4172307768 * IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. Pre- carriage by For delivery please apply to: Vessel name/voyage no. Port of loading FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) BUXCOAST/206E ROTTERDAM, NETHERLANDS 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, GST # 27AAACF8646G2ZG - PAN AAACF8646G Port of discharge Place of delivery SHANKARI@FBLINDIA.IN CHENNAI, INDIA 600 001 CHENNAI INDIA Tel-91-44-4345-6464 Fmail: IMP CHN@FRI INDIA IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NR.: 9040150 DELIVERY NR.: 33342987 PO NR.: 5700003358	2 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250.00 KGS DELIVERY TERMS: CIP CHENNAI PORT * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		1287.500	2.280

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 09-07-2022	FPS Famous	Pacific Shipping
				_ ^	PAUL BRANDS
Laden on board th	he vessel	No. of original(s) B/L 3/3	3	11	
ICS B/L			ORIGINAL	The state of the s	
00 1	2022	1	JINOINAL	1	MAN
09 Jul	2022				
				As Agent	
Original Ship	pped on board			FAMOUS PA	CIFIC LINES

DEFINITIONS

Currier means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed.

Merchant' includes the shipper, the consigness, the receiver of the Goods, the holder this Bill of Lading, any person owing or entitled to the possession of the Goods or this Bill of Lading, any person having a present or future interest in the Goods or any person acting on behalf of any of the above mentioned persons.

Goods' includes the cargo supplied by the Merchant and includes any Container not

of Lading, any person having a present or future interest in the Goods or any person soting on behalf of any of the above mentioned persons.

"Goods" includes the cargo supplied by the Merchant and includes any Container not supplied by or on behalf of the Carrier.

"Container" includes any container, trailer, transportable tank, lift van, flat, pallet or any similar article of transport used to consolidate goods.

"Carriage" mears the whole of the operations and services undertaken or performed by or on behalf of the Carrier in respect of the Goods.

"Combined Transport" arises where the Carriage called for by this Bill of Lading is not a Port to Port Shipment.

"Port to Port Shipment.

"Port to Port Shipment." arises where the Place of Receipt and the Place of Delivery are not inclusted on the front of this Bill of Lading or if both the Place of Receipt and the Place of Receipt or the Place of Delivery on the front hereof specify any place or spot within the area of the port as on maintaid.

"Hague Rules" means the provisions of the International Convention for Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.

"Hague-Visby Rules" means the Hague Rules as arrended by the Protocol signed at Brussels on 25th August 1924.

"Hague-Visby Rules" means the Garriage of Goods by Sea Act of the United States of America epproved on 16th April 1938.

"COGSA" means the Carriage of Goods by Water Act 1936 of Canada.

"Charges" includes freight and all expenses and money obligations incurred and payable by the Merchant.

"Shipcino Unit" Includes freight unit and the term with the Means Carrier.

"Shipcino Unit" Includes freight unit and the term """ and the term of the Means Carrier.

"Shipcino Unit" Includes freight unit and the term """ and the term of the Carrier.

able by the Marchant.

"Shipping Unit" includes freight unit and the term "unit" as used in the Hague Rules and Hague-Visby Rules.

"Person" includes an individual, a partnership, a body corporate or other entity.

"Shipping unit instance or and Hapu-visible Rules, and Hapu-visible Rules, "Person" includes an individual, a partnership, a body corporate or other entity, "Stuffed" includes filled, consolidated, packed, loaded or secured.

CARRIER'S TARIFF

2. CARRIER'S TABLE? The provisioned the Carrier's applicable fairff, if any, are incorporated herein Copiesof provisions are obtainable from the Carrier or his agenst upon request or, where applicable, a government body with whom the Tariff has been filed. In the case of inconsistency belt this Bitl of Lading and the applicable Tariff, this Bitl of Lading shall prevait.

3. WARRANTY

The Merchant warrants that in agreeing to the terms hereof he is or is the agent of and has suthority of the person owning or entitled to the possession of the Goods or any person has a present or future interest in the Goods.

A NEGOTABLITY AND TITLE TO THE GOODS

(1) This Bill of Lading shall be non-negotiable unless made out "to order" in which event it shall be negotiable and shall constitute rittle to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described.

(2) This Bill of Lading shall be primar facile evidence of the taking in charge by the Carrier of the Goods as horini described, However, proof to the contrary shall not be admissible when this Bill of Lading shall be been negotiated or transferred for valuable consideration to a third party acting in good faith.

CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS (1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of

(1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriers.

(2) The Merchant undertakes that no claim or allegation shall be made against any part of the Carriers.

(3) The Merchant undertakes that no claim or allegation shall be made against any part or or the state of the contract of the contract or any part of the Carriers, but of the most on agents, and all others by whom the whole or any part of the Carriers, whether effectly or indirectly, is procured, performed or undertaken, which imposes of attempts to impose upon any such person or vassel any liability whatscever in cornection with the Goods or the Carriers, and if any claim or allegation should nevertheless be made to defend, indemnify and hold harnless the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier, to the extent of these provisions, does so not only on his own behalf but also adapted or trustee for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to the state of the contract.

(3) The Merchant shall delend, indemnify and hold harmless the Carrier gainst any claim or liability (and any expense arising thereform) arising from the Carrierge of the Goods insofar as auch claim or liability acceeds the Carrier's fability under this Bill of Lading.

(4) The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier whether the action be found in Contract or in Tort.

(4) The defences and limits of liability provided for in this Bill of Lading shall apply in any tion against the Carrier whether the action be found in Contract or in Tort.

CARRIER'S RESPONSIBILITY

(1) CALUSE PARAMOUNT

(3) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vessels whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Rules provisions of the Hague Rules or any legislation making such Rules or the Hague-Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed to include reference to carriage by shall apply to the carriage of Goods by Iriland waterways and reference to carriage by shall apply to the extent that the provisions of the Harter Act of the United States of America 1883 would otherwise be compulsorly applicable to regulate the Carrier's responsibility for the Goods during any period prior to leading on or after discharge from the vessel the Carrier's responsibility shall instead be determined by the provisions of 6(5) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(3) The Carrier's analysis entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all irritations of and exclusions brom liability and all rights conferred or authorised by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any total country and any law, statute or regulation available to the Owner of the vessel(a) on which the Goods are carried.

(2

(2) PORT TO PORT SHIPMENT
The responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vessel (pt of and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoewer in respect of the Goods or for any other matter arising during any other part of the Carriage owen though Charges for the whole Carriage have been charged by the Carrier. The Merchart with others for transport, storage, handling or anyother services in respect of the Goods prior to loading and subsequent to discharge of the Goods or the twested without responsibility for any act or omission whatsoewer on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

(3) COMBINED TRANSPORT
Save as is otherwise provided in this Bill of Ladino. The Carrier of the Goods are the Goods and the Goods are the Goods are the Goods and the Goods are the Goods are the Goods and the Goods are the

(3) COMBINED TRANSPORT
Save as is otherwise provided in this Bill of Lading, the Carrier shall be liable for loss of or damage to the Goods accurring from the time that the Goods are taken into his charge until the time of delivery to the extent set out below:

(4) Where the stage of Carriage where the loss or damager occurred cannot be proved:

(5) The Carrier shall be antitled to rely upon all exclusions from liability under the Pulses or legislation that would have been applied under 6(1)/4) above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Hague Pulses (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively).

we respectively). Where under (i) above, the Carrier is not flable in respect of some of the factors causing the loss or damage, he shall only be liable to the extent that those factor for which he is liable have contributed to the loss or damage. Subject to 64(c) below, where the Hague Relace or any legislation applying such Rules or the Hague-Netsy Rulles (such as COGSA or COGWA) is not computisonly applicable, the Carrier's lability shall not exceed USS2.00 per kilo of the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser. The value of such Goods, whichever is the lesser. The value of the Goods shall be determined according to the commodity exchange price at the place and time of delivery to the Merchant or at the place and time when they should have been so delivered or if there is no such price according to the current market price by or ference to the normal value of Goods coording to the current market price by or ference to the normal value of Goods.

according to the current market price by reference to the normal value of G the same kind and quality, at such place and time. Where the stage of Carriage where the loss or damage occurred can be

the liability of the Carrier shall be determined by the provisions contained in any

mational convention or national law of the country which provisions.

cannot be departed from by private contract to the detriment of the Merchant,

cannot be opposed iron by proceeding and made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular document which must be issued in order to make such international convention or national law applicable;

national law applicable; with respect to make such international convention or national law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to prove transportation from the manual properties of the Inland carriers' contracts of carriage and tariffs and any law computority applicable. The Carrier guarantees the fulfilment of such inland carriers' obligations under their contracts and tariffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determinded by (SIQIA) above.
GENERAL PROVISIONS Delay, Consequentful I come.

Delay, Consequential Loss

(A) Delay, Consequential Loss Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoover and howseower caused. Without prejudica to the tengoing, if the Carrier is found lable for delay, liability shall be limited to the freight applicable to the relevant stage

found lable for dolay, flability shall be limited to the freight applicable to the relevant stage of the transport.

(B) Package or Shipping Unit Limitetion Where the Hague Rules or any legislation making such Rules compulsority applicable (such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a declared value has been noted in accordance with (C) below, be or become liable for any loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit limitation as laid down by such Rules or legislation. Such limitation amount according to COGSA is USS500 and according to COGWA is Carrier Selbullity may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier's liability may be increased to a higher to the Carrier's liability may be increased to a higher to the Carrier's liability and the Selbullity of the Carrier's liability in a space provided and, if required by the Carrier's liability in a space provided and, if required by the Carrier's liability in a such case, if the actual value of the Goods shall exceed such declared value and the Carrier's liability in any shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such doclared value.

value.

(D) Definition of Package or Shipping Unit
Where a Container is used to consolidate Goods and such Container is stuffed by the
Carrier, the number of packages or shipping units stated on the face of this Bill of Lable.
In the box provided shall be deemed the number of packages or shipping units for the
purpose of any limit of liability per package or shipping unit provided in any international
convention or national law relating to the carriage of Goods by sea. Except as afforesed
the Container shall be considered the package or shipping unit.
The words "shipping unit" shall mean each physical unit or place of cargo not
shipped in a package, including articles or things of any description whatsoever, except
Goods shipped in bulk, and trespective of the weight or measurement unit employed in
calculating freight changes. As to Goods shipped in bulk, the limitation applicable thereto
shall be the limitation provided in such convention or faw which may be applicable, and
in no event shall anything herein be construed to be a walver of limitation as to Goods
shipped in bulk. no event shall loced in bulk.

in no event small anymorp | revent on our any like condition due to moisture, is not a condition of using separation | It is agreed that superficial rust, oxidation or any like condition due to moisture, is not a condition of damage but is inherent to like nature of the Goods and acknowledgement of receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.

