View/Print Label

- 1. Ensure there are no other shipping or tracking labels attached to your parcel. Select the Print button on the dialogue box that appears. Note: If your browser does not support this function, select Print from the File menu to print the label.
- 2. Fold the printed label at the solid line below. Place the label in a UPS Shipping Pouch. If you do not have a pouch, affix the folded label using clear plastic shipping tape over the entire label.
- 3. Collection and Drop-off:
 - o If you have a scheduled collection, have your shipment(s) ready for the driver as usual.
 - o To Schedule a Collection or find a UPS location, visit UPS.com

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42 HOOFDSTRAAT HERKENBOSCH 6075AG KEMPWEG,56 ROERMOND 6045EJ MOBILE ORANJELAAN 73A ROERMOND 6042BC

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Benara Udyog Limited Unit - 2 IEC No: 0697002373 Agra Mathura Road, Mauja # Artoni Khasra No. 1976-77, 1977/4 Mauja # Runkata & Khasra no. 36 & 37 282007 Agra U.P. India

Date

te Reference

Roermond 31/01/22 OC 8708780

Subject

Shipping documents

Please find enclosed a copy of the shipping documents for the order:

- Bill of Lading (3 originals and 3 copies)
- Invoice (1 original)
- Certificate of origin (1 original and 1 copy)
- Detailed packing list (1 original)
- Certificate of Analysis (1 original)

Kind regards,

Rockwool B.V.

Lapinus

Customer service department

Corina Hendriks

Shipper ROCKWOOL B.V LAPINUS		B/L No. 31123151	
INDUSTRIEWEG 15 6045 JG ROERMOND THE NETHERLANDS		OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325	
Consignee (if 'to order' is indicated) BENARA UDYOG LTD AGRA MATHURA ROAD, MAUJA-ARTONA GST: 09AAACB6515A1Z7, IEC: 0697002373 KHASRA NO. 1976-77 1977/4, AGRA 282007 INDIA, PHONE: +91 97191 00591 CONTACT: MR. HEMANT SHARMA		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. The carrier, in accordance with and to the extent of the the provisions contained in the 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 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) SAME AS CONSIGNEE		for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. 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 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	
Pre- carriage by	Place of Receive	otherwise stated above, one of which being accomplished the other (s) to be void.	
Vessel name/voyage no. MSC MARIA SAVERIA/IS202A	Port of loading ANTWERP, BELGIUM	For delivery please apply to: EMU LINES PVT LTD. (NAVI MUMBAI) 410-413, 4TH FLOOR, MONARCH PLAZA SECTOR,	
Port of discharge NEW DELHI, INDIA	Place of delivery	11 PLOT NO 56 CBD BELAPUR 400 614 NAVI MUMBAI INDIA Tel:91 22 40625400 Email: BHAGWAN.KADAM@EMULINES.BIZ	

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 8708780 DELIVERY NO: 32918823	6 PALLET(S)	STC:SYNTHETHIC HYDRATED CALCIUM SILICATE 84 BAGS PROMAXON-D, BAG 15 KG NETT WEIGHT 1.260 KGS HS CODE: 28399000 DELIVERY TERMS CIF ICD NEW DELHI PATPARGANJ		1423.800	8.646

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 25-01-2022	FPS Famous Pacific Shipping	
				_ ^	PAUL BRANDS
Laden on board th	e vessel	No. of original(s) B/L 3/3	PROFESSION FRANCISCO	11	
ICS B/L			ORIGINAL	B	7
25 Jan	2022				190
Original Ship	ped on board			As Agent	DIEIC I INIES

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.

"Merchant" includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person towning or entitled to the possession of the Goods or this Bill of Lading, any person acting a present or kniture 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 similar article of transport used to consolidate goods.

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

"Carrisge" 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.

"Port to Port Shipment." arises where the Place of Receipt and the Place of Delivery or on the Place of Delivery on the front of this Bill of Lading of the both the Place of Delivery and the Place of Delivery on the front of the Place of Delivery on the son the respective of the Place of Delivery on the front hereof specify any place or spot within the area of the port so nominated.

"Hegue 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.

"Hegue Rules" means the Garriage of Goods by Sea Act of the Unifice Ston of Certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.

"Hegue Rules" means the Carriage of Goods by Sea Act of the Unifice Ston

epproved on 16th April 1938.
"COGWA" 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.

able by the Marchant.

"Shipping Unit" includes freight unit and the term "unit" as used in the Hague Rules
and Hague-Vebly Rules.
"Person" includes an individual, a partnership, a body corporate or other entity.
"Staffed" includes filled, consolidated, packed, loaded or secured.

CARRIER'S TARIFF

2. CARRIER'S TARIEF
The provisions of the Carrier's applicable Tariff, if any, are incorporated herein Copleso
provisions are obtainable from the Carrier or his agenst upon request or, where applicable
a government body with whom the Tariff has been filled. In the case of inconsistency bet
this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

з. WARRANTY

3. WARRANTY
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.

4. NEGOTIABILITY AND TITLE TO THE GOODS

4. NEGOTABILITY 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 title to the Goods and the holder shall be entitled to reactive or to transfer the Goods herein described, (2) This Bill of Lading shall be prima facile 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 laith.

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 Carriage.
(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatsoever, other than the Carrier, including, but not limited to, the Carrier's servents or agents, any independent contractor and his servents 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 imposes or attempts to impose upon any such person or vessel any liability whatsoever in connection with the Goods or the Carrier, and if any claim or allegation should nevertheless be made to defend, indemnify and hold huminess the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and vessels shall have the benefit of all provisions herein benefiting the Carrier as if 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 trusted for such persons and vessels shall such sontract.

persons and vessels and such persons and vesses away to was owner.

(3) The Merchant shall defend, indemnity and hold harmless the Carrier against any claim or lability (and any expense arising theretom) arising from the Carriage of the Goods insofer 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 this Bill of Lading shall apply in any action against the Carrier whether the action be found in Contract or in Tort.

6.

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(2) Subject to clause 13 below, this Bill of Lading insolar as it relates to sea carriage by any vessels whether named herein or not shall have effect subject to the Hague Rules or any legistation making such Rules or the Hague Rules or any legistation making such Rules or the Hague Paramount 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 applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable subject to U.S. or Canadian two respectively shall apply to the carriage of Goods by Infland waterways and reference to carriage by as in such Pulses or legislation or shall be deemed to include reference to find anterways. If and to the extent that the provisions of the Harter Act of the United States of America 1883 would otherwise be computation; applicable to regulate the Carrier's responsibility for the Goods during any period prior to loading on or after discharge from the vessel the such provisions are found to be invalid such responsibility shall be subject to COGS (1). The Carrier's responsibility and limitations of and exclusions from liability and all rights contented or authorisons of (8) below, but if such provisions or accionals to the United States of America and amendments thereto and where applicable any statute or regulation of any country finchuding, but not limited to, where applicable any statute or regulation of any country finchuding, but not limited to, where applicable any to the United States of America and amendments thereto and where applicable any provisions or carried.

(2) PORT TO PORT SHIPMENT
The responsibility of the Carrier is (S) PORT TOKERT SHIFMENT
(I) PORT TOKERT SHIFMENT
(I) PORT TOKERT SHIFMENT
(I) Responsibility of the Carrier is limited to that part of the Carriage from and during flow the sessel per to any during discharge from the vessel and the Carrier shall not in the property of the property of the carrier in respect of the Goods or for any other part of the Carriage even though Charges for the whole Carriage have been charged by the Carrier. The Merchant constitutes the Carrier age agent to enter into contracts on behalf of the Merchant with others for transport, storage, handling or any puther services in respect of the Goods poir to logding 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 rules as such agent enter into contracts with others on any terms whatsoever including terms less fevourable than terms in this Bill of Lading.