Such conditions of rust, oxidetion or the like did not exist on receipt.

(F) Notice of Loss or Demage
The Carrier shall be deemed prima facie to have delivered the Goods as described
in this Bill of Lading unless notice of loss of, or damage to, the Goods, indicating the
general nature of such loss or damage, shall have been given in writing to the Carrier or
to his representative at the place of delivery before or at the time of removal of the Goods
into the custody of the person certified to delivery therefor under this Bill of Lading or, if
the loss or damage is not apparent, within three consecutive days thereafter.

(G) Time-bar
and written notice thereof received by the Carrier within twelve morths after delivery of
the Goods or the date when the Goods should have been delivered. In the event that such

ne period shall be found contrary to any convention or law compulsorily app priod prescribed by such convention or law shall then apply but in that cir

MERCHANT'S RESPONSIBILITY

cony.

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereof are furnished by the Merchant and the Merchant warrants to the Goods setout on the face hereof are furnished by the Merchant and the Merchant warrants to the Garrier that the description and particulars including, but not finited to, or weight, centrefir, measure, questive, quality, condition, reading numbers and value are correct.

(2) The Merchant shall comply with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, oppenses and losses incursed crastifiered by reason thereof or thy visus on dary fliged. Incorrect or insufficient marking, numbering or addressing of the Goods.

(3) The Merchant undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having regard to their nature and in compliance with all laws, regulations and neglinements which may be applicable.

(4) No Goods which are or may become dangerous, inflammable or damaging or which, are or may become failable to change of the property or person whatsower shall be tendered to the Carrier for Carriage without any or the property or person whatsower shall be tendered to the Carrier for Carriage without his Goods are to be transported and the Goods being distinctly marked on the control set on the Goods are to be transported and the Goods being distinctly marked on the control set on as to dominate the nature and arriance of in the Carrier to the Carrier the articles are orare liable to become of a dangerous, inflammable ordanaging nature, the same may at anytime bedest young become of a dangerous, inflammable ordanaging sature, the same may at anytime bedest young become of a dangerous, inflammable ordanaging detention or demurance before, during and after the Carriage of property (including, but not brinded to. Containers of the Carrier any person or exessed of the another or contamination, colling, de

is otherwise responsible.

(5) The Marchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 7 or from any cause in connection with the Goods for which the Carrier is not responsible.

8. CONTAINERS

Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed

(1) Goods may be stuffed by the Carrier in or an Containers and Goods may be stuffed with other Goods.

(2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.

(3) If a Container has been stuffed by or on behalf of the Merchant.

(4) the Carrier shall not be lieble for loss of or damage to the Goods.

(6) caused by the unsuitability of the Goods for carriage in Containers;

(7) (6) caused by the unsuitability of defloctive condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier; this paragraph ((ii) shall only apply if the unsuitability or defloctive condition arose (a) without any want of due diligence on the part of the Carrier of (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container is not sualed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.

(8) the Merchant shall delend, indemnify and hold harmless the Carriage except where the Carrier has agreed to seal the Container.

(8) the Merchant shall delend, indemnify and hold harmless the Carriage and the manual calling, illustrations of the matters covered by (4) above except for (A)(iii)(a) above.

(4) Where the Carrier is instructed to provide a Container, in the absence of a written request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or quality.

particular type or quarry.

9. TEMPERATURE CONTROLLED CARGO

(1) The Menchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filling in this box on the front of this Bill of Lading this belief unding has been prepared by the Menchant or a person acting on his behalf) of their nature and particular temperature range to be maintained and in the case of

a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its thermostatic controls have been properly set by the Merchant before receipt of the Goods by the Currier.

If the above requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods caused by such non-compliance.

(2) The Carrier shall not be liable for any loss of or damage to one Goods arising forefacts, derangement, breakdown, stoppage of the temperature controlling machinery, plant, institution or any apparatus of the Container, provided that the Carrier shall before or at the beginning of the Carriage exercise due diligence to maintain the refrigerated Container in an efficient stata.

10. INSPECTION OF GOODS

The Carrier or any person authorised by the Carriershall be entitled, but under no obliga to open any Container or package at any time and to inspect the Goods.

to open any Container or package at any time and to inspect the Goods.

11. MATTERS AFFECTING PERFORMANCE
(1) If at any time the Carriage is or is tikely to be affected by any hindrance, risk, delay, difficulty or disedvantage of any kind fincluding the condition of the Goods), whenseever and howseever arising (whether or not the Carriage has commenced) the the Carrier may:
(A) without notice to the Marchant abundon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods or land clease;
(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage.

In any evert the Carrier shall be entitled to full Charges on Goods received for Carriage and the Merchant shall per any additional costs resulting from the above mertioned circumstances.

circumstances.

(2) The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

any government or authority.

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carnier may at any time and without notice to the Merchant use any means of transport or storage whatsoewer, load or carry the Goods on any vessel whether named on the front hereof or not; transfer the Goods from one conveyance to another including transhipping or carrying the same on another vessel than that named on the front hereof or not; transfer the Goods from one conveyance to another including transhipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoewer, a transport place unpack and manow Goods which have been stuffed in or on a Container and forward the same in any manner whatsoewer, proceed at any spead and by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoewer once or more often and it any order load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof as the intended Port of Loading or intended Port of Dischange; comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance amplying by the Carrier the right to give orders or directions; parmit the vessel to carry insuscoic, Goods of all kinds, dangerous or otherwises, contraband, applicables, munitions or warlike stores and sail armed or unamed.

(2) The liberties set out in (1) above may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriage of the Goods. Anything done in accordance with (1) above or any cleaky arising therefrom shalt be deemed to be within the convexance with (1) above or any cleaky arising therefrom shalt be deemed to be within the convexance.

contractual Carriage and shall not be a deviation of whatsoever nature or degree.

13. DECK CARGO (AND LIVESTOCK)

(1) Goods of any disscription whether containerised or not may be stowed on or under dack without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to 2) below, such Goods whether carried or deck or under deck shall participate in General Average and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Pulses or any legislation making such Rules or the Hague-Vistey Rules computationly applicable (such as COGSA) or COGWA) to this Bill of Lading,

(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which are stated on the finant of this Bill of Lading to be carried on deck and which are so carried (and livestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or diamage of whatsoever nature arising during carriage by sea or inland weterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchanthallal defend, Indiamnly and took harmlessthe Carrieraging by sea whatsoever. The Merchanthallal defend, Indiamnly and took harmlessthe Carrieraginstalland any extra cost incurred for any reason whatsoever in connection with carriage of investock.

14. DELIVERY OF GOODS

14. UELIVERY OF GOODS

If delivery of the GOODS

If delivery of the GOODS carry part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof if stuffer in or on a Container and to store the Goods or the part thereof shanner, affect, in the open or under cover at the sole risk and expense of the Merchant. Such storage shall constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

If the vessel on which the Goods are carried (the carying vessel) comes into collision with
any other vessel or object (the non-carrying vessel or object) as a result of the regiligence
of the non-carrying vessel or object or the owner of, charterer of or person responsible for
the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold
samileas the Carrier against all claims by or filebility to (and any expense arising therefron)
any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of
the Merchant paid or person be to the Merchant by the non-carrying vessel or object or the
owner of, charterer of or person responsible for the non-carrying vessel or object and set-off,
recoupled or recovered by such vessel, object or person(e) against the Carrier, the carrying
vessel or her owners or charterers.

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the Vork/Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by BIMCO is to be considered as incorporated herein and the Merchant

Clause as approved by SIMICO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection. (2) Notwithstanting (1) above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any exposes arising thereform) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection. (3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average confributions due to the Merhant.

security for General Average contributions due to the Merhant.

7. CHARGES

(1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.

(2) The Charges have been calculated on the basis of particulars furnished byor on behall of the Merchant. The Carrier shall be entitled to production of the commercial envised for the Goods or the copy thereof and to Inspect, reveelph, remeasure and receive the Goods or the Carrier to be incorrect the Membrant shall pay the Carrier to be incorrect the Membrant shall pay the Carrier to be incorrect the Membrant shall pay the Carrier to be incorrect the Membrant shall pay the Carrier to be includiblying the correct particulars.

(3) All Charges shall be paid without any set-off, counter-claim, deduction or stay of resection.

18. LIEN
The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average contributions to whomsoever due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private tresty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

19. VARIATION OF THE CONTRACT No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such valver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier

20. PARTIAL INVALIDITY

20. PARTIAL INVALIDITY
If any provision in this Bill of Lading is held to be invalid or unenforceable by any court
or regulatory or sell regulatory agency or body, such invalidity or unenforceability shall attach
only to such provision. The validity of the remaining provisions shall not be affected thereby
and this Bill of Lading contract shall be carried out as if such invalid or unenforceable provision were not contained herein.