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 liable for loss of or damage to the Goods accounting from the time that the Goods are taken into his charge until the time of delivery to the extent set out below:

(A) Where the stage of Carriege where the loss or damage or occurred cannot be proved:

(The Carrier shall be entitled to rely upon all exclusions from failility under the Rules or legislation that would have been applied under 6(1)(A) above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Haigue Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Carriedius law resourched).

or garnage occurred as assessing the process of the

the 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,

(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
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;
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 irransportation shall be subject to the Inland carriers' contracts of carriers and tarrish and any
law compulsority applicable. The Carrier guarantees the fulliment of such inland
carriers' obligations under their contracts and tartifis,
Where nother (i) or (ii) above apply, any liability of the Carrier shall be determined
by (8)(ii) above.
GENERAL PROVISIONS
Delay, Consequential Losa

[4] GENRRAL PHOTISIONS (A) Delay, Consequential Losa Save as otherwise provided herein, the Cenier shall in no circumstanoss be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever and howsoever caused. Without prejudics to the foregoing, if the Center is found liable for delay, liability shall be limited to the freight applicable to the relevant stage

The table to deep, activities an intend our integration in significance to 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
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 COGWA is US\$500 and according to
COGWA is Com. \$500. If no limitation amount is applicable undersuch Rules or legislation,
the limitation shall be US\$500.

the limitation shall be US\$500.

(C) Ad Veloram: 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 for
shipment, such higher value being inserted on the front of this Bill of Lading in the space
provided and, if required by the Carrier; extra freight baid, in such case, if the actual value
of the Goods shall exceed such declared value, the value shall nevertheless be deemed to
be the declared value and the Carrier's liability, if any, shall not exceed the declared value
and any partial loss or demage shall be adjusted pro rata on the basis of such declared
value.

(D) Definition of Package or Shipping Unit
Where a Container is used to consolidate Goods and such Container is stuffed by the

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 Lading in the box provided shall be deemed the number of packages or shipping units at the purpose of any limit of liability per package or shipping units provided in any international convention or national law relating to the carriage of Goods by see. Except as aforeseid the Container shall be considered the package or shipping unit. The words "shipping unit" shall mean each physical unit or piece of cargo not stipped 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 charges. As to Goods shipped in bulk, 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.

shall be the limitation provised in such contentions on an extension as the condition of th

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 Carrier that the description and particulars including, but not limited to, or weight, content, measure, quantity, quality, condition, many 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 losees incurred resruttered by reason thereof orly reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

(3) The Merchant theoritake that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage baving regard to thair nature and in complicance with all lows, regulations and relations or many become dangerous, inflammable or damaging or which are or may become dangerous, inflammable or damaging or which are or may become or may become dangerous, inflammable or damaging or which to the Carrier for Carriage 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 raining or it in the opinion of the Carrier the articles are or are liable to become of a dangerous, inflammable or damaging nature, the same may at anytime bedies toyed disposed of, abandone, or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's right to Charges.

(5) The Merchant shall be liable for the loss, damage, contamination, colling, detention or demurrage before, during and after the Carriage of property (including, but not limited to, Containers) of the Merchant and without prejudice to the Carrier's right to Charges.

is unierwise responsition.

(6) The Merchant 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

8. CONTAINERS

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

(i) Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed cotter Goods.

(2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in continuous models are supported to the Carrier in continuous models are received by the Carrier or delivered to the Merchant.

(3) if a Container has been stuffed by or on behalf of the Manchant.

(3) if a Container has been stuffed by or on behalf of the Manchant.

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

(5) Caused by the unsuitability of the Goods for carriage in Containers;

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

(6) Caused by the unsuitability or detective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (fil) shall only apply if the unsuitability or defective condition aroase (a) without any want of due difigence or the part of the Carrier (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was striffed.

(v) if the Container is not seeded at the commencement of the Carrier as agneed to seal the Container.

(iv) if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.
(3) the Merchant shall detend, Indemnify and hold harmless the Carrier against any loss, damage, claim, liability or exporse whatsoever arising from one or more of the matters covered by (A) above except for (A)(lift) 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.

TEMPERATURE CONTROLLED CARGO

The Merchart undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filling in the box on the hort of this Bill of Lading if this Bill of Lading has been prepared by the Merchart or a preson 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 Merchart further undertakes that the Container has been properly pre-cooled, that the Goods have been properly shuffed in the Container and that its thermostatic controls have been properly set by the Merchart 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

If the above requirements are not compiled with the Carrier shall not be liable for any loss of chamage 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 apparatus of the Container, provided that the Carrier shall before or at the beginning of the Carriage exercise due diligonce to maintain the refrigerated Container in an efficient state.

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

11. MATTERS AFFECTING PERFORMANCE

11. MATTERS AFFECTING PERFORMANCE
(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or dissolvantage of any kind (including the candidinor of the Goods), whensoever and howsoever arising (which notice to the Merchant abandon the Carriage in 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 any deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease;
(B) without projudice 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 per any additional costs resulting from the above mentioned circumstances.

circumstances.

(2) The liability of the Carrier in respect of the Goods shall case 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.

12. METHODS AND ROUTE OF TRANSPORTATION

2.2 METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever; load or cany; the Goods on any vessel whether named on the front harsed 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 whatsoever; at any place unpack and remove Goods which have been attiffed in or on a Container and forward the same in any menner whatsoever; proceed at any speed 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 whatsoever none or more often and in any orders 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 Dischargel; comply with any orders or recommendations given by any government or authority or any preson or body acting or purporting to act as or on bahalf of such government or authority or hard to discharge or directions; permit the vessels for proceed with or without plots, to tow or be towed or to be dry-docked; permit the vessel to carry fleetock, Goods of all kinds, dangerous or ortherwise, corribate, applications, and the process of the contractual carriage and sall armed or unamed.

(2) The Biseries set out in (1) above may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Cambrid or developed to the whith the contractual Carriage and shall not be advertion of whatsoever nature or degree.

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

13. DECK CARRO (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 (other than 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 any Heighalton (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 livestock, whether or not carried on deck) are carried without responsibility on he part of the Carrier for loss or damage of whatsoever nature arising during carriage by see or inland waterway whether caused by unseasworthiness or negligence or any other cause whatsoever. The Merchanthhall deferment, indemnity layed hold harmlessthe Carrieragiansual and any extra cost incurred for any reason whatsoever in connection with carriage of investock.

14. DELIVERY OF GOODS

14. IJELIVEHY UF GOODS
If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier's 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 hereof if surfiel in or on a Container and to store the Goods or that part hereof as the part thereof as the carrier in a container and to store the Goods or that part thereof as the carrier in constitute due delivery hereunder, and thereupon the flability of the Carrier in respect of the Goods or that part thereof shall case.

15. BOTH-TO-BLAME COLLISION

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, characrer of or person responsible for
the non-carrying vessel or object, the Merchant undertakes to defend, Indemnity and hold
harmless the Carrier against all claims by or liability to [and any expense arising therefrom)
any vessel or object of any loss of, or damage to, or any claim whatsoever of
the Menchant paid or payable to the Merchant by the non-carrying vessel or object on the
owner of, charterer of or parson responsible for the non-carrying vessel or object and set-off,
necoupled or necevered by such vessel, object or person(s) against the Carrier, the carrying
vessel or object and set-off,
Sentence of her owners or charterers.

Vessel or the devines to that terms.

(1) The Carrier may declare General Average which shall be adjustable according to the prof/Activety Pulse of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by BIM CO 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) Notwithstanding (1) above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any claim [and any expense 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.

by the Carrier in this connection,

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

17. CHARGES

17. 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 behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reweigh, remeasure and revalue the Goods and If the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.

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

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 whomsower 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 treaty, 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 walve 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 so to walve or vary.

20, PARTIAL 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 of 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-sion were not contained herein.

Shipper B/L No. 31123151 **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 BENARA UDYOG LTD AGRA MATHURA ROAD, MAUJA-ARTONA by reasonable means of checking, as specified above unless otherwise stated. GST: 09AAACB6515A1Z7, IEC: 0697002373 The carrier, in accordance with and to the extent of the the provisions contained in this KHASRA NO. 1976-77 1977/4, AGRA 282007 INDIA, PHONE: +91 97191 00591 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 CONTACT: MR. HEMANT SHARMA 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) SAME AS CONSIGNEE for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. 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 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: EMU LINES PVT LTD. (NAVI MUMBAI) 410-413, 4TH FLOOR, MONARCH PLAZA SECTOR, Vessel name/voyage no. Port of loading MSC MARIA SAVERIA/IS202A ANTWERP, BELGIUM 11 PLOT NO 56 CBD BELAPUR Port of discharge Place of delivery 400 614 NAVI MUMBAI INDIA **NEW DELHI, INDIA** Tel:91 22 40625400 Email: BHAGWAN.KADAM@EMULINES.BIZ

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8708780 DELIVERY NO: 32918823	6 PALLET(S)	STC:SYNTHETHIC HYDRATED CALCIUM SILICATE 84 BAGS PROMAXON-D, BAG 15 KG NETT WEIGHT 1.260 KGS HS CODE: 28399000 DELIVERY TERMS CIF ICD NEW DELHI PATPARGANJ		1423.800	8.646

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 25-01-2022	FPS Famous Pacific Shipping	
				_ ^	PAUL BRANDS
Laden on board th	ne vessel	No. of original(s) B/L 3/3	3	11	
ICS B/L			ORIGINAL	B	
25 Jan	2022		JINOINAL		Me
				As Asset	0 -
Original Ship	pped on board			As Agent	
				FAMOUS PA	CIFIC LINES

1. DEFINITIONS

"Cerrier" 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 of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person owning or entitled to the possession of the Goods or why person acting on behalf of any of the above mentioned persons.

"Goods" includes the carge supplied by the Merchant and Includes any Conteiner not supplied by or on behalf of the Carrier.

"Container" includes sup container, trailer, transportable tank, lift van, flat, pallet or any 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" resises where the Carriage called for by this Bill of Lading is not "Combined Transport" resises where the Carriage called for by this Bill of Lading is not

"Combined Transport" arises where the Carriage called for by this Bill of Lading is not

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of Beceigt or the Place of Delivery on the front hereot specify any peace of special control and an extension of the port so nominated.

"Inague Rules" means the provisions of the International Convention for Unification of certain Rules resulting to Bills of Lading signed at Brussels on 25th August 1928.

"Hagge-Visby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 26th February 1988.

"COGSA" means the Carriage of Goods by Sea Act of the United States of America expressed on 16th April 1938.

"COGWA" means the Carriage of Goods by Water Act 1938 of Canada.
"Charges" includes freight and all expenses and money obligations incurred and payable by the Microbart.

"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 Haigue Rules and Hague-Visby Rules.
"Person" includes an individual, a pertnership, a body corporate or other entity.
"Stuffed" includes filled, consolidated, packed, loaded or secured.

CARRIER'S TARIFF

2. CARRIER O JAMES The provisions the Carrier sapplicable Tariff, If any, are incorporated herein Copies provisions are obtainable from the Carrier or his agent tupon request or, where applicabl a government body with whom the Tariff has been filed. In the case of inconsistency be this bill of Lading and the applicable Tariff, this Bill of Lading shall provall.

WARRANTY
 The Merchant warrants that in agreeing to the terms hereof he is or is the agent of and has
 he 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.

who has a present or furure interest in the coocis.

(1) This Bill of Lading shall be non-negotiable unless made out "to order" in which event it shall be negotiable 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 opimal facile 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 hals been negotiated or transferred for valuable consideration to a third party acting in good feith.

5. 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 critiled to sub-contract on any terms the whole or any pan unthe Carriage.

(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatsoever, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent conflictor and his 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 imposes or attempts to impose upon any such person or vessel any liability whatsoever in connection with the Goods or the Carriage; and if any claim or allegation should nevertheless be made to defend, indemnity and hold harmless the Carrier against all consequences thereof. Without prejudice to the tongoing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier as if 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 trustee for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract.

be parties to this contract,

(3) The Morchant shall defend, indemnity and hold harmless the Carrier against any claim or liability (and any expense arising threathom) arising from the Carriage of the Goods insofer as such claim or liability exceeds the Carrier's leability 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's whether the action be found in Contract or in Tort.

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(4) The defences and limits of liability provided for in this littl 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

(1) CLAUSE PARAMOUNT

(2) Subject to clause 13 below, this Bill of Lading insofar as it relates to sae carriage by any vasses whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Rules or 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 are subject to COGSA or COGWA it this Bill of Lading is subject to U.S. or Canadian law respectively shall apply to the carriage of Goods by Irland waterways and reference to carriage by sae in such Rules or legislation shall be deemed in corporate or law or the Committee of the Committee of

also any law, statute or regulation available to the Owner or the vessells) on which the Goods are carried. (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 up to and during idecharge from the vessel and the Carrier shall not be liable for any loss or dramage whatsoever in respect 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 Merchant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, storage, handling or anywhere services in respect of the Goods prior to localing 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 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

(3) COMBINED TRANSPORT Save as is otherwise provided in this Bill of Lading, the Carrier shalf be liable for loss of or damage to the Goode occurring from the time that the Goods are taken into his charge until the time of delivery to the extent set dut below: (A) Where the stage of Carriage where the loss or damager occurred cannot be proved: The Carrier shall be entitled to rely upon all exclusions from liability under the Fulse or registation that would have been applied under 6(1)(A) above had the loss or damage occurred at sea or, if there was no carriage by saw, under the Heiguse Fulses (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively).

Rules (or COGSA or COGWA if this Bill of Lacting is subject to U.S. or Canadian law respectively.

(ii) Where under (i) above, the Carrier is not liable in nespect of some of the factors causing the loss or damage, he shall only be liable to the extert that those factors for which he is liable have contributed to the loss or damage.

(iii) Subject to (64)(C) below, where the Hague Rules or any logistation applying such Rules or the Mague-Visby Rules (such as COGSA or COGWA) is not computering applicable, the Carrier's liability shall not exceed US\$2.00 per killo 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.

(iv) The value of the Goods and all 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 of it there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quality, at such place and time.

(ii) Where the stage of Carriage where the loss or damage occurred can be proved:

vec: the 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 would have applied if the Merchart had made a separate and direct cor with the Carrier in respect of the particular stage of Carriage where the damage occurred and had received as evidence thereof any particular ment which must be issued in order to make such international conventinational law applicable;
- near which must on issued in order to make such international convention or national taw 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 Discharge, the responsibility of the Camier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the Intand carriers' contracts of carriege and such transportation shall be subject to the Intand carriers' contracts of carriege and traffs and any law computedly apply carriers' obligations under their contracts and traffs;

 (iii) Where netter (ii) or ill above apply, any liability of the Carrier shall be determined by (30)(A) above.

 (b) GENERAL PROVISIONS

 (J) Delay, Consequential Loss.
 Save as otherwise provided benefit to Carrier the Carrier shall be determined by th

[4] GENERAL PROVISIONS (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 howsoever caused. Without prejudice to the foreigning, if the Carrier is found liable for delay, flability shall be limited to the freight applicable to the relevant stage of the transport.

(B) Package or Shipping Unit Limitation

Where the Hague Rules grany legislation (Such as South Where the Hague Rules or any legislation making such Rules compulsorily applicable (such as COSSA or COSWA) 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 in excess and the ship in the third that the ship in th

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 Lading,
in the box provided shall be deemed the number of packages or shipping units for the

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 untignovided nary international convention or national law relating to the carriage of Goods by sea. Except as aforesaid the Container shall be considered the package or shipping unit.

The words "shipping unit" shall mean each physical unit or piece of cargo not shipped in a package, including articles or things of any description whatsover, accept Goods shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto shall be the limitation provided in such convertion or law which may be applicable, and in no event shall anything herein be construed to be a waiver of fimitation as to Goods stipped in the shipped in t no event and inped in bulk

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

such conditions of rust, oxidation or the like did not exist on receipt.

(F) Notice of Loss or Damage
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 ramoval of the Goods into the custody 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.

(C) Time-ber
The Cerriershall be discharged of all flability 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 we secure or the date when the Goods should have been delivered. In the event the time period shall be found contrary to any convention or law computsority applicab period prescribed by such convention or law shall then apply but in that circums only.

period prescribed by such convention or law shall then apply but in that circumstance only.

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 Carrier that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, condition, marks unchans and value are corner.