B/L No. 32066386 Shipper ROCKWOOL B.V. - LAPINUS **FAMOUS PACIFIC LINES INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. A/C NO: 010130458989 The carrier, in accordance with and to the extent of the the provisions contained in this B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU, 600 006 CHENNAI INDIA to procure performance of the combined transport and the delivery of the goods. including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER: 0488001382 declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, SHOLINGUR GSTNO: 33AAACB2533Q1ZP PAN NO: AAACB2533Q, 631102 TAMIL NADU exceptions and conditions whether written, printed, stamped or otherwise incorporated INDIA and in particular to the terms overleaf as if they were all signed by the merchant. This PHONE: +91 4172307768 * B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: Port of loading ROTTERDAM, NETHERLANDS Vessel name/voyage no. FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) BUXCOAST/206E 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, GST # 27AAACF8646G2ZG - PAN AAACF8646G Port of discharge Place of delivery SHANKARI@FBLINDIA.IN CHENNAI, INDIA 600 001 CHENNAL INDIA Tel·91-44-4345-6464 Fmail: IMP CHN@FRI INDIA IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NR.: 9040150 DELIVERY NR.: 33342987 PO NR.: 5700003358	2 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250.00 KGS DELIVERY TERMS: CIP CHENNAI PORT * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		1287.500	2.280

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 09-07-2022	FPS Famous	Pacific Shipping
				_ ^	PAUL BRANDS
Laden on board	the vessel	No. of original(s) B/L 3/3	3	11	
ICS B/L			ORIGINAL	M	
		\	JINGINAL	1	nul
09 Jul	2022				20
0:::-1				As Agent	
Original Sh	ipped on board			FAMOUS PA	CIFIC LINES

DEFINITIONS
 Corner' means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed.
 Merchant' includes the shipper, the consigness, the roceiver of the Goods, the holder of this Bill of Lading, any person owning or antitled to the possession of the Goods or this Bill of Lading, any person having a present or future interest in the Goods or any person acting on behalf of any of the above mentioned persons.
 "Goods' includes the cargo supplied by the Merchant and includes any Container not supplied by or on behalf of the Carrier.
 "Container" includes any container, trailer, transportable tank, lift van, flat, pallet or any

supplied by or on behalf of the Camer.

"Container" includes any container, trailer, trailer, trailer, trailer, trailer, trailer and similar article of transport used to consolidate goods.

"Carriage" means the whole of the operations and services undertaken or performed by or on behalf of the Carrier in respect of the Goods.

"Combined Transport arises where the Carriage called for by this Bill of Lading is not a Port to Port Shipment.

"Port to Port Shipment" arises where the Place of Receipt and the Place of Delivery not of Delivery Indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery indicated are ports and the Bill of Lading does not in the normination of the Place of Receipt or the Place of Placeipt or the Place of Delivery in the front hereof specify any place or spot within the area of the port so norminated.

of Receipt or the Place of Delivery on the front hereof specify any places or spot within the area of the port so nominated.

"Hague Rules" means the provisions of the International Convention for Unification of certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.

"Hague-Vistory Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 25th Forwary 1969.

"COGMA" means the Carriage of Goods by Sea Act of the United States of America approved on 18th April 1998.

"COGMA" means the Carriage of Goods by Water Act 1996 of Canada.

"Charges" includes freight and all expenses and money obligations incurred and payable by the Merchant.

"Shipping Unit" includes freight unit and the term "unit" as used in the Hague Rules and Instrument the Bules.

Hague-Visby Hules. "Person" includes an individual, a partnership, a body corporate or other entity. "Stuffed" includes filled, consolidated, packed, loaded or secured.

CARRIER'S TARIFF

e Carrier's applicable Teriff, if any, are incorporated herein Copies of such The provisions of the Carmer sapplicable learn, rany, arencorporated nerein copies provisions are obtainable from the Carmer or his agens tupon request or, where applicable a government body with whom the Tarrif has been filled. In the case of inconsistency be this Bill of Lading and the applicable Tarriff, this Bill of Lading shall prevail.

WARRANTY The Merchant

The Merchant warrants that in agreeing to the terms hereof he is or is the agent of and has the authority of the person owning or entitled to the possession of the Goods or any person who has a present or future interest in the Goods.

NEGOTIABILITY AND TITLE TO THE GOODS

• NESSU JABILLY AND TITLE TO THE GOODS

(1) This Bill of Lading shall be non-negotiable unless made out "to order" in which event it shall be regotiable and shall constitute title to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described.

(2) This Bill of Lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods as herein described. However, proof to the contrary shall not be admissible when this Bill of Lading has been negotiated or transferred for valuable consideration to a third party acting in good faith.

5. CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS (1) The Carrier shall be entitled to sub-contract on any terms the

(1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage.

(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whistoever, other than the Carrier, including, but not limited to, the Carriers servants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriers, whether directly or indirectly, is procured, performed or undertaken, which imposes or estempts to impose upon any such person or elegation should nevertheless be made to defend, in simma reninger, and sim Carriers against all consequences thereof. Whole or performed or the Carriers against all consequences thereof. Whole or performed or the Carriers against all consequences thereof. Whole or performed or the Carriers against all consequences thereof. Whole or performed or the Carriers against all consequences thereof. Whole or performed or the Carriers against all consequences thereof. Whole or performed the Carrier as it such provisions were expressly from this benefit and in ordering the other context the Carrier, to the extent of these provisions, does so not only on his own behalf but also as agent or inustee for such persons and vessels and such persons and vessels after the carrier, to the extent of the other contexts and the context and the context

CARRIER'S RESPONSIBILITY

CARRIER'S RESPONSIBILITY

11 CLAUSE PARAMOUNT

A Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Ruley Rules corruptions of the Hague Rules or any legislation making such Rules or the Hague-Ruley Rules corruptions of the Hague Rules or any legislation making such Rules or the Hague-Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules for OCSSA or COSWA it this Bill of Lading is subject to U.S. or Cancellan lev respectively) shall apply to the carriage of Goods by Inland waterways and reference to carriage by see in such Rules or rejested on shall be deemed incorporated herein. The Hague Rules for See in such Rules or rejested on shall be deemed to include reference to intering adviceways. If and to the extent that the provisions of the Harter Act of the United States of America 1853 would otherwise be computed by the provision to regulate the Carrier's responsibility for the Goods during any period prior to loading on or after dischapte on the vessel Market (I) and the provisions are found to be invalid such responsibility and be subject to COSSA or Committed to gard nothing in this Bill of Lading shall operate to deprive or limit such entitlement the NL benefit of, and rights to, all limitations duckulous from liability and all rights confered or and rights to, all minuted to the activations from liability and all rights confered or and rights to, all minuted to the provisions or estimated to the section of the Provision of any country finckling, or through the provision of estimated to the section of the Provision of any country finckling, or through the provision of the Carrier shall be entitled to gard nothing in this Bill of Lading shall operate to it has been been confered to a regulation available to the Owner of the vessel (a) on the Carrier applicable any provisions of the laws of the laws of the Ca

the terms in this Bill of Lading.

(3) COMBINED TRANSPORT
Save as is otherwise provided in this Bill of Lading, the Carrier shall be liable for loss of or damage to the Goods occurring from the time that the Goods are taken into his charge until the time of delivery to the extent set out below.

(4) Whare the stage of Carriage where the loss or damager occurred cannot be proved:

(5) The Carrier shall be entitled to rely upon all exclusions from liablely under the Rules or logislation that would have been applied under (1/1/4) above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Hague Rules or OCSSA or COGNA with this Bill of Lading is subject to 1/LS, or Carradian law respectively).

(6) Where under (6) above, the Carrier is not liable in respect of some of the fractors causing the loss or damage, he shall only be liable to the extent that those fractors for which he is lable have contributed to the loss or damage and phyling such Rules or the Hague-Rules contributed to the loss or damage on applying such Rules or the Hague-Rules (admaged or in respect of which the claim afses or the value of such Goods, whichever is the lesses.

(v) The value of the Goods leaf, damaged or in respect of which the claim afses or the value of such Goods, whichever is the lesses of delivered or if there is no such price and time of delivery to the Merchant or at the place and time when they should have been so delivered or if there is no such price and time of the delivery to the the carrier is not price and time the late of an and any all yet a such place and time of the control to the normal value of Goods of the same side and or native the same the lesses.

(b) the Maleshilly of the Carriers where the loss of damage courred can be proved.

liability of the Carrier shall be determined by the provisions contained in any

international convention or national law of the country which provisions.

(a) cannot be departed from by private contract to the detriment of the Merchant, and

(b) would have applied if the Merchant had made a separate and direct contract

unic

(b) would have applied if the Merchamt had made a separate and direct contract
with the Carrier in respect of the pericular stage of Carriage where the loss or
damage occurred and had received as evidence themost any particular document which must be issued in order to make such international convention or
national law applicable;

(ii) with respect to the transportation in the United States of America or in Canada to
the Port of Loading or from the Port of Dischange, the responsibility of the Carrier
shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carriage and tariffs and any
law compulsority applicable. The Carrier guarantees the fulfilment of such inland
carriers' obligations under their contracts and tariffs;

(iii) Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined
by (SI)(A) above.

(4) GENERAL PROVISIONS

Save as otherwise provided hemin, the Carrier shall in no circumstances be liable
for direct, indirect or consequental loss or damage caused by delay or any other cause
whatsoever and howsoever caused. Without prejudice to the foreigning, if the Carrier is
found liable for delay, liability shall be limited to the freight applicable to the relevant stage
of the transport.

found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the transport.

(B) Package or Shipping Unit Limitation
Where the Hague Rules or any legislation making such Rules compulsorily applicable
(such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a a
declared value has been noted in accordance with (C) below, be or become labele for any
loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit linateons as ladd down by such Rules or legislation. Such limitation amount according to COGSA is US\$500 and according to COGWA is Can \$500. If no initiation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500.

(C) Ad Valcorer: Declared Value of Package or Shipping Unit
The Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier of the Goods of provided and, if required by the shipper upon delivery to the Carrier of the Goods of provided and, if required by the Carrier is tability in the Carrier of the County of the Carrier of th

and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

[D] Definition of Package or Shipping Unit
Where a Container's used to consolidate Goods and such Container is stuffed by the
Carrier, the number of packages or shipping units stated on the face of this Bill of Lading
in the box provided shall be deemed the number of packages or shipping units provided in any international
curvention or national leve relating to the carriege of Goods by sea. Except as afteresed
the Container shall be considered the package or shipping unit.

The words "shipping unit" shall mean each physical unit or place of cargo not
shipped in package, including articles or thinge of any description whatscever, except
Goods shipped in bulk, and irrespective of the weight or measurement unit employed as
shall be the limitation provided in such convention or law which may be applicable thereto
shall be the limitation provided in such convention or law which may be applicable, and
in no event shall anything herein be construed to be a waiver of limitation as to Goods
shipped in bulk,

[E] Rust, etc.

(E) Bust etc.

(E) Rust, etc.

It is agreed that superficial rust, oxidation or any like condition due to moisture, is not a condition of damage but is inherent to like nature of the Goods and acknowledgement of receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.