(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, lines, imposts, expenses and losses incurred orsulfered by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

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

(4) No Goods which are or may become dangerous, inflammable or damaging or which are or may become liable to damage any property or person whatsoever shall be landered to the Carrier for Carriage whittout the Carrier's express consent in writing and without the Confrainer 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 relations are of any such articles and so as to comply with all applicable laws, regulations and requirements, if any such articles and so as to comply with all applicable laws, regulations and requirements, if any such articles and so as to comply with all applicable laws, regulations and requirements, if any such articles are other content and the opinion of the same may at anytime bediet you describe the nature and relation to the Carrier the articles are or are liable to the content the nature and refined to Containment or care marked the carrier or any person or excellent the attrict or contentmentatin

therwise responsible.

(6) The Merchant shall defend, Indemnify and hold harmless the Carrier against any s, damage, claim, liability or expense whatsoever arising from any breach of the provisions his clause 7 or from any cause in connection with the Goods for which the Carrier is not of this clau

CONTAINERS

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

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

(2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in control with or arising out of the supply of a Container to the Menchant, whether supplied (no or after the Goods are received by the Carrier or delivered to the Merchant.

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

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

(G) caused by the unsultability of the Goods for carriage in Containers;

(B) caused by the unsultability of the Goods for carriage in Containers;

(B) caused by the unsultability of the Goods for carriage in Containers;

(B) caused by the unsultability of the Controller or the Container provided that where the Container has been supplied by or on behalf of the Carrier; this paragraph (B) shall only supply if the uncutability or defictive condition arcase (a) without any want of due diligence on the part of the Carrier or (b) would have been supplied upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

(i) it the Container is not seeded at the commencement of the Carrier gearest where the Carrier has agreed to seal the Container.

(3) the Merchant shall detend in Indemnity and flot harmless the Carrier and significant places of the Carrier is instructed to provide a Container, in the absence of a written quest to the contrary, the Carrier is instructed to provide a Container, in the absence of a written tuse to the contrary.

particular type or quality.

TEMPERATURE CONTROLLED CARGO

9. TEMPERATURE CONTROLLED CANGO
(1) The Merchant undertalkes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filing in the box on the front of this Bill of Lading if 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 containing the Carrier shall believe the Containing, provided that the Carrier shall believe or at the beginning of the Carriage exercise due diligence to maintain the refrigerated Container in an efficient status.

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.

1. MATTERS AFFECTING PERFORMANCE

(1) If any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disedvantage of any kind fincluding the condition of the Goods), whensoewer and howsoever arising Mehather or not the Carriage has commenced the the Carriare may:

(A) without notice to the Morchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any pan 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 etail case;

(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 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.

arry 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 my time and vibrout notice to the Merchant use any means of transport or storage whetacever; load or carry the Goods on any vessel whether named on the front hereof or not, transler the Goods from one conveyagence to another including transchipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever; and forward the same in any manner whatsoever; proceed at any speed and by any must in his discertion (whether or not the reserved or rousd direct or customary or advertised route) and proceed to or stay at any place whatsoever proceed at any speed and in any orders or load or unload the Goods from any conveyance at any place (whether or not the place); 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 any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or otherwise, contraband, explosives, munitions or warries sto

13. DECK CARGO (AND LIVESTOCK)

14. DECK CARGO (AND LIVESTOCK)

15. DECK CARGO (AND LIVESTOCK)

16. DECK CARGO (AND LIVESTOCK)

17. DECK CARGO (AND LIVESTOCK)

18. DECK CARGO (AND LIVESTOCK)

13. DECK CARGO (AND LIVESTOCK)
(1) Goods of any description whether containerised or not may be stowed on or under dock without notice to the Merchant and such stowage shall not be a deviation of whatsoower nature or degme Subject to (2) below, such Goods whether carried on dock or under deck shall participate in General Average and such Goods (or the propage of the Hegue Pulses or any Hegistation making such Rules or any Hegistation making such Rules or any Hegistation making such Rules or the Hegue-Visby Rules compulsonly applicable (such as COGSA) or COGWA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or an 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 livestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoover nature arising during carriege by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoover. The Merchant first lidered, indemnifying of lool harmeless the Carrier gainstall and any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

14. DELIVERYOF GOODS

Al, DELIVERY OF GOODS

Idelivery of the Goods or any part thereof is not taken by the Marchant 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 hereof shalled on or on a Container and to store the Goods or that part in the open or under cover at the sole risk and expense of the Merchant. Such storage shall constitute due delivery hereofd, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

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 parson responsible for
the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold
harmless the Carrier against all claims by or flability 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 Merchard paid or psystole to the Merchard 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(s) against the Carrier, the carrying
vessel or her owners or charterers.

vessel 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 Merichart shall provide such security as may be required by the Carrier in this connection.

(2) Notwittstanding (1) above, the Merichart shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any expense arising thereform) of a General Average mature which may be made on the Carrier and shall provide such oscurity 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.

17. CHARGES
(1) Charges shall be deemed fully samed on receipt of the Goods by the Carrier and shall be paid and non-returnatile in any event.
(2) The Charges have been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reweight, remeasure and revalue the Goods and if the particulars are found by the Carrier to be increment the Merchant shall pay the Carrier the correct Charges (crodit being given for the Charges charged) and the costs incurred by the Carrier in each bishing the connect particulars.
(3) All Charges shall be paid without any set-off, counter-claim, deduction or stay of execution.

18. LIEN
The Carrier shall have a fien 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 treaty, without notice to the Merchant and at the Merchants expense and without any liability towards the Merchant.

19. VARIATION OF THE CONTRACT

19. VARIATION OF THE CONTRACT

No servert or agent of the Carrier shall have power to walve 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 so to walve or vary.

So to wave or vary.

20. PAPTIAL 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.

Shipper B/L No. 31123151 **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 BENARA UDYOG LTD by reasonable means of checking, as specified above unless otherwise stated. AGRA MATHURA ROAD, MAUJA-ARTONA The carrier, in accordance with and to the extent of the the provisions contained in this GST: 09AAACB6515A1Z7, IEC: 0697002373 KHASRA NO. 1976-77 1977/4, AGRA 282007 INDIA, PHONE: +91 97191 00591 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 CONTACT: MR, HEMANT SHARMA 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. SAME AS CONSIGNEE Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. 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 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: EMU LINES PVT LTD. (NAVI MUMBAI) 410-413, 4TH FLOOR, MONARCH PLAZA SECTOR, Port of loading Vessel name/vovage no. MSC MARIA SAVERIA/IS202A ANTWERP, BELGIUM 11 PLOT NO 56 CBD BELAPUR Port of discharge Place of delivery 400 614 NAVI MUMBAI INDIA NEW DELHI, INDIA Tel:91 22 40625400 Email: BHAGWAN.KADAM@EMULINES.BIZ

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8708780 DELIVERY NO: 32918823	6 PALLET(S)	STC:SYNTHETHIC HYDRATED CALCIUM SILICATE 84 BAGS PROMAXON-D, BAG 15 KG NETT WEIGHT 1.260 KGS HS CODE: 28399000 DELIVERY TERMS CIF ICD NEW DELHI PATPARGANJ		1423.800	8.646

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 25-01-2022	FPS Famous Pacific Shipping	
				_ ^	PAUL BRANDS
Laden on board th	he vessel	No. of original(s) B/L 3/3	3	1	
ICS B/L			ORIGINAL	M	
			JINGINAL	1	DIA
25 Jan	2022			1	12 20
				As Agent	
Original Shi	pped on board			FAMOUS PA	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.

"Merchant" includes the shipper, the consigness, the necelver of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person owning or restricted to the possession of the Goods or this Bill of Lading, any person heining a present or future interest in the Goods or any person acting on behalf of any of the above meritioned 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, paller or any similar article of transport used to consolidate goods.

"Corriage" 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 Signment.

a Port Of Shigment.

The Port Shigment of the Port of Delhey Indicated are ports and the Bill of Lading or if both the Port of the Port of Delhey Indicated are ports and the Bill of Lading does not in the nomination of the Place of Receipt or the Place of Delhey on the forth hereof specify any place or spot within the

or nodes to the "act of believe you are not in the place of the port so nominated," fragine Rules" means the provisions of the International Convention for Unification of ordain Rules relating to Bills of Lading signed at Brussels on 25th August 1924. Though-Wody Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 25th Tebruary 1969.

"Hague-Visby Ritles" means the Hague Rules as amended by the includes a Rules as amended by the includes a Rules as amended by the includes a Rules as a Rules and Rules

CARRIER'S TARIFF 2. CAHHIEPTS TABLE? The provisions of the Carrier's applicable Tartiff, if any, are incorporated herein Coples of such provisions are obtainable from the Carrier or his agency upon request or, where applicable, from a government body with whom the Tairff has been filed, in the case of inconsistency between this Bit of Lading and the applicable Tartiff, this Bit of Lading shall provail.

WARRANTY The Merchant ARHAM IY

We Merchant warrants that in agreeing to the terms hereof he is or is the agent of and has hority of the person owning or entitled to the passession of the Goods or any person as a present or future interest in the Goods.

wino has a present or nature interest in the Goods.

4. NEGOTABILITY 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 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 facile 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 whole or any part of

(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 whatsoever, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent contractor and his 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 imposes or afternitys to impose upon any such person or vessel any liability whatsoever in connection with the Goods or the Carriage, and if any claim or allegation should movertheless be made to defend, indemrity 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 if such provisions, does so not only on his own behalf but also as agent or insiste for supersons and vessels and such persons and vessels shall to this extent be on be deemed to be parties to this contract.

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

be parties to this contract.

(3) The Merchant shall defend, indemnify and hold harmless the Cerrier against any claim or liability (and any expense arising therefrom) arising from the Cerriage of the Goods insofer 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 this Bill of Justing shall apply in any action against the Carrier whether the action be found in Contract or in Tort.

8.

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(3) Subject to clause 13 below, this Bill of Lading insolar as it relates to sea carriage by any vassal whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Valsy Rules compulsority applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation is ablie to deemed incorporated herein. The Hague Rules or COGSA or COGWA) to this Bill of Lading is subject to U.S. or Canadian law respectively) shall apply to the carriage of Goods by Irland waterways and reference to carriage by sea in such Rules or legislation shall be deemed incorporated herein. The Hague Rules (or COGSA or COGWA) the carriage of Goods by Irland waterways and reference to carriage by sea in such Rules or legislation shall be deemed in the carrier and reference to carriage by sea in such Rules or legislation shall be deemed to include referenceation land waterways at 18 and to the extent that the provisions of the Harter Act of the United States of America 1838 would otherwise be compulsorily applicable to regulate the Cerrier's responsibility shall instead be determined by the provisions of 8(3) below, but if such provisions are found to be invaded such responsibility and be subject to COGSA.

(B) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) that ble soneth (1, and rights to, all limitations of and exclusions from liability and all rights conferend or authorised by any applicable law, provisions or sections 26 to 4287, inclusive, or the Riversiand Statutes of the Limited States of America and amendments thereto and where applicable to, where applicabl

INDIAMING OF ANYOUND SERVICES IN RESPECT OF THE GOODS PROT TO IDSIDING PARTIES. OR CHARGE OF THE GOODS PARTIES OF THE GOODS FOR THE WASHINGTON THE GOODS FOR THE GOOD THE GOOD

(3) COMBINED TRANSPORT Save as is otherwise provided in this Bill of Lading, the Carrier shall be tiable for loss of or damage to the Goods occurring from the time that the Goods are tasken into his charge until the time of delivery to the center set out below.
(A) Where the stage of Carriage where the loss or damager occurred cannot be proved:
(B) The Carrier shall be entitled to rely upon all accubions from flaiblify under the Rules or legislation that would have been applied under 6(1)(A) above had the loss or damage occurred at set or, if there was no carriage by sea, under the Hague Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Carradian law responsible).

Rules (or COGSA or COGSWa if this Bill of Lading is subject to U.S. or Canadian law respectively). 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 vetent that those factors for which he is liable have contributed to the loss or damage. Subject to 6(4)(C) below, where the Hogise Nations or any legislation applying such Rules or the Hagise Nation applying such Rules or the Hagise Nation applying such subject to 6(4)(C) below, where the Hagise Nation or COGWA) is not computed by applicable, the Carrier's liability shall not exceed US\$2.00 per kilo of the gross weight of the Goods lost, damaged or in respect of which the daim arises or the value of such Goods shall be determined according to the commodity exchange price at the place and time of delivery to the Merchart 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 reference to the normal value of Goods of the same kind and qualify, at such place and time.

Where the stage of Carriage where the loss or demage occurred can be vest:

red; the 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 would have applied if the Merchant had 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 neadwed 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 the vansportation in the United States of America or in Canada to the Port of Losding 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 tariffs and any law compulsionly applicable. The Carrier guarantees the fulfillment of such inland
- law computers y approache. The carrier glassifiers in a limited of social carriers obligations under their contracts and tariffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be deten by 6(3)(A) above.

(4) GENERAL PROVISIONS
(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 whatsoever and howscewer caused. Without projuctice 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.

of the transport. (B) Package or Shipping Unit Limiation

(Such as OSS).

(S) Package or Shipping Unit Limiation

Where the Hague Alules or any legislatrion making such Rules compulsority applicable

(such as OOSSA 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

closes or damage to or in connoction with the Goods in an amount per package or shipping unit in excess of the package or shipping unit in Euston 1997.

COGWA is Can \$500, if no limitation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500.

(C) Ad Valorem: 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 for

shipment, such higher value being inserted on the front of this Bill of Lading in the space
provided and, if required by the Carrier, extra freight paid. In such case, if the actual value
of the Goods shall exceed such declared value, the value shall nevertheless be deemed to
be the declared value and the Carrier's flatisity, if any, shall not exceed the declared value
and any partial loss or damage shall be adjusted pro rata on the basis of such declared
value.

. In the control of Packaga or Shipping Unit Where a Cortainer is used to consolidate Goods and such Container is stuffed by the or, the number of packages or shipping units stated on the face of this Bill of Lading to box provided shall be deemed the number of packages or shipping units for the

in the box provided shall be deemed the number of packages or stipping units for this 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 attensed the Corpiair is nation be considered the package or shipping unit. Except as attensed the Corpiair is national becomes an expensive provided the package of shipping unit. If the words shipping unit shall mean each physical unit or piece of cargo not shipped in package, including articles or things of any deachiption whatsoewer, except Goods elipsed in bulk, and irrespective of the weight or measurement unit employed in saled lating height 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 no exert shall anything herein be construed to be a waiver of limitation as to Goods shipped in that it is not the convention of the package of the page of

(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 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.

(P) Notice of Loss or Demege

The Carrier shall be deemed prima facile to have delivered the Goods as described in this Bill of Lading unless notice of loss of, or damage by, the Goods, indicating the general nature of such loss or damage, stall 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 thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

[3] Time-Dur

(ii) Time-bar The Carriershall be discharged of all liability unless suit is brown to 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 e period shall be found contrary to any convention or law compulsority applicable, the lod prescribed by such convention or law shall then apply but in that circumstance

period prescribed by such convention or law shall then apply but in that discurstance only.

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereof are furnished by the Merchant and the Mexthant warrants to the Carrier that the description and particulars including, but not limited to, of weight, content, measure, quentity, quality, condition, 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 craftered by reason thrend or hy reason 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 insufficient marking, numbering or addressing of the Goods.

(3) The Merchant undertakes that the Goods are packed in a manner adequate to destinate the continuity of the contribution of the co

CONTAINERS (1) Goods ma

responseries.

(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.

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

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

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

(iv) if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.