(F) Notice of Loss or Damage

(F) Notice of Loss or Demege
The Carrier shall be desembed prima facie to have delivered the Goods as described in this Bill of Lading unless notice of loss of, or damage to, the Goods, indicating the general nature of such loss or damage, shall have been given in writing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods into the custody of the person entitled to delivery before or at the time of removal of the Goods into the custody of the person entitled to delivery before or at the time of removal of the Goods into the custody of the person entitled to delivery before or at the time of removal of the Goods into the custody of the person entitled to delivery before or at the time of removal of the Goods and the custom the configuration of the Carrier shall be discharged of all tiability unless said to brought in the proper forum and written notice thereof received by the Carrier within twelve months after delivery of the Goods or the date when the Goods and the veen delivered, in the event that such time period shall be found contrary to any convention or law compulsority applicable, the period prescribed by such convention or law shall then apply but in that circumstance only.

MERCHANT'S RESPONSIBILITY

 The description and particulars of the Goods setout on the face hereof are furnished by the Merchant warrants to the Carrier that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, condition, marks

by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, controlor, marken numbers and value are correct.

(2) The Merchant shall comply with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurse or surfielder that are according to the control of th

above caused by the Merchant of any person acong on the behalic or or which the work of the Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expanse whatsoever arising from any breach of the provisions of this clause 7 or from any cause in connection with the Goods for which the Carrier is not

CONTAINERS

(1) Goods may be stuffed by the Carrier in or an Containers and Goods may be stuffed to other Goods. with

(1) Goods may be stuffed by the Carrier in or an Containers and Goods may be stuffed with other Goods.

(2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in conscion with or arising out of the surphy of a Container to the Merchant, whether supplied before or after the Goods are neoèved by the Carrier and enlivered to the Merchant.

(A) If a Container has been stuffed by or on behalf of the Merchant.

(A) the Carrier shall not be liable for loss of or damage to the Goods.

(C) caused by the manner in which the Container has been stuffed;

(ii) caused by the unsuitability of the Goods for carriage in Containers;

(iii) caused by the unsuitability of effective condition on the Container provided that where the Container has been supplied by or on behalf of the Cerrier, this paragraph (iii) shell only apply if the unsuitability or defective condition arouse (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant or or prior to the time when the Container was stuffed;

(iv) if the Container is not sealed at the commencement of the Carrier gainst any loss, damage, claim, liability or expense whateover arising from one or more of the matters convert by (4) above except for (A)(iii), and not off the Carrier, in the absence of a writer request to the contrainer; is not under an obligation to provide a Container of any particular type or qualify.

1. TEMPERATURE CONTROLLED CARGO

9.

93 TEMPERATURE CONTROLLED CARGO

(1) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filling in this box on the front of this Bill of Lading in this Bill of Lading has been prepared by the Merchant or a person acting on his behalf) of their nature and particular temperature range to be maintained and in the case of

a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its thermostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier.

If the above requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods caused by such non-compliance.

(2) The Carrier shall not be liable for any loss of or damage to the Goods arising from defects, derangement, breakdown, stoppage of the temperature controlling machinery, plant, insulation or any apparatios of the Container, provided that the Carrier shall before or at the beginning of the Carriage exercise due diligence to maintain the refrigerated Container in an efficient state.

10. INSPECTION OF GOODS

The Carrier or any person authorised by the Carrier shall be entitled, but under no obligation, to open any Container or package at any time and to inspect the Goods.

to open any Container or package at any time and to Inspect the Goods.

11. MATTERS AFFECTING PERFORMANCE

(1) If any time the Carriage is or is likely to be affected by any hindrance, risk delay, difficulty or disadvantage of any kind fincluding the condition of the Goods, whenevower arising howevover arising (whether or not the Carriage has commissioned) the the Carrier may:

(a) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of auch Goods entail cases;

(a) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage.

In any event the Carrier shall be entitled to full Charges on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

circumstances.

(2) The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transpart or storage whatsoever; load or carry the Goods on any vessel whether named on the front hereof or not, transfer the Goods from one convergence to another including transhipping or carrying the same on another vessel than that named on the front hereof or by any other means of transpart of transpart and transport whatsoever at any place unpeak and ermone Goods which have been suffied in or on a Container and forward the same in any meanner whatsoever, proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or austomary or advantised route) and proceed to or stay at any place whatsoever once or orms often and of any order load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof as the intended Port of Loading or intended Port of Dischargely, comply with any orders or recommendations given by any government or suthority or any person or body acting or purporting to act as or on behalf of such government or suthority or having under the terms of the insurance on the conveyance amployed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without placks, to two or to showed or to be dry-docket, permit the vessel to proceed with or without placks, to two or to showed or to be dry-docket, permit the vessel to carry livestock, Goods of all links, dangerous or otherwise, contraband, explicitives, munitions or walks storas and sail armed or unamed.

(2) The Beerlos set out in (1) above may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriege of the Goods. Anything done in accordance with (1) above or any delay arising therefrom shall be desented to be within the contractual Carriage an

contractual Carriago and shall not be a deviation of whatsoever nature or degree.

13. DECK CARGO (AND LIVESTOCK)

(1) Goods of any description whether containersed or not may be stowed on or under deck without notice to the Marchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (inform than investocis) shall be deemed be within the definition of Goods for the purposes of the Hague Rules or any Hegistation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COGSA) or COGWA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which are stated on the front of this Bill of Lading to be carried on dock and which are so carried (and investock, whether or not carried on dock) are carried without responsibility on the part of the Carrier for loss or dramage of whatsoever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever have a rising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other caused by whatsoever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other caused by unseaworthiness or negligence or any other caused by Autonomy and the Carriage of Newtock.

Al, DELINETY OF GOODS

(14) DELINETY OF GOODS

(14) DELINETY OF GOODS

(15) It delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof is stuffed in or on a Container and to store the Goods or that part thereof and on or an extension and to store the Goods or that part thereof and have the container and to store the Goods or that part thereof and-nor, alloat, in the open or under cover at the sole risk and expense of the Merchant. Such storage shall constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

Goods or that part thereof shall cease.

15, 80TH-TO-BLAME COULSION

If the vessel or which the Goods are carried (the carying vessel) comes into collision with

If the vessel or which the Goods are carried (the carying vessel) comes into collision with

any other vessel or object (the inor-carrying vessel or object as a result of the negligence

of the nor-carrying vessel or object, the Nechtarie volaristies to defined, indismitly and hald

harmless the Currier against all aims by or liability to fand any expense arising thereform)

are vessels and the control of the product of any loss of or damage to, or any claim vestaceover or

the Memorit paid or systels to the Menchant by the nor-carrying vessel or object or the

owner of, character of or parson responsible for the nor-carrying vessel or object or the

cascapped resourced by such vessel, object or person(s) against the Carrier, the carrying or her owners or charterers.

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clauses as approved by BINCO is to be considered as incorporated herein and the Merchant

Clause as approved by BIMCO is to be considered as incomporated herein and the Menchant shall provide such security as may be required by the Carrier in this connection. (2) Notwithstanding (1) above, the Menchant shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any exposes arising thereform) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection. (3) The Carrier shall be under no obligation to take any steps whatsoever to collect socity for General Average contributions due to the Merhant.

security for General Average contributions due to the Merhant.

7. CHARGES

(1) Charges shall be deerned fully earned on receipt of the Goods by the Carrier and shall be paid off non-nounnable in any event.

And the paid off non-nounnable in any event.

The Carrier shall be entitled to non-nounnable in concern and the Average of the A

18. LIEN
The Carrier shall have a lien on Goods and any documents relating thereto for all sums
whatsoever due at any time to the Carrier from the Merchant and for General Average contributions to whomsoewer due and for the costs of recovering the same and the Carrier shall have the
right to sell the Goods and documents by public auction or private tractly, without notice to the
Merchant and at the Merchant's expense and without any liability towards the Merchant.

19. VARIATION OF THE CONTRACT
No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Cerrier.

20. PARTIAL INVALIDITY

zz. PARLIAL INVALIDITY if any provision in this Bill of Lading is held to be invalid or unenforceable by any court or regulatory or self regulatory agency or body, such invalidity or unenforceability shall attach only to such provision. The validity of the remaining provisions shall not be affected thereby and this Bill of Lading contract shall be carried out as if such invalid or unenforceable provi-

B/L No. 32066386 Shipper **ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU, 600 006 CHENNAI INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER: 0488001382 declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations. SHOLINGUR GSTNO: 33AAACB2533Q1ZP exceptions and conditions whether written, printed, stamped or otherwise incorporated PAN NO: AAACB2533Q, 631102 TAMIL NADU and in particular to the terms overleaf as if they were all signed by the merchant. This INDIA PHONE: +91 4172307768 * B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading
ROTTERDAM, NETHERLANDS Vessel name/voyage no. For delivery please apply to: FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) BUXCOAST/206E 5TH FLOOR, LEELAVATHY BUILDING. NO. 69, ARMENIAN STREET, GST # 27AAACF8646G2ZG - PAN AAACF8646G Port of discharge Place of delivery SHANKARI@FBLINDIA.IN CHENNAI, INDIA 600 001 CHENNAL INDIA

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NR.: 9040150 DELIVERY NR.: 33342987 PO NR.: 5700003358	2 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250.00 KGS DELIVERY TERMS: CIP CHENNAI PORT * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		1287.500	2.280

Tel-91-44-4345-6464 Fmail: IMP CHN@FRI INDIA IN

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 09-07-2022	FPS Famous I	Pacific Shipping
T NET AID				~	PAUL BRANDS
Laden on board th	e vessel	No. of original(s) B/L 3/3		11	
ICS B/L			DRIGINAL	B	
09 Jul 2	2022		INOINAL	1	Mo
Original Ship	ped on board			As Agent	CIFIC LINES

1. DEFINITIONS

"Carrier" means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed.

"Merchard" includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person awwing or entitled to the possession of the Goods or this Bill of Lading, any person having a present or future interest in the Goods or any person adding to behalf of any of the above mentioned persons.

"Goods" includes the cargo supplied by the Merchart and includes any Container not supplied by or on behalf of the Carrier.

"Container" includes any container, trailer, transportable and includes any container and similar article of terractions.

supplied by or on-beta in a day's supplied by the metals and in-beta sity voluntees and properties of the properties of

of Receipt or the Piaco of Delivery on the front hereof specify sny place or spot within the ener of the port so noministed.

"Hague Rules" means the provisions of the International Convention for Unification of certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.

"Hague-Visby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23dr February 1986.

"DOGGA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936.

"COGWA" means the Carriage of Goods by Water Act 1936 of Carada.

"COGWA" means the Carriage of Goods by Water Act 1936 of Carada.

"COGWA" means the Carriage of Goods by Water Act 1936 of Carada.

"Shipping Unit" includes freight unit and the term "unit" as used in the Hague Rules and Hague-Visby Rules. Shipping Units Indicate Insign and a late of the Hague-Visiby Pules.
"Person" includes an individual, a partnership, a body corporate or other entity.
"Stuffed" includes filled, consolidated, packed, loaded or secured.

CARRIER'S TARIFF

he Carrier's applicable Tariff, if any, are incorporated herein Copies of provisions are obtainable from the Carrier or is agenst upon request or, where applicable a government body with whom the Tarrier has been filed. In the case of inconsistency be this Bill of Lading and the applicable Tarriff, this Bill of Lading shall prevail.

WARRANTY The Merchant 3. WARHANTY The Merchant warrants that in agreeing to the terms hereof he is or is the agent of and has the authority of the person owning or entitled to the passession of the Goods or any person who has a present or future interest in the Goods.

who has a present or future interest in the Goods.

(1) This Bill of Lading shall be non-negotiable unless made out "to order" in which event it shall be negatiable and shall constitute title to the Goods and the holder shall be smitlled to receive or to transfer the Goods herein described.

(2) This Bill of Lading shall be orimar facile evidence of the taking in charge by the Carrier of the Goods as herein described. However, proof to the contrary shall not be admissable when this Bill of Lading has been negotiated or transferred for valuable consideration to a third party acting in good faith.

CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS The Carrier shall be entitled to sub-contract on any terms the whole or any part of (1) The Carrier shall be entitled to sub-contract on any terms the

(1) The Carrier shall be entitled to sub-contract on any terms the whole or any part on the Carriage.

(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatsower, other than the Carrier, including, but not timited to, the Carrier's servants or agents, any independent contractor and its servants or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured performed or undertaken, which imposse or attempts to impose upon any such person or vessel any liability whatsoewer in connection with the Goods or the Carriage; and if any claim or allegation should nevertheless be made to defend, indemriny and hold harmless the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier as ill such provisions were expressly for his benefit and in entering into this contract the Carrier, to the extent of these provisions, does so not only on his own behalf but also as agent or fursible for such persons and vessels all his extent be or be deemed to be parties to this contract.

(3) The Merchant shall defend, indemnify and hold harmless the Carrier against are yclaim.

be parties to this contract, (3) The Merchant shall defend, indemnify and hold harmless the Carrier against any claim or liability (and any expense arising therefrom) ansing from the Carriage of the Goods insofar as such claim or liability exceeds the Carrier's liability under this Bill of Lading, (4) The defences and limits of liability provided for in the Bill of Lading shall apply in any action against the Carrier whether the action be found in Contract or in Tort.

(4) The defences and limits of liability provided for in the Bitl of Lading shall apply in any tion against the Carrier whether the action be found in Contract or in Tort.

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(A) Subject to clause 13 below, this Bitl of Lading insofar as it relates to sas carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Palles or the Hague-Visby Rules compulsority applicable (such as COGSA or COGWA) to this Bitl of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COGSA or COGWA) if this Bitl of Lading is subject to U.S. or Canadian law respectively shall apply to the carriage of Goods by Inland vatureways and reference to carriage by see in such Rules or legislation shall be deemed to include referenceto-inland waterways. If and to the extent that the provisions of the Hater Act of the United States of America 1883 would otherwise be compulsorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of (6) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(8) The Carrier shall be entitled to (and nothing in this Bitl of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all limitations of and exclusions from liability and all rights conferred or authorised by any applicable any provisions or sections4281 to 4287, inclusive, of the Revised Statutes of this United States of America and amendments thereto and where applicable any provisions or full leave of the United States of America) and without prejudice to the generality of the foregoing is any law, statute or regulation or any country including hard expressed (1) and which the Goods are carried.

also any law, statute or regulation available to the Owner of the vessel(a) on which the Goods are caired.

[22] PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during leading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for year loss or clamage whatsoever in respond of the Goods or for any other matter arising during any other part of the Carriage even though Charges for the whole Carriage have been charged by the Carrier. The Merchart constitutes the Carrier agent to enter into contracts on behalf of the Merchart with others for transport, storage, handling or anywhere services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier ray as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

[3] COMBINED TRANSPORT

(3) COMBINED TRANSPORT Save as is otherwise provided in this Bill of Lading, the Carrier shall be fiable for loss of or damage to the Goods occurring from the time that the Goods are taken into his charge until the time of delivery to the actent set dut below: /All Where the stage of Carriage where the loss or damage roccurred cannot be proved: /I The Carrier shall be entitled to rely upon all exclusions from flability under the flutes or legislation that would have been applied under #(I)(I/A) above head the loss or damage occurred at sea or, if there was no carriage by sea, under the Hague Flutes (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respondively).

Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respondively).

Where under (i) above, the Carrier is not liable in respect of some of the factors causing the loss or damage, he shall only be liable to the extent that those factors for which he is liable have contributed to the loss or damage, any logislation applying such Rules or the lugge-Veby Rules (such as COGSA or COGWA) is not computationly applicable, the Carrier's liability shall not exceed USS2.00 per kill or the gross weight of the Goods last, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser.

The value of the Goods and be determined according to the commodity exchange price at the place and time of delivery to the Merchant or at the place and time when they should have been so delivered or if there in on such price according to the current market price by reference to the normal value of Goods of the same kind and qualify, at such place and time.

Where the stage of Carriege where the loss or damage occurred can be boxed:

the liability of the Carrier shall be determined by the provisions contained in any

mational convention or national law of the country which provisions, cannot be departed from by private contract to the detriment of the Merchant, and would have applied if the Merchant had made a separate and direct contract

would nave applied in the Merchant rad Indice a speaked and under confu-with the Carrier in respect of the particular stage of Carriage where the los damage occurred and had received as evidence thereof any particular doc ment which must be issued in order to make such international convention national law applicable;

national law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carriage and tarriffs and am law compulsority applicable. The Carrier guarantees the fulfillment of such inland carriers' obligations under their contracts and testifis; Where neither [9] or (9) above apply, any liability of the Carrier shall be determined by (9)(3)(A) above.

GENERAL PROVISIONS
Dolay, Consequentfal Loss

(A) Delay, Consequentfal Loss Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever and howsoover caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the height applicable to the relevant stage.

tound lisble for delay, lisblifty shall be limited to the freight applicable to the relevant stage of the transport.

(B) Package or Shipping Unit Limitation
Where the Hague Rules or any legislation making such Rules compulsority applicable (such as COGSA or COGWA) to this Bill of Lading apply, the Camier shall not, unless a educland value has been noted in accordance with (C) bolow, be or become liable for any loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit in limitation as laid down by such Rules or legislation. Such limitation amount according to COGSA is US\$500 and according to COGWA is Can \$500. It no finitiation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500.

(C) Ad Valicaner: Declared Value of Package or Shipping Unit
The Camier's liability may be increased to a ligher value by a doclaration in writing of the value of the Goods by the shipper upon delivery to the Camier's liability and the species of the Value of the Goods to Camier's liability and the Camier's liability in the species of the Comment, such higher value being inserted on the front of this Bill of Lading in the space provided and, if required by the Camier's liability, if any, altall not exceed the declared value and the Camier's liability, farry, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

(P) Definition of Peckage or Shipping Unit
Where a Container is used to consolidate Goods and such Container is stuffed by the
Carrier, the number of packages or shipping units stated on the face of this Bilt of Lading
in the box provided shall be deemed the number of packages or shipping units attended on the face of this Bilt of Lading
in the box provided shall be deemed the number of packages or shipping units for the
purposed of any film of liability per package or shipping unit provided in any rinternational
convention or national law relating to the carriage of Goods by sea. Except as aftersead
the Container shall be considered the package or shipping unit.

The words "shipping unit" shall mean each physical unit or place of cargo not
shipped in a package, including articles or things of any description whatsoever, except
Goods shipped in bulk, and irrespective of the weight or measurement unit employed in
actuating registrat charges. As to Goods shipped in bulk, the limitation applicable thereto
shall be the limitation provided in such convention or law which may be applicable, and
in or event shall enything herein be construed to be a waiver of limitation as to Goods
shipped in bulk.

(E) Rust, etc.

(E) Rust, etc. It is agreed that superficial rust, oxidation or any like condition due to moisture, is not a condition of damage but is inherent to the nature of the Goods and acknowledgement of treoelight of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.
(F) Notice of Loss or Damage
The Carrier shall be desired prima facile to have delivered the Goods as described in this Bill of Lading unless notice of loss of, or damage to, the Goods, inclusing the general nature of such loss or damage, shall have been given in writing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods into the custodry of the person entitled to delivery thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

the loss or damage is not apparent, which is the loss of damage is not apparent, which is the Carriershall be discharged of all liability unless suit is brought in the proper forum and written notice thereof received by the Carrier within twelve months after delivery of the Goods or the date when the Goods should have been delivered. In the event that such time period shall be found contrary to any convention or law omprisonly applicable, the period prescribed by such convention or law shall then apply but in that dircumstance

MERCHANT'S RESPONSIBILITY

 The description and particulars of the Goods setout on the face hereof are furnished by the Merchant and the Merthant warrants to the Carrier that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, condition, marks

by the Merchant and the Marrhant warrants to the Carrier that the description and particulars including, but not finited to, or weight, content, measures, quantity, quality, contition, marks numbers and value are correct.

(2) The Merchant shall comply with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred orsulfared by reason thereof or by meson of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

(3) The Merchant undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having regard to their nature and in compliance with all laws, regulations and nequirements which may be applicated or damaged by the control of the control of the carrier for Garriage without the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles and so as to comply with all applicately laws, regulations and requirements, and so as to comply with all applicately laws, regulations and requirements and so as to comply with all applicately laws, regulations and requirements and such as a complex of the control of the Carrier the articles are or are lighted to the Carrier the articles are or are lighted to the Carrier the articles are or are lighted to become of a dengency, inflammable ordamaging nature, the same may at anytime bed estroyed disposed of, abandoned, or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's express vibrout compensation to the Merchant and without prejudice to the Carrier's expressible.