(3) the Merchant shall derived, informity and hold harmless the Carrier against any loss, clamage, claim, liability or expense whatsoever arising from one or more of the matters covered by [14], liability or expense whatsoever arising from one or more of the matters covered by [14], liability or expense whatsoever arising from one or more of the matters covered by [14], liability or expense whatsoever arising from one or more of the matters covered by [14], liability or expense whatsoever arising from one or more of the matters covered by [14], liability or expense whatsoever arising from one or more of the matters covered by [14], liability or expense whatsoever arising from one or more of the matters covered by [14], liability or expense whatsoever arising from one or more of the matters covered by [14], liability or expense whatsoever arising from one or more of th

9. TEMPERATURE CONTROLLED CARGO

9. Temerant Unit control to Landout (1) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice fand filling in the box on the front of this Bill of Lading if this Bill of Lading in this Bill of Lading in this Bill of Lading and the particular temperature range to be maintained and in the case of this 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 thermestatic 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 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 anxiety defects, derangement, breakdown, stoppage of the temperature controlling machiner, plant, insullation or any apparatus 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 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 Cortainer or package at any time and to inspect the Goods.

11. MATTERS AFFECTING PERFORMANCE

(1) It army time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whensoever and howsoever arising (whether or not the Carriage) has commenced the the Carrier may:

(A) without notice to the Morchant 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 sate and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease;

(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, confluxe the Carrier's hall be entitled to full Charges on Goods received for Carriage and the Morchant shall pay any additional costs resulting from the above mentioned 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 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 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 transport or storage whatsower; load or carry the Goods on any vessel whether named on the front hereof or not, transler the Goods from one conveyance to another including transchipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsower; at any place unpack and namove Goods which have been stuffed in or on a Contlainer and forward the same in any manner whatsoever; proceed at any speed and by any notice in his discretion (whether or not the narest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever once or more often and in any orders, load or unload the Goods from any conveyances at any place (whether or not the places) as one of the place is a port named on the front hereofs as the interded Port of Loading or intended Port of Dischargel; 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 any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf or such government or authority or any person or body acting or purporting to act as or on behalf or such government or authority or any person or body acting or purporting to act as or on behalf or such go

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

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 staft participate in General Average and such Goods (other than livestock) shall be deemed be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague-Visby Rules compulsonly 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 livestock, whether or not carried on deck) are carried without responsibility on he 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 defered, indemnity and told framitedesthe Carrieragianstall and any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

14. DELIVERY OF GOODS

14. DELIVERY OF GOODS if 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 it sufficed in or on a Container and to store the Goods or that part thereof ashore, aftoat, in the open or under cover at the sola 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.

15. BOTH-TO-BLAME COLLISION

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 or the owner of, charterer of or person responsible for the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undetables to defend, Indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therefrom) any vessel or person in respect of any loss of, or damage to, or any claim whatevever of the Merchant paid or psyable 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 or the vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s). sel or her owners or chart

vessel or har 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 to to be considered as incorporated herein and the Merchart shall provide such security as may be required by the Carrier in this connection.

(2) Notwittstanding (1) above, the Merchart shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any expense arising therefrom) of a General Average attractive 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.

17. CHARGES

(I) Charges shall be deemed fully earned on neceipt of the Goods by the Carrier and shall be paid and non-returnable in any evert.

(2) The Charges have been calculated on the beais of particulars furnished by or on behalf of the Merchart. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reweigh, remeasure and revalue the Goods and if the particulars are found by the Carrier to be incorrect the Merchant shall pay the Cerrier the cornect Charges (credit being given for the Charges charged) and the costs incurred by the Carrier has exhibiting the corner particulars.

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

18. LIEN
18. LIEN
19. Carrier shall have a lien on Goods and any documents relating thereta for all sums
whatsoever due at any time to the Carrier from the Merchart 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 treats, without notice to the
Merchant and at the Mercharts expense and without any liability towards the Merchant.

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

So to wave or vary.

20. PATHAL 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 harein.

Shipper ROCKWOOL B.V LAPINUS		B/L No. 31123151	
INDUSTRIEWEG 15 6045 JG ROERMOND THE NETHERLANDS		FAMOUS PACIFIC LINES OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325	
Consignee (if 'to order' is indicated) BENARA UDYOG LTD AGRA MATHURA ROAD, MAUJA-ARTONA GST: 09AAACB6515A1Z7, IEC: 0697002373 KHASRA NO. 1976-77 1977/4, AGRA 282007 INDIA, PHONE: +91 97191 00591 CONTACT: MR. HEMANT SHARMA		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. 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 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 for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. 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 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	
Notify party (No claim shall attach for faillure to notify) SAME AS CONSIGNEE			
Pre- carriage by	Place of Receive	otherwise stated above, one of which being accomplished the other (s) to be void.	
Vessel name/voyage no. MSC MARIA SAVERIA/IS202A	Port of loading ANTWERP, BELGIUM	For delivery please apply to: EMU LINES PVT LTD. (NAVI MUMBAI) 410-413, 4TH FLOOR, MONARCH PLAZA SECTOR,	
Port of discharge NEW DELHI, INDIA	Place of delivery	11 PLOT NO 56 CBD BELAPUR 400 614 NAVI MUMBAI INDIA Tel:91 22 40625400 Email: BHAGWAN.KADAM@EMULINES.BIZ	

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 8708780 DELIVERY NO: 32918823	6 PALLET(S)	STC:SYNTHETHIC HYDRATED CALCIUM SILICATE 84 BAGS PROMAXON-D, BAG 15 KG NETT WEIGHT 1.260 KGS HS CODE: 28399000 DELIVERY TERMS CIF ICD NEW DELHI PATPARGANJ		1423.800	8.646

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 25-01-2022	FPS Famous Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/3		
ICS B/L				
				As Agent
Copy Shippe	ed on board	"		FAMOUS PACIFIC LINES

Shipper		B/L No. 31123151	
ROCKWOOL B.V LAPINUS INDUSTRIEWEG 15		FAMOUS PACIFIC LINES	
6045 JG ROERMOND THE NETHERLANDS		OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325	
Consignee (if 'to order' is indicated) BENARA UDYOG LTD AGRA MATHURA ROAD, MAUJA-ARTONA GST: 09AAACB6515A1Z7, IEC: 0697002373 KHASRA NO. 1976-77 1977/4, AGRA 282007 INDIA, PHONE: +91 97191 00591 CONTACT: MR. HEMANT SHARMA		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. 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 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 for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. 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 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	
Notify party (No claim shall attach for faillure to notify) SAME AS CONSIGNEE			
Pre- carriage by	Place of Receive	otherwise stated above, one of which being accomplished the other (s) to be void.	
Vessel name/voyage no. MSC MARIA SAVERIA/IS202A	Port of loading ANTWERP, BELGIUM	For delivery please apply to: EMU LINES PVT LTD. (NAVI MUMBAI) 410-413, 4TH FLOOR, MONARCH PLAZA SECTOR,	
Port of discharge NEW DELHI, INDIA	Place of delivery	11 PLOT NO 56 CBD BELAPUR 400 614 NAVI MUMBAI INDIA Tel:91 22 40625400 Email: BHAGWAN.KADAM@EMULINES.BIZ	

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 8708780 DELIVERY NO: 32918823	6 PALLET(S)	STC:SYNTHETHIC HYDRATED CALCIUM SILICATE 84 BAGS PROMAXON-D, BAG 15 KG NETT WEIGHT 1.260 KGS HS CODE: 28399000 DELIVERY TERMS CIF ICD NEW DELHI PATPARGANJ		1423.800	8.646

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 25-01-2022	FPS Famous Pacific Shipping
Laden on board to	ne vessel	No. of original(s) B/L 3/3		
ICS B/L				
				As Agent
Copy Shipp	ed on board			FAMOUS PACIFIC LINES

Shipper		B/L No. 31123151		
ROCKWOOL B.V LAPINUS INDUSTRIEWEG 15 6045 JG ROERMOND		FAMOUS PACIFIC LINES		
THE NETHERLANDS		OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325		
Consignee (if 'to order' is indicate BENARA UDYOG LTD AGRA MATHURA ROAD, MAU. GST: 09AAACB6515A1Z7, IEC: KHASRA NO. 1976-77 1977/4, AINDIA, PHONE: +91 97191 0059 CONTACT: MR. HEMANT SHAF	JA-ARTONA 0697002373 AGRA 282007 1	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. 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 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 SAME AS CONSIGNEE	n for faillure to notify)	for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulation exceptions and conditions whether written, printed, stamped or otherwise incorporat and in particular to the terms overleaf as if they were all signed by the merchant. Thi 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		
Pre- carriage by Place of Receive		otherwise stated above, one of which being accomplished the other (s) to be void.		
Vessel name/voyage no. MSC MARIA SAVERIA/IS202A Port of loading ANTWERP, BELGIUM		For delivery please apply to: EMU LINES PVT LTD. (NAVI MUMBAI) 410-413, 4TH FLOOR, MONARCH PLAZA SECTOR,		
Port of discharge NEW DELHI, INDIA	Place of delivery	11 PLOT NO 56 CBD BELAPUR 400 614 NAVI MUMBAI INDIA Tel:91 22 40625400 Email: BHAGWAN.KADAM@EMULINES.BIZ		

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8708780 DELIVERY NO: 32918823	6 PALLET(S)	STC:SYNTHETHIC HYDRATED CALCIUM SILICATE 84 BAGS PROMAXON-D, BAG 15 KG NETT WEIGHT 1.260 KGS HS CODE: 28399000 DELIVERY TERMS CIF ICD NEW DELHI PATPARGANJ		1423.800	8.646

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 25-01-2022	FPS Famous Pacific Shipping
Laden on board the vessel		No. of original(s) B/L 3/3		
-				As Agent
Copy Shippe	ed on board	<u> </u>		FAMOUS PACIFIC LINES



Invoice address: 78559 Benara Udyog Limited Unit - 2

IEC No: 0697002373

GST: 09AAACB6515A1Z7 PAN:AAACB515A

Khasra No. 1976-77, 1977/4

Mauja # Runkata & Khasra no. 36 & 37 Agra Mathura Road, Mauja # Artoni

282007 AGRA U.P.

INDIA

Invoice no. / date:

163800881 / 07.01.2022

8708780 / 21.12.2021

Order no. / date: Your reference:

Contactperson:

Corina Hendriks

Part of the ROCKWOOL Group

INVOICE

Ordered by: 78559

Benara Udyog Limited Unit - 2

IEC No: 0697002373

GST: 09AAACB6515A1Z7 PAN:AAACB515A

Khasra No. 1976-77, 1977/4 Mauja # Runkata & Khasra no. 36 & 37 Agra Mathura Road, Mauja # Artoni

282007 AGRA U.P. INDIA

Page 1 / 1

/ Lapinus

P.O. Box 1160 6040 KD Roermond The Nemerlands

Item	Material	Number	Quantity	Price	Amount
	Material description	Unit	Unit	Unit	
10	Promaxon-D				
	bag 15 kg pallet 210 kg				
	Synthetic hydrated calcium silicate				
	136919	1.260,00	1.260,00	4.710,00	5.934,60
		KG	KG	1.000 KG	
	Stat. No.: 28399000				
	Delivery No/Date: 32918823 / 07.01.2022				
	Container Number: ON-91-JT				
	Country of origin: BE				
	Freight Cost				1.326,00
	Amount excl.	VAT			7.260,60
	Output Tax		0,00 %		0,00

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

EUR 7.260,60

Delivery date:

07:01.2022 -

Terms of delivery:

CIF ICD New Delhi Patparganj

Payment term:

60 days net

Gross/Nett weight:

1.423,800 / 1.260 KG

Transp. volume:

13,860 M3

Delivery address: 78559

Benara Udyog Limited Unit - 2

IEC No: 0697002373

Agra Mathura Road Mauja # Artoni

Agra U.P. 282007

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.

1 Afzender / Consignor / Expéditeur / Remitenté \$202404666 Nr. Rockwool B.V. Industrieweg 15 6045 JG ROERMOND n362i31n0d The Netherlands **EUROPESE UNIE EUROPEAN UNION** 2 Geadresseerde / Consignee / Destinataire / Destinatario UNION EUROPÉENNE Benara Udyog Ltd, Agra Mathura Road, Mauja-Artona GST: 09AAACB6515A1Z7 UNIÓN EUROPEA **CERTIFICAAT VAN OORSPRONG** IEC: 0697002373 **CERTIFICATE OF ORIGIN** Khasra No. 1976-77 1977/4 282007 Agra U.P. Phone: +91 97191 00591 Contact: Mr. Hemant Sharma CERTIFICAT D'ORIGINE **CERTIFICADO DE ORIGEN** 3 Land van oorsprong / Country of origin / Pays d'origine / Pais de origen EUROPEAN UNION Gegevens in verband met het vervoer (facultatief) / Transport details (optional) / 5 Opmerkingen / Remarks / Remarques / Observaciones Informations relatives au transport (mention facultative) / Expedición Ordernr. 8708780 HS code. 28399000 SEAFREIGHT

6 Volgnummer; merken, nummers, aental en aerd van de colli; omschrijving van de goederen / Description of goods / Description de marchandises / Definición de les mecancias PROMIAXON-D SYNTHETIC HYDRATED CALCIUM SILLICATE
Promaxon-D - 84 BAGS
PACKED ON 6 PALLETS

7 Moeveelheid / Quantité / Candidad GROSS: 1423,800 NETT: 1260,00

ONDERGETEKENDE AUTORITEIT VERKLAART DAT DE HIERBOVEN VERMELDE GOEDEREN VAN OORSPRONG ZIJN UIT HET IN VAK 3 GENOEMDE LAND THE UNDERSIGNED AUTHORITY CERTIFIES THAT THE GOODS DESCRIBED ABOVE ORIGINATE IN THE COUNTRY SHOWN IN BOX 3 L'AUTORITÉ SOUSSIGNÉE CERTIFIE QUE LES MARCHANDISES DÉSIGNÉES CI-DESSUS SONT ORIGINAIRES DU PAYS FIGURANT DANS LA CASE No. 3 LA AUTORIDAD INFRASCRITA CERTIFICA QUE LAS MERCANCIAS DESIGNADAS SON ORIGINARIAS DEL PAIS INDICADO EN LA CASILLA No. 3



Plaats en datum van afgitte, aanduiding, handtekening en stempel van de bevoegde autoriteit
Place and date of issue; name, signature and stamp of competent authority
Lieu et date de délivrance; désignation, signature et cachet de l'autorité compétente
Lugar y fecha de expedición; designación, firma y sello de la autoridad competente

To verify this document please visit: https://certificates.iccwbo.org/ Verification Code: n362j31n0d



ORIGINEEL/

ORIGINAL

1 Afzender / Consignor / Expéditeur / Remitente

2 Geadresseerde / Consignee / Destinataire / Destinatario

Benara Udyog Ltd, Agra Mathura Road, Mauja-Artona GST: 09AAACB6515A1Z7 IEC: 0697002373

Khasra No. 1976-77 1977/4

Contact: Mr. Hemant Sharma

282007 Agra U.P. Phone: +91 97191 00591

Rockwool B.V. Industrieweg 15 6045 JG ROERMOND The Netherlands Nr.

KOPIE / COPY / COPIE / COPIA

n362j31n0d

EUROPESE UNIE

EUROPEAN UNION UNION EUROPÉENNE UNIÓN EUROPEA

CERTIFICAAT VAN OORSPRONG

CERTIFICATE OF ORIGIN CERTIFICAT D'ORIGINE CERTIFICADO DE ORIGEN

3 Land van oorsprong / Country of origin Pays d'origine / Pais de origen

EUROPEAN UNION

4 Gegevens in verband met het vervoer (facultatief) / Transport details (optional) / Informations relatives au transport (mention facultative) / Expedición

SEAFREIGHT

India

5 Opmerkingen / Remarks / Remarques / Observaciones

Ordernr. 8708780 > HS code 28399000

6 Volgnummer; merken, nummers, aantal en aard van de colli; omschrijving van de goederen / Description of goods / Description de marchandises / Definición de las mecancias

PROMAXON-D SYNTHETIC HYDRATED CALCIUM SILLICATE Promaxon-D - 84 BAGS PACKED ON 6 PALLETS 7 Hoeveelheid / Quantity / Quantité / Cantidad