(5) The Merchant shall be liable for the loss, damage, contamination, soiling, detention or demurrace before, during and after the Carriage of properly (including, but not timiset to, Carriarierary) of the C

CONTAINERS
(1) Goods may be stuffed by the Carrier in or an Containers and Goods may be stuffed other Goods.

(1) Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods.

(2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are rocked by the Carrier of adhervated to the Merchant.

(3) If a Container has been stuffed by or on behalf of the Merchant.

(4) the Carrier shall not be liable for loss of or damage is to the Goods.

(6) caused by the manner in which the Container has been stuffed;
(7) caused by the unsuitability or deflective condition of the Containers;
(8) caused by the unsuitability or deflective condition of the Container state that where the Container has been supplied by or on behalf of the Carrier, this paragraph; (8) shall only apply if the unsuitability or deflective condition arose (a) without any want of the diligence on the part of the Carrier or by would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container is not seeled at the commencement of the Carriage except where the Carrier has agreed to seal the Container.

(8) the Merchant shall defined, indemnity and hold harmless the Carrier against any loss, damage, claim, ilability or experse whatsoever arising from one or more of the matters covered by (A) above except for (A)(filio) above.

(4) Where the Carrier is instructed to provide a Containor, in the absence of a written request to the contrainty, the Carrier is not under an obligation to provide a Container of any particular type or quality.

particular type or quanty.

 TEMPERATURE CONTROLLED CARGO
 The Marchant undertakes not to tender for transportation any Goods which require
temperature control without previously giving written notice (and filing in the box on the fort of
this Bill of Lacing if this Bill of Lacing has been prepared by the Morchant or a person acting on
his behalf) of their nature and particular temperature range to be maintained and in the case of

a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its thermostatic controls have been properly set by the Merchant before necepit of the Goods by the Carrier.

If the above requirements are not complied with the Carrier shalf not be liable for any loss of or damage to the Goods arising from cleacts, derangement, presidency, atopage of the temperature controlling machiner, plant, insulation or any appearatus of the Container, provided that the Carrier shall before or at the beginning of the Carriage exercise due diligance to maintain the refrigerated Container in an efficient state.

10. INSPECTION OF GOODS

The Carrier or any person authorised by the Carriershall be entitled, but under no obligation, to open any Container or package at any time and to inspect the Goods.

to open any Container or package at any time and to inspect the Goods.

11. MATTERS AFFECTING PERFORMANCE
(1) It at ny time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind finctuting the condition of the Goods), whereever and howeverer arising (whether or not the Carriage has commenced) the the Carrier may:
(A) without node to the Morchant abendon the Carriage of the Goods and where easonably possible place the Goods or any part of them at the Merchant's dispossal at any place which the Carrier may doem and and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cases:
(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage, in any event the Carrier shall be orthited to full Charges on Goods received for Carriage and the Morchant's shall be orthited to full Charges on Goods received for Carriage and the Morchant's shall pay any additional costs resulting from the above mentioned circumstances.

circumstances.

(2) The liability of the Carrier in respect of the Goods shall casse on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

12. METHODS AND ROUTE OF TRANSPORTATION
(1) The Center may at any time and without notice to the Merchant use any means of transport or storage witesteever; lead or carry the Goods on any sessel whether named on the front harder or not transper whatseever; lead or carry the Goods on any sessel whether named on the tont hereof or not, transfer the Goods from one conveyance to another including transchipping or carrying the same on another vessel than that named on the front harder or by any other means of transport whatsboewer; at two places unpack and monve Goods which have been stuffed in or on a Container and forward the same in any manner whatsower; proceed at any speed and by any muster in his discertion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever once or mores often and in any order, load or unitodal this Goods from any conveyance at any place whether or not the place is a port named on the front hereof as the intended Port of Loading or intended Port of Dischargel; comply with any creaters or recommendations given by any government or authority or any porson or body acting or purporting to act as or on behalf of such government or authority or any porson or body acting or purporting to act as or on behalf of such government or authority or any porson or body acting or purporting to act as or on behalf of such government or authority or any porson or body acting or purporting to act as or on behalf of such government or authority or any porson or body acting or purporting to act as or on behalf of such government or authority or any porson or body acting or purporting to act as or on behalf of such government or authority or any porson or body acting or purporting to act as or on behalf of such government or authority or any porson or body acting or purporting to act as or on behalf of such government or autho

DECK GARGO (AND LIVESTOCK)
 Goods of any description whether

13. DECK CARGO (AND LIVESTOCK)

(1) Goods of any description whether containerised or not may be stowed on or under deck without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (brith train livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague-Vistor Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which are stated on the front of this Bill of Lading to be carried on deck and which are so carried (and bestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchant shall defend, indemnify and hold harmlessthe Carrier againstall and any extra cost incurred for any reason whatsoever in connection with carriage of fivestock.

any state a test incursion of any hasted with absolute in count recommendation and counting the discharge of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof if stuffer in or on a Container and to store the Goods or that part thereof any the part thereof and the part of the theory of stuffer in or on a Container and to store the Goods or the part thereof any and in a container and to store the Goods or the Merchant. Such storage shall constitute due delivery hereunding, and thereupon the flability of the Carrier in respect of the Goods or that part thereof shall cease.

Goods or that part thereof shall cases.

15. BOTH-TO-BLAME COLLISION

If the vessel on which the Goods are carried (the carying vessel) comes into collision with
any other vessel or object (the non-carrying vessel or object) as a result of the negligence
of the non-carrying vessel or object or the owner of, charterer of or person responsible for
the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hot
armiless the Carrier against all claims by or lisblijty to (and eny expense arising therefrom)
any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of
the Merchant paid or payable to the Merchant by the non-carrying vessel or object and set-off,
recoupled or recovered by such vessel, object or person(e), against the Carrier, the carrying
vessel or her owners or charterers.

vassale or her owners or charterers.

18. GENERAL AVERAGE

(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by SIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.

(2) Notwittstanding (1) above, the Metchant shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any expense arising thereform) of a General Average acture which may be made on the Carrier and hall provide such security as may be required by the Carrier in this connection.

(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merhant.

security for General Average contributions due to the Merhant.

77. CHARGES

(1) Charges shall be deemed fully earmed on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.

The paid and non-returnable in any event of the following the contribution of the contribution of the following the carrier to elacidated on the basis of particulars furnished byte on behalf the following the contribution of the commercial invokes for the Goods or the copy thereof and to irraper, reveigh, remeasure and revalue the Goods and if the particulars are furnished to Carrier to be incorrect the Merchant shall pay the Carrier the Commercial Charges (charlet being given for the Charges charged) and the costs incurred by the Carrier the although the Carrier the Car

18. LIEN
The Carrier shall have a lien on Goods and any documents relating thereto for all sums
whatsoower due at any time to the Carrier from the Marchant and for General Average contributions to whomsoewer due and for the costs of recovering the same and the Carrier shall have the
right to sell the Goods and documents by public auction or private teaty, without notice to the
Merchant and at the Merchant's expense and without any liability towards the Merchant.

19. VARIATION OF THE CONTRACT

No servent or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such walver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier

20. PAFTIAL INVALIDITY
If any provision in this Bill of Lading is held to be invalid or unenforceable by any court
or regulatory or self regulatory agency or body, such invalidity or unenforceability shall attach
only to such provision. The validity of the remaining provisions shall not be affected thereby
and this Bill of Lading contract shall be carried out as if such invalid or unenforceable provision were not contained herein.

B/L No. 32066386 Shipper ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 TAMIL NADU, 600 006 CHENNAI INDIA B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER: 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR GSTNO: 33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations. exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This PAN NO: AAACB2533Q, 631102 TAMIL NADU INDIA B/L must be surrendered duly endorsed in exchange for the goods or delivery order. PHONE: +91 4172307768 * IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading Vessel name/voyage no. For delivery please apply to: FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) BUXCOAST/206E ROTTERDAM, NETHERLANDS 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, GST # 27AAACF8646G2ZG - PAN AAACF8646G Port of discharge Place of delivery SHANKARI@FBLINDIA.IN CHENNAI, INDIA 600 001 CHENNAI INDIA Tel:91-44-4345-6464 Fmail: IMP CHN@FRI INDIA IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NR.: 9040150 DELIVERY NR.: 33342987 PO NR.: 5700003358	2 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250.00 KGS DELIVERY TERMS: CIP CHENNAI PORT * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		1287.500	2.280

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 09-07-2022	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3/3		
ICS B/L				
				As Agent
Copy Shippe	ed on board			FAMOUS PACIFIC LINES

B/L No. 32066386 Shipper ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES INDUSTRIEWEG 15 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated)
STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU, 600 006 CHENNAI INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as **BRAKES INDIA PVT. LTD.** IEC NUMBER: 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR GSTNO: 33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO: AAACB2533Q, 631102 TAMIL NADU exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This INDIA B/L must be surrendered duly endorsed in exchange for the goods or delivery order. PHONE: +91 4172307768 * IN WHITNESS where of the number of original Bs/L have been signed, if not Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) Vessel name/voyage по. Port of loading ROTTERDAM, NETHERLANDS BUXCOAST/206E 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, GST # 27AAACF8646G2ZG - PAN AAACF8646G Port of discharge Place of delivery SHANKARI@FBLINDIA.IN CHENNAI, INDIA 600 001 CHENNAI INDIA Tel:91-44-4345-6464 Fmail: IMP CHN@FRI INDIA IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NR.: 9040150 DELIVERY NR.: 33342987 PO NR.: 5700003358	2 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250.00 KGS DELIVERY TERMS: CIP CHENNAI PORT * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		1287.500	2.280

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 09-07-2022	FPS Famous Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/3	3	
ICS B/L				
				As Agent
Copy Shipped on board			FAMOUS PACIFIC LINES	

B/L No. 32066386 Shipper ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. A/C NO: 010130458989 The carrier, in accordance with and to the extent of the the provisions contained in this TAMIL NADU, 600 006 CHENNAI INDIA B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER: 0488001382 declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations. SHOLINGUR GSTNO: 33AAACB2533Q1ZP exceptions and conditions whether written, printed, stamped or otherwise incorporated PAN NO: AAACB2533Q, 631102 TAMIL NADU INDIA and in particular to the terms overleaf as if they were all signed by the merchant. This PHONE: +91 4172307768 * B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading ROTTERDAM, NETHERLANDS Vessel name/voyage no. For delivery please apply to: FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) BUXCOAST/206E 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, GST # 27AAACF8646G2ZG - PAN AAACF8646G Port of discharge Place of delivery SHANKARI@FBLINDIA.IN CHENNAI, INDIA 600 001 CHENNAL INDIA Tel-91-44-4345-6464 Fmail: IMP CHN@FRI INDIA IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NR.: 9040150 DELIVERY NR.: 33342987 PO NR.: 5700003358	2 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250.00 KGS DELIVERY TERMS: CIP CHENNAI PORT * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		1287.500	2.280

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 09-07-2022	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L	3/3	
				As Agent
Copy Shipped on board			FAMOUS PACIFIC LINES	





For attn of

Date

04-07-2022

Please find attached Test Report of compliance with the order (EN 10204: 2004 / 2.2)

Client

Brakes India Pvt. Ltd.