GROSS: 1423,800 NETT: 1260,00

8 ONDERGETEKENDE AUTORITEIT VERKLAART DAT DE HIERBOVEN VERMELDE GOEDEREN VAN OORSPRONG ZIJN UIT HET IN VAK 3 GENDEMDE LAND THE UNDERSIGNED AUTHORITY CERTIFIES THAT THE GOODS DESCRIBED ABOVE ORIGINATE IN THE COUNTRY SHOWN IN BOX 3

L'AUTORITÉ SOUSSIGNÉE CERTIFIE QUE LES MARCHANDISES DÉSIGNÉES CI-DESSUS SONT ORIGINAIRES DU PAYS FIGURANT DANS LA CASE No. 3

LA AUTORIDAD INFRASCRITA CERTIFICA QUE LAS MERCANCÍAS DESIGNADAS SON ORIGINARIAS DEL PAIS INDICADO EN LA CASILLA No. 3

CERTIFICATE OF ORIGIN

> To verify this document please visit: https://certificates.iccwbo.org/ Verification_Code: n362j31n0d



J. Rijkers-Jordans

Electronic Certifying Stamp

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

Shipment nr.: 0006659753

Our ordernr : 8708780

Delivery nr : 32918823

Your ordernr: Container nr:

Artoni

For Benara Udyog Limited Unit - 2 Agra Mathura Road, Mauja IEC No: 0697002373

282007 Agra U.P. India

M Lapinus^{*}

DETAILED PACKING LIST

		- 60		
		1150,0		
Dimensions in m	аскаде	1150,00		
Dimens	berp	1150,00		
s weight	n Kgs	1423,800		800 Kgs
Total gross weight	per iter	-		1423,800
Ħ,		1260,000		00 Kgs
Total net weight	per item kg:	126		1260,000 Kgs
item		1260,00		TOTAL:
Total quantity per item	In m ' / m* / kg	1		
ackage	Đ	1,00		
Contents per package	/_W /. W U			
umber	Sacion	210 kg 84 BAGS		
Type and number	от раска	pallet 210 kg 84 BAGS		
Product	dimensions	-D, bag		
1	and	Promaxon-D, bag 15 kg 15,0		
_		- pag -		į 1

Date: 07-01-2022

PACKED ON 6 PALLETS





For attn of

Mr./ Mrs.

Date

10-01-2022

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

Client

Benara Udyog Limited Unit - 2

Client-orderno

*

Lapinus orderno

8708780

Product:

Promaxon-D

bag 15 kg pallet 210 kg

Synthetic hydrated calcium silicate

Total order Qty:

1.260 kg

Batch no. Batch Qty:

2148113 - 420 kg

Batch no. Batch Qty:

2148117 - 420 kg

Batch no. Batch Qty:

2148091 - 420 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 $\,$



Bormstraat 24 B-2830 Tisselt Belgium

T +32 (0)15 71 21 86 F +32 (0)15 71 26 90 www.promat.com/industry

To: ROCKWOOL BV - Lapinus Fibres

For Customer: Rockwool BV

Gate B

Energieweg 3 6045 JE Roermond

Nederland

PO4503892293 article n° 136919 Loading date 13/12/2021

ANALYSIS PROMAXON D Synthetic hydrated calcium silicate VISUAL APPEARANCE: WHITE POWDER

BATCH NR.		₹.	PRODUCTION DATE	BULK DENSITY g/l	PARTICLE SIZE d(50) (µm)	COARSE PART (%) > 254 µ	MOISTURE %	WEIGHT (kg)
21 48	081	1	01-dec-2021	100,40	49,90	0,00	1,64	210
21 48	081	2	01-dec-2021	100,40	49,90	0,00	1,64	210
21 48	081	3	01-dec-2021	100,40	49,90	0,00	1,64	210
21 48	081	4	01-dec-2021	100,40	49,90	0,00	1,64	210
21 48	081	5	01-dec-2021	100,40	49,90	0,00	1,64	210
21 48	081	6	01-dec-2021	100,40	49,90	0,00	1,64	210
21 48	091	1	01-dec-2021	107,48	51,70	0,00	2,40	210
21 48	091	2	01-dec-2021	107,48	51,70	0,00	2,40	210
21 48	091	3	01-dec-2021	107,48	51,70	0,00	2,40	210
21 48	091	4	01-dec-2021	107,48	51,70	0,00	2,40	210
21 48	091	5	01-dec-2021	107,48	51,70	0,00	2,40	210
21 48	091	6	01-dec-2021	107,48	51,70	0,00	2,40	210
21 48	102	1	01-dec-2021	109,92	51,80	0,17	1,50	210
21 48	102	2	01-dec-2021	109,92	51,80	0,17	1,50	210
21 48	102	3	01-dec-2021	109,92	51,80	0,17	1,50	210
21 48	102	4	01-dec-2021	109,92	51,80	0,17	1,50	210
21 48	102	5	01-dec-2021	109,92	51,80	0,17	1,50	210
21 48	102	6	01-dec-2021	109,92	51,80	0,17	1,50	210
21 48	113	1	01-dec-2021	104,80	53,60	0,00	1,80	210
21 48	113	2	01-dec-2021	104,80	53,60	0,00	1,80	210
21 48	113	3	01-dec-2021	104,80	53,60	0,00	1,80	210
21 48	113	4	01-dec-2021	104,80	53,60	0,00	1,80	210
21 48	113	5	01-dec-2021	104,80	53,60	0,00	1,80	210
21 48	113	6	01-dec-2021	104,80	53,60	0,00	1,80	210
21 48	117	1	01-dec-2021	98,56	age 1'of 2	0,34	2,17	210



Bormstraat 24 \$-2836 Tisselt \$etgium T #22 (0) 75 71 21 86 F +32 (0) 15 71 26 90 www.promat.com/industry

To: ROCKWOOL BV - Lapinus Fibres

For Customer: Rockwool BV

Gate B

Energieweg 3

6045 JE Roermond

Nederland

PO4503892293 article n° 136919 Loading date 13/12/2021

ANALYSIS PROMAXON D Synthetic hydrated calcium silicate VISUAL APPEARANCE: WHITE POWDER

BATCH NR.			PRODUCTION DATE	BULK DENSITY g/l	PARTICLE SIZE d(50) (µm)	COARSE PART (%) > 254 µ	MOISTURE %	WEIGHT (kg)
21 48	117	2	01-dec-2021	98,56	54,90	0,34	2,17	210
21 48	117	3	01-dec-2021	98,56	54,90	0,34	2,17	210
21 48	117	4	01-dec-2021	98,56	54,90	0,34	2,17	210
21 48	117	5	01-dec-2021	98,56	54,90	0,34	2,17	210
21 48	117	6	01-dec-2021	98,56	54,90	0,34	2,17	210
21 48	123	1	01-dec-2021	101,64	54,40	0,40	1,73	210
21 48	123	2	01-dec-2021	101,64	54,40	0,40	1,73	210
21 48	123	3	01-dec-2021	101,64	54,40	0,40	1,73	210
21 48	123	4	01-dec-2021	101,64	54,40	0,40	1,73	210
21 48	123	5	01-dec-2021	101,64	54,40	0,40	1,73	210
21 48	123	6	01-dec-2021	101,64	54,40	0,40	1,73	210
21 48	130	1	01-dec-2021	108,52	55,10	0,17	1,72	210
21 48	130	2	01-dec-2021	108,52	55,10	0,17	1,72	210
21 48	130	3	01-dec-2021	108,52	55,10	0,17	1,72	210
21 48	130	4	01-dec-2021	108,52	55,10	0,17	1,72	210
21 48	130	5	01-dec-2021	108,52	55,10	0,17	1,72	210
21 48	130	6	01-dec-2021	108,52	55,10	0,17	1,72	210
21 48	139	1	01-dec-2021	106,76	49,40	0,08	1,64	210
21 48	139	2	01-dec-2021	106,76	49,40	0,08	1,64	210
21 48	139	3	01-dec-2021	106,76	49,40	0,08	1,64	210
21 48	139	4	01-dec-2021	106,76	49,40	0,08	1,64	210
			01-dec-2021		49,40	0,08	1,64	210
21 48	139 139	5 6	01-dec-2021 01-dec-2021		49,40	0,08	1,64	210
21 48	139	U	01-060-2021	100,70	70,70	0,00	.,,,,,	10.080