Client-orderno

5700003358

Lapinus orderno

9040150

Product:

Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty:

1.250 kg

Batch no. Batch Qty:

53319568 - 1.250 kg

Kind regards

Customer Services

Lapinus ROCKWOOL B.V. Industrieweg 15 6045 JG Roermond PO Box 1160 6040 KD Roermond The Netherlands

cs@lapinus.com www.lapinus.com

This document is automatically generated and therefore contains no signature. LF007/F03 / June 1994 $\,$



Test report Date : 7-6-2022

TEST REPORT of compliance with the order (EN 10204: 2004 / 2.2)

1.

Prod. Date : 5-6-2022

Product : Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

2. Testresults

Batch no.	Fibre length	Results	(micron)	Limits (micron)
		Min.	Max.	Min.	Max.
53319568		113,00	125,00	100	150

Batch no.	Shotcontent	Results Min.	(%wt) Max.	Limits (%wt) Max.
53319568	Shot > 125 μm	0,54	0,83	1.0

- 3. Herewith we declare the above mentioned test results being representative for the batch and in compliance with the product information sheet.
- 4. Our material is REACH registered and does not contain SVHC substances under REACH > 0.1%.
- 5 Country of origin: The Netherlands

Site	Telephone number	Contact	Fax number
Roermond	+31 475 353354	Customer Service	+31 475 353677

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LF007/F03 / June 1994



Part of the ROCKWOOL Group

ORIGINAL

Invoice address: 15577
Brakes India Pvt. Ltd.
IEC Number 0488001382
biimports@brakesindia.co.in
PAN NO. AAACB2533Q

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Payer: 15577
Brakes India Pvt. Ltd.
IEC Number 0488001382
biimports@brakesindia.co.in
PAN NO. AAACB25330

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

INVOICE

INDIA

Ordered by: 15577

Brakes India Pvt. Ltd.

IEC Number 0488001382

PAN NO. AAACB2533Q

631102 TAMIL NADU

biimports@brakesindia.co.in

Sholingur GST: 33AAACB2533Q1ZP

Invoice no. / date:

Order no. / date: Your reference: Contactperson: 163837047 / 01.07.2022 9040150 / 13.06.2022

5700003358 Corina Hendriks Page 1 / 1

ROCKWOOL B.V.
P.O. Box 1160
6040 KD Roermond
The Netherlands

Item Material Number Quantity Price Amount
Material description Unit Unit Unit

Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres Official email id: biimports@brakesindia.co.in

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508 1.250,00 1.250,00 2.282,00 2.852,50 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33342987 / 29.06.2022

Country of origin: NL

Freight Cost 573,00

Amount excl. VAT 3.425,50

Output Tax 0,00 % 0,00

Export supply 0% VAT # art. 146 (1) VAT Directive 2006/112/EC

EUR 3.425,50

Delivery date: Terms of delivery: 29.06.2022 -CIP Chennai Port 60 days net

Payment term:

Gross/Nett weight:

1.287,500 / 1.250 KG

Transp. volume:

3,750 M3

Delivery address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

Rockwool B.V. | Industrieweg 15, 6045 JG Roermond, The Netherlands | Postbus 1160, 6040 KD Roermond, The Netherlands T: +31 (0) 475 35 35 35 | E: cs@lapinus.com | www.lapinus.com | KvK Nederland 13014428 | VAT NL0016.96.592.B01 | EORI NL001696592 Bank: ING BANK N.V. | NL87 INGB 0674 2921 11 | BIC/SWIFT INGBNL2A | Beneficiary: ROCKWOOL B.V.

The general terms and conditions of ROCKWOOL BV, as filed with the Chamber of Commerce The Netherlands, are applicable to all our offers and agreements and the execution thereof, more specifically they apply to this order and the execution thereof. You have received a copy of the general terms and conditions of ROCKWOOL BV with the quotation. On your first request we will send you a new copy. Transport cost may be subject to change, actual cost will be invoiced.



Part of the ROCKWOOL Group

ORIGINAL

Invoice address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in PAN NO. AAACB2533Q Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

Invoice no. / date:

Order no. / date:

Your reference:

Contactperson:

INDIA

Payer: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in PAN NO. AAACB2533Q Sholingur GST: 33AAACB2533Q1ZP

INDIA

631102 Tamil Nadu

163837047 / 01.07.2022

INVOICE

Ordered by: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in PAN NO. AAACB2533Q

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

ROCKWOOL B.V. P.O. Box 1160 6040 KD Roermond

e Ne herlands

9040150 / 13.06.2022 5700003358 Corina Hendriks

Page 1 / 1

Item	Material	Number	Quantity	Price	Amount
	Material description	Unit	Unit	Unit	
	Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres Official email id: biimports@brakesindia.co.in				

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

2.282.00 2.852.50 1.250,00 1.250.00 29508 1.000 KG KG KG

Stat. No.: 68061000

Delivery No/Date: 33342987 / 29.06.2022

Country of origin: NL

573,00 Freight Cost

3.425.50 Amount excl. VAT 0.00 % 0,00 **Output Tax**

Export supply 0% VAT - art. 146 (1) VAT Directive 2006/112/EC

EUR 3,425,50

Delivery date: Terms of delivery: Payment term:

29.06.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

1.287,500 / 1.250 KG

Transp. volume:

3,750 M3

Delivery address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

Rockwool B.V. | Industrieweg 15, 6045 JG Roermond, The Netherlands | Postbus 1160, 6040 KD Roermond, The Netherlands T: +31 (0) 475 35 35 35 | E: cs@lapinus.com | www.lapinus.com | KvK Nederland 13014428 | VAT NL0016.96.592.B01 | EORI NL001696592 Bank: ING BANK N.V. | NL87 INGB 0674 2921 11 | BIC/SWIFT INGBNL2A | Beneficiary: ROCKWOOL B.V.

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ORIGINAL

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INVOICE

Invoice address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in PAN NO. AAACB2533Q

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Payer: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in PAN NO. AAACB2533Q Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

Ordered by: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in PAN NO. AAACB2533Q Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Page 1 / 1

ROCKWOOL B.V. P.O. Box 1160 6040 KD Roermond The Netherlands

Invoice no. / date:

Order no. / date:

Your reference: Contactperson:

163837047 / 01.07.2022

9040150 / 13.06.2022

5700003358 Corina Hendriks

ltem	Material	Number	Quantity	Price	Amount
	Material description	Unit	Unit	Unit	
	Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres Official email id: biimports@brakesindia.co.in				
10	Lapinus® RB250				
	bag 25 kg - pallet 625 kg				
	29508	1.250,00	1.250,00	2.282,00	2.852,50
		KG	KG	1.000 KG	

Stat. No.: 68061000

Delivery No/Date: 33342987 / 29.06.2022

Country of origin: NL

573,00 Freight Cost

Amount excl. VAT 3.425.50 0,00 % 0,00 **Output Tax**

Export supply 0% VAT - art. 146 (1) VAT Directive 2006/112/EC

EUR 3.425,50

Delivery date: Terms of delivery: Payment term:

29.06.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

1.287,500 / 1.250 KG

Transp. volume:

3,750 M3

Delivery address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

Rockwool B.V. | Industrieweg 15, 6045 JG Roermond, The Netherlands | Postbus 1160, 6040 KD Roermond, The Netherlands T: +31 (0) 475 35 35 35 | E: cs@lapinus.com | www.lapinus.com | KvK Nederland 13014428 | VAT NL0016.96.592.B01 | EORI NL001696592 Bank: ING BANK N.V. | NL87 INGB 0674 2921 11 | BIC/SWIFT INGBNL2A | Beneficiary: ROCKWOOL B.V.

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Part of the ROCKWOOL Group

COPY

Invoice address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in PAN NO. AAACB2533Q

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Payer: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in PAN NO. AAACB2533Q Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

INVOICE

Ordered by: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in PAN NO. AAACB2533Q

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Page 1 / 1

ROCKWOOL B.V. P.O. Box 1160 6040 KD Roermond The Netherlands

Invoice no. / date:

Order no. / date:

Your reference: Contactperson: 163837047 / 01.07.2022

9040150 / 13.06.2022

5700003358 Corina Hendriks

Item	Material	Number	Quantity	Price	Amount
	Material description	Unit	Unit	Unit	
	Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres Official email id: biimports@brakesindia.co.in				
10	Lapinus® RB250				
	bag 25 kg - pallet 625 kg	1.250,00	1.250.00	2.282,00	2.852,50
	29508		1.250,00 KG	1.000 KG	2.032,30
	Stat. No.: 68061000	KG	KG	1.000 NG	
	Delivery No/Date: 33342987 / 29.06.2022				
	Country of origin: NL				
	Freight Cost				573,00

3.425.50 Amount excl. VAT 0.00 % **Output Tax** 0,00

Export supply 0% VAT - art. 146 (1) VAT Directive 2006/112/EC

EUR 3,425,50

Delivery date: Terms of delivery: Payment term:

29.06.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

1.287,500 / 1.250 KG

Transp. volume:

3.750 M3

Delivery address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

Rockwool B.V. | Industrieweg 15, 6045 JG Roermond, The Netherlands | Postbus 1160, 6040 KD Roermond, The Netherlands T: +31 (0) 475 35 35 35 | E: cs@|apinus.com | www.lapinus.com | KvK Nederland 13014428 | VAT NL0016.96.592.B01 | EORI NL001696592 Bank: ING BANK N.V. | NL87 INGB 0674 2921 11 | BIC/SWIFT INGBNL2A | Beneficiary: ROCKWOOL B.V.

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COPY

Part of the ROCKWOOL Group

INVOICE

Invoice address: 15577
Brakes India Pvt. Ltd.
IEC Number 0488001382
biimports@brakesindia.co.in
PAN NO. AAACB2533Q

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Item

Payer: 15577
Brakes India Pvt. Ltd.
IEC Number 0488001382
biimports@brakesindia.co.in
PAN NO. AAACB2533Q
Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

Ordered by: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in PAN NO. AAACB2533Q

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Quantity

Unit

Page 1 / 1

Number

Unit

Lapinus°

ROCKWOOL B.V. P.O. Box 1160 6040 KD Roermond The Natherlands

Price

Unit

2.282.00

Invoice no. / date:

Order no. / date:

Your reference: Contactperson: 163837047 / 01.07.2022

9040150 / 13.06.2022 5700003358

Corina Hendriks

Material description

Country of origin: The Netherlands
Country of acquisition: The Netherlands
Description of goods: Rockwool mineral Fibres
Official email id: biimports@brakesindia.co.in

10 Lapinus® RB250

Material

bag 25 kg - pallet 625 kg

29508

Stat. No.: 68061000 Delivery No/Date: 33342987 / 29.06.2022

Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

KG 1.000 KG

573,00

2.852,50

Amount

(Cl. VAI

1.250,00

KG

0,00 %

1.250,00

3.425,50 0,00

Export supply 0% VAT – art. 146 (1) VAT Directive 2006/112/EC

EUR 3.425,50

Delivery date: Terms of delivery: Payment term: 29.06.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

1.287,500 / 1.250 KG

Transp. volume:

3,750 M3

Delivery address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

Rockwool B.V. | Industrieweg 15, 6045 JG Roermond, The Netherlands | Postbus 1160, 6040 KD Roermond, The Netherlands T: +31 (0) 475 35 35 35 | E: cs@lapinus.com | www.lapinus.com | KvK Nederland 13014428 | VAT NL0016.96.592.B01 | EORI NL001696592 Bank: ING BANK N.V. | NL87 INGB 0674 2921 11 | BIC/SWIFT INGBNL2A | Beneficiary: ROCKWOOL B.V.

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INVOICE

Ordered by: 15577

Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in PAN NO. AAACB2533Q

Sholingur GST: 33AAACB2533Q1ZP

Part of the ROCKWOOL Group

631102 TAMIL NADU

INDIA

1 Lapinus

ROCKWOOL B.V. F.O. Box 1160 6040 KD Roermond The Netherlands

Invoice address: 15577
Brakes India Pvt. Ltd.
IEC Number 0488001382
biimports@brakesindia.co.in
PAN NO. AAACB2533Q
Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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Invoice no. / date:

163837047 / 01.07.2022

Payer: 15577

Brakes India Pvt. Ltd.

IEC Number 0488001382

PAN NO. AAACB2533Q

631102 Tamil Nadu

INDIA

biimports@brakesindia.co.in

Sholingur GST: 33AAACB2533Q1ZP

Page 1 / 1

Order no. / date: Your reference: 9040150 / 13.06.2022 5700003358

Your reference: 5700003358

Contactperson: Corina Hendriks

Material description

Material

Number Unit Quantity Unit Price Unit Amount

Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres Official email id: biimports@brakesindia.co.in

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

1.250,00

KG

1.250,00

KG

2.282,00 1.000 KG

2.852,50

Stat. No.: 68061000

Delivery No/Date: 33342987 / 29.06.2022

Country of origin: NL

Freight Cost

Amount excl. VAT
Output Tax

0,00 %

3.425,50 0,00

573,00

Export supply 0% VAT - art. 146 (1) VAT Directive 2006/112/EC

EUR

3.425,50

Delivery date: Terms of delivery: Payment term: 29.06.2022 -CIP Chennai Port

60 days net

Gross/Nett weight:

1.287,500 / 1.250 KG

Transp. volume:

3,750 M3

Delivery address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

Rockwool B.V. | Industrieweg 15, 6045 JG Roermond, The Netherlands | Postbus 1160, 6040 KD Roermond, The Netherlands T: +31 (0) 475 35 35 3 E: cs@lapinus.com | www.lapinus.com | KvK Nederland 13014428 | VAT NL0016.96.592.B01 | EORI NL001696592 Bank: ING BANK N.V. | NL87 INGB 0674 2921 11 | BIC/SWIFT INGBNL2A | Beneficiary: ROCKWOOL B.V.

The general terms and conditions of ROCKWOOL BV, as filed with the Chamber of Commerce The Netherlands, are applicable to all our offers and agreements and the execution thereof, more specifically they apply to this order and the execution thereof. You have received a copy of the general terms and conditions of ROCKWOOL BV with the quotation. On your first request we will send you a new copy. Transport cost may be subject to change, actual cost will be invoiced.

6045 JG Roermond / The Netherlands Industrieweg 15 Rockwool B.V.

Our ordernr : 9040150

Delivery nr : 33342987

Your ordernr: 5700003358

Container nr:

Shipment nr.: 0006975758

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

India

631102 Tamil Nadu

ORIGINAL

A Lapinus

DETAILED PACKING LIST

Product and dimensions	Type and number of packages	Contents per package in m ¹ /m ² /kg	Total quantity per item in m1/m2/kg	Total net weight per item kgs	Total gross weight per item kgs	Dimensions in m per package
Lapinus® RB250, bag 25 kg -pallet 625 Rockwool Mineral Fibre 25,0 0,1 50 BAGS	kg -pallet 625 50 BAGS	1,00	1250,00	1250,000	1287,500	1210,00 1000,00 1300,00
			TOTAL:	1250,000 Kgs	1287,500 Kgs	

Date: 01-07-2022

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 9040150

Delivery nr : 33342987

Your ordern: 5700003358

Sholingur GST: 33AAACB2533Q1ZP For: Brakes India Pvt. Ltd. IEC Number 0488001382

631102 Tamil Nadu India

ORIGINAL



DETAILED PACKING LIST

Shipment nr.: 0006975758	758 Container nr :				1		
Product and dimensions	Type and number of packages	Contents per package in m¹/m²/kg	Total quantity per item in m¹/m²/kg	Total net weight per item kgs	Total gross weight per item kgs	Dimensions in m per package	
Lapinus® RB250, bag 25 kg -pallet 625 Rockwool Mineral Fibre 25,0 0,1 50 BAGS	kg -pallet 625 L 50 BAGS	1,00	1250,00	1250,000	1287,500	1210,00 1000,00	1300,00
			TOTAL:	1250,000 Kgs	1287,500 Kgs		

Date: 01-07-2022

Industrieweg 15 6045 JG Roermond / The Netherlands Rockwool B.V.

Our ordernr : 9040150

Delivery nr : 33342987

Your ordern: 5700003358

For Brakes India Pvt. Ltd.

IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu



DETAILED PACKING LIST

ORIGINAL

India

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- 1		121
	ight	1287,500
	Total gross weight per item kgs	12887
	Total	
OKIGINAL	ght s	1250,000
S S S S	Total net weight per item kgs	12.2
	Tot	0
	r item g	1250,00
	Total quantity per item in m1/m2/kg	
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	Contents per package in m ¹ /m ² /kg	
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5758	Тур	25 kg -pallet 625 0,1 50 BAGS
Shipment nr.: 0006975758		Lapinus® RB250, bag 25 Rockwool Mineral Fibre 25,0 0,1
r.: 00	Product and dimensions	Ainera
ment n	and di	ruus®
Ship		Lapir 25,0

Date: 01-07-2022

Kgs

1287,500

1250,000 Kgs

TOTAL:

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 9040150

Delivery nr : 33342987

Your ordernr: 5700003358

Container nr

Sholingur GST: 33AAACB2533Q1ZP For: Brakes India Pvt. Ltd. IEC Number 0488001382

631102 Tamil Nadu India

A Lapinus

DETAILED PACKING LIST

COPY

_	-	
		1300,00
	Dimensions in m per package	1000,00
	Dime	1210,00
	Total gross weight per item kgs	1287,500
COPY	Total net weight per item kgs	1250,000
	Total quantity per item in m ¹ /m ² /kg	1250,00
	Contents per package in m¹/m²/kg	J, 00
758 Container nr.:	Type and number of packages	kg -pallet 625 50 BAGS
Shipment nr.: 0006975758	Product and dimensions	Lapinus® RB250, bag 25 Rockwool Mineral Fibre 25,0

Date: 01-07-2022

Kgs

1287,500

1250,000 Kgs

TOTAL:

Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

Our ordernr : 9040150

Delivery nr : 33342987

Your ordernr: 5700003358

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

DETAILED PACKING LIST

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ST. ST.		1300,00	
	Dimensions in m per package	1000,00	
	Dime	1210,00	
	Total gross weight per item kgs	1287,500	
COPY	Total net weight per item kgs	1250,000	
	Total quantity per item in m ¹ / m ² / kg	1250,00	
	Contents per package in m1/m2/kg	1,00	
758 Container nr :	Type and number of packages	kg -pallet 625	
Shipment nr.: 0006975758	Product and dimensions	Lapinus® RB250, bag 25 kg Rockwool Mineral Fibre 25,0 0,1	

Date: 01-07-2022

Kgs

1287,500

1250,000 **Kgs**

TOTAL:

Industrieweg 15 6045 JG Roermond / The Netherlands Rockwool B.V.

Our ordernr : 9040150

Delivery nr : 33342987

Your ordernr: 5700003358

Container nr :

Shipment nr.: 0006975758

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

M Lapinus

DETAILED PACKING LIST

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apinus® cockwool	
	Lapinus® RB250, bag 25 kg -pallet 625 kg Rockwool Mineral Fibre 25,0 0,1 50 BAGS 1,500 1250,000 1250,000

Date: 01-07-2022

Kgs

1287,500

1250,000 Kgs

TOTAL: