B/L No. 32089259 Shipper **ROCKWOOL B.V. - LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU, 600 006 CHENNAI INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as SHOLINGUR 631102 TAMIL NADU declared by the shipper but unknown by the carrier. IEC NUMBER: 0488001382 GST NO: 33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This PAN NO: AAACB2533Q PHONE: +91 4172307768 FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS 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 BIIMPORTS@BRAKESINDIA.CO.IN Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading For delivery please apply to: Vessel name/voyage no. AMOLIANI/2236E ROTTERDAM, NETHERLANDS EMU LINES PVT. LTD (CHENNAI) NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN Place of delivery Port of discharge AAACE3803E, GERALD@EMULINES.IN CHENNAI, INDIA 600 001 CHENNAI INDIA Tel·91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO: 9138102 DELIVERY NR: 33504845 PO NO: 5700003358		STC: 3 PALLETS ROCKWOOL MINERAL FIBRE 75 BAGS LAPINUS(R) RB250 DELIVERY TERMS: CIP CHENNAI NET WEIGHT: 1875.00 KGS		1931.250	3.480

TOTAL PACKAGES: 3, TOTAL GROSS WEIGHT: 1931,250 KGS, TOTAL CBM: 3,480 LOADED INTO CONTAINER(S): TCNU4184160 WITH SEAL: CTG1141109 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 17-09-2022	FPS Famous Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/3	3	PAUL BRANDS
ICS B/L			ORIGINAL	Bacco
17 Sep	2022			10 200
Original Ship	oped on board	17-09-2022		As Agent

FAMOUS PACIFIC LINES

\*\*Cernired 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 neceiver 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 awing or entitled to the Goods or any person scring 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. \*\*Carriager means the vituel of the operations and services undertaken or performed by or or behalf of the Carrier of Carriage called for by this Bill of Lading is not a Port to Port Shipment. \*\*Port to Port Shipment.\*\*

"Port to Port Shipment.\*\*

"Port to Port Shipment.\*\* arises where the Place of Receipt and the Place of Delivery are not indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery on the Place and Delivery indicated are ports and the Bill of Lading does not in the nominication of the Place of Delivery to the order and the Place of Delivery on the front hereof specify any place or spot within the areas of the post as norminated. \*\*Hague Rules\* means the provisions of the International Convention for Unification of certain Rules reliating to Bills of Lading signed at Brussels on 25th August 1824.

"Hague-Visby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 25th August 1824.

"Hague-Visby Rules" means the Jading Signed at Brussels on 25th August 1824.

"Hague-Visby Rules" means the Garninge of Goods by Sea Act of the United States of America approved on 16th April 1936.

"COGNA" means the Carninge of Goods by Weter Act 1936 of Canada.
"Charges" includes freight and all expenses and money obligations i

"Charges" incures mayin and an expension to a control of the Hague Aules and Hague Unit" includes freight unit and the term "unit" as used in the Hague Aules and Hague-Visby Rules.

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

"Stuffed" includes filled, consolidated, packed, foaded or secured.

Suttreet includes intest, correctionates, persons, and services are services and services are se

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.

(a) NEGOTIABILITY 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 consulture lift to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described.

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

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

(1) The Carrier shall be entitled to sup-commact un any usure use miners are appears.

(2) The Merchant underlokes that no claim or allegation shall be made against any person or vessel whatsoews, other than the Carrier, lockling, 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 underlaken, which imposes or attempts to impose upon any such person or are usessel any liability whatsoever in connection with the Goods or the Carriage; and if any claim or allegation should nevertheless be made to defend, indemnify and hold harmless 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 Carriers at 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.

persons and vessels and such persons arro vessels shall to use extent or the behalf of the parties to this contract.

(3) The Merchant shall defend, indemnity and hold harmless the Carriang of the Goods insofar as such claim or liability (und any expense arising therefron) arising from the Carriang of the Goods insofar as such claim or liability exceeds the Carriar'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.

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(A) Subject to clause 13 below, this till of Lading insofer as it relates to see carriage by any vessel whether named herein or not shall thew affect subject to the Hague Rules or any legislation making such Rules or the Hague-Neby Rules compulsorily applicable (such as COGSA COGWA) to this till of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporating the present. The Hague Rules of applicable legislation shall be deemed incorporated present. The Hague Rules of COGSA or COGWA if this Bill of Lading is subject to U.S. Canadian less respectively shall apply to the carriage of Goods by Infland witerways and reference carriage by see in such Rules or legislation shall be deemed to include entire certaintain and agreement of the Common state of the Com

(2) PORT TO PORT SHIPMENT
The responsibility of the Carrier is limited to that part of the Carriage from and during loading not the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damege 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 a spent to enter into contracts on behalf of the Merchant with others for transport, storage, handling or anyother services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Ladino. (2) PORT TO PORT SHIPMENT

into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading,

(3) COMBINED TRANSPORT

Save as is otherwise provided in this Bill of 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 section set of below:

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

(i) The Carrier shall be entitled to rely upon all exclusions from liability under the stage or logislation that would have been applied under (f)(1/4) above lead the loss or damage occurred at sea or, if there was no carriage by sea, under the Heigus Pludes (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian

Fulles for COGSA or COGWA If this Bill of Lading is subject to U.S. or Canadian taw respectively). Where under if) above, the Carrier is not liable in respect of some of the factors causing the loss or damage, he shall only be liable to the extent that those factors for which he is table have contributed to the loss or damage. Subject to 8(4)(C) below, where the Hague Hulse or ray legislation applying such Rules or the Hague-Visby Pulse guent he COGSA or COGWA) is not compulsorily applicable, the Carrier's liability shall not exceed US\$2.00 per kill of the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser. The value of the Goods shall be determined according to the commodity exchange price at the place and time of fellowy to the Merchant or at the place and time when they should have been so delivered or if there is no such price according to the current market price by 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 damage occurred can be veed:

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

- ernational convention or national law of the country which provisions. 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 Olischarge, 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 compulsorily applicable. The Carrier guarantees the trilliment of such inland carriers' obligations under their contracts and tariffs;
  Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by \$63(A) above.
  GENERAL, PROVISIONS
  Delay, Consequential Loss

by IKIJI/A JULYON.

[4] GENERAL PROVISIONS

[4] General PROVISIONS

[5] 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 howsoever caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage.

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

(B) Package or Shipping Unit Limination
Where the Hague Rules or any legislation making such Rules compulsorily applicable (such as COSSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a doclared 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 inimitation as led down by such Rules or legislation. Such limitation amount according to COGSA is US\$500 and according to COGWA is Can \$500. In no limitation amount is applicately undersuch Rules or legislation, the limitation and \$100.000 and according to the COGWA is Can \$500. In no limitation amount is applicately undersuch Rules or legislation. On the Common shall be US\$500.

(C) Ad Velorem: Doclared Velue of Package or Shipping Unit
The Carrier's liability may be increased to a higher value by a doclaration in writing of the value of the Goods of the Shipping Unit the Carrier's liability may be increased to a higher value by a doclaration in writing of the value of the Goods shall occord to the Good shall occord shall never the Goods shall occord to the Good shall occord shall o

and any partial loss or damage shall be squatter pro rate on the 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
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 sea. Except as aforeseld
the Container shall be considered the package or shipping unit or piece of cargo not
shipped in package, including articles or things of any description whatsoever, except
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 convention or law which may be applicable, and
in no event shall anything herein be construed to be a weiver of limitation as to Goods
shipped in bulk.

shipped in bulk.

[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 Demage from a facile to have delivered the Goods as described in this Bill of Lading unless notice of less of, or damage to, the Goods, indicating the general nature of such loss or damage, shall have been given in writing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods into the castody of the person entitled to delivery thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive deys thereafter.

[G] Time-barr

The Carriershall be discharged of all liability unless suit is brought in the proper forum.

the loss or damage is not apparent, within three consecutive days thereafter.

(G. Time-har

The Carrienhall be discharged of all liability unless suit is brought in the proper forum
and written notice thereof received by the Carrier within theelve months after delivery of
the Goods or the date when the Goods should have been delivered. In the event that such
time period chall be found contrary to any convention or law compaisonly applicable, the
period prescribed by such convention or law shall then apply but in that circumstance

# MERCHANT'S RESPONSIBILITY

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 variants to the Carrier that the description and particulars including, but not limited to, of weight, corners, measure, quantry, quality, condition, marks numbers and value are cornect.

(2) The Merchant shall comply with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay all duries, taxes, fines, impasts, expenses and losses incurred orsulfered by reason thereof orby reason of any flegs, incornect or insufficient marking, numbering or addressing of the Goods.

(3) The Merchant undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having regard to their nature and in compliance with all laws, regulations and requirements which may be applicable or demanding or which are or may become flable to damage any property or person whatsoever shall be tendered 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 character of any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the same may at anytime bedestroyed disposed of, abandoned, or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's eight of Charges.

(5) The Merchant shalf be liable for the loss, damage, contamination, solling, detention of demurage before, during and after the Carriage of properly (including, but not limbot to, Containers) of the Carrier or any person or vessel (other than the Merchant ferend to in S(2) above caused before, during and after the Carriage of properly (including, but not limbot to, Containers) of the Carrier or any person or vessel (other than the Merchant ferend to

above called by the mechanitir any person recurs or in scenario in which the is is ortherwise responsible.

(6) The Merchant shall defend, indemnify and hold harmless the Carrier as loss, damage, claim, liability or expense whatsoever arising from any breach of the of this clause 7 or from any cause in connection with the Goods for which the Can

# 8. CONTAINERS

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

(1) Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed or 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 Nerchant, whether supplied one or after the Goods are received by the Carrier or delivered to the Nerchant.

(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.

(6) caused by the ensure in which the Container has been stuffed;

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

(6) caused by the unsufability of offsetive condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (ii) shall only apply if the unsufability or defective condition arose (a) without any want of due diligence on the part of the Carrier or (c) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

(ii) if the Carriainer is not seled at the commencement of the Carriage except where 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.

(B) the Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, dain, liability or expense whatsoower arising from one or more of the matters covered by (A) above except for (A)(iii)(a) above.

owned by you above except for (Aqiin)(a) above.

Where the Carrier is instructed to provide a Container, in the absence of a writt to the contrary, the Carrier is not under an obligation to provide a Container of lar type or quality.

# TEMPERATURE CONTROLLED CARGO

9. TEMPERATURE CONTROLLED CARGO (1) The Merchant undertakes 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 Lacing if this Bill of Lacing has been prepared by the Merchant 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 stuffed in the Container and that its thermostatic controls have been properly set by the Merchart Before receipt of the Goods by the Currier.

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

(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 diligence to maintain the retrigerated Container in an efficient state.

## 10. INSPECTION OF GOODS

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

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

11. MATTERS AFFECTING PERFORMANCE

(1) If at any 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, whensever and howsever arising (whether or not the Carriage has commenced the the Carriar may:

(A) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Mercharts disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cases;

(B) without projudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage and the Mercharts shall be entitled to full Charges on Goods received for Carriage and the Merchart shall be artified to full Charges on Goods received for Carriage and the Mercharts shall be artified to sets resulting from the above mentioned circumstances.

circumstances.

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

## 12 METHODS AND ROUTE OF TRANSPORTATION

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 whitsbower; lead or carry the Goods on any vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another including transhipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whitsoewer, at any place unpack and remove Goods which have been stuffed in or on a Container and forward the same in any nanner whitsoewer, proceed at any speed and by any route in his discretion (whether or not the nearest or most offect or customary or advertised orust) and proceed to or stay at any place whatsoewer noce or more chan and in any order, load or unload the Goods from any conveyance at any place whether or authority or any person or body acting or purporting to act as or on ballful 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 ballful of such government or authority or any under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without plots, to tow or be towed or to be dry-diocket, permit the vessel to proceed with or without plots, to tow or be towed or to be dry-diocket, permit the vessel to carry warfiles stored and sail armod or unarriews, contrabance, explosives, munitions or warfiles stored and sail armod or unarriews.

[2] The Berries set out in (1) above may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriers for after or any outproses whatsoever whether or not connected with the Carrier for a devention to evident the contractual Carriage and shall not be a deviation of whatsoever actual or devention.

## 13. 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 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 Aggue Rules or any legislation making such Rules or the Hague-Velby Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which are stated on the front of this Bill of Lading to be carried on deck and which are so carried (and livestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or dramage of whatsoever rature arising during carriage by sea or infland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchantrishal defend, Indemnifyand hold harmlessathe Carrieragalinstall 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 stuffed in or not a Container and to store the Goods or that part thereof arisen, alloat, in the open or under cover at the sole risk and expense of the Merchant. Such storage shall constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cases.

Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

If the vessel on which the Goods are carried (the carying vessel) comes into collision with
any other vessel or object (the non-carrying vessel or object it as a result of the regisjence
of the non-carrying vessel or object of the owner of, charterer of or person responsible for
the non-carrying vessel or object, the Merchant undertakes to defend, indearmily and hold
harmless the Carrier against all claims by or liability to (and any expense straing therefrom)
any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of
the Merchant paid or payable to the Merchant by the non-carrying vessel or object and set-off,
coupled or recovered by such vessel, object or person(s) against the Carrier, the carrying
vessel or her owners or charterers.

# 18, GENERAL AVERAGE

13. 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 BIMOD is to be considered as incorporated herein and the Merchard Stall provide such security as may be required by the Carrier in this connection.
(2) Notwithstanding (1) above, the Marchart shall defend, indemnify and hold harmless the Carrier in respect of any detail mad any oxposes a single thereromy of a General Average nature which may be meate on the Carrier and shall provide such security as may be required by the Carrier in this inconnection.

by the Carrier in this connection.

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

# 17. CHARGES

Charges shall be deemed fully earned on receipt of the Goods by the Carrier and

(1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnishle in any event.
(2) The Charges have been calculated on the basis of particulars furnished byor 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 Carrier the Carrier the Sales and the Sales and Sale

# 18. LIEN

The Cerrier shall have a fien on Goods and any documents relating thereto for all sums whatsoever due at any limit to the Carrier from the Merchant and for General Average contributions to whomesever 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 expenses and without any flability towards the Merchant and all

19. VARIATION OF THE CONTRACT

No servent or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier so to waive 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 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 **ROCKWOOL B.V. - LAPINUS INDUSTRIEWEG 15** 6045 JG ROERMOND THE NETHERLANDS

Consignee (if 'to order' is indicated) STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 TAMIL NADU, 600 006 CHENNAI INDIA

Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. **SHOLINGUR 631102 TAMIL NADU** 

IEC NUMBER: 0488001382 GST NO: 33AAACB2533Q1ZP PAN NO: AAACB2533Q PHONE: +91 4172307768 FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS

BIIMPORTS@BRAKESINDIA.CO.IN

Pre- carriage by

Vessel name/voyage no. Port of loading AMOLIANI/2236E ROTTERDAM, NETHERLANDS Port of discharge Place of delivery CHENNAI, INDIA

Place of Receive

B/L No. 32089259



FAMOUS PACIFIC LINES

# OCEAN - BILL OF LADING

for combined transport or port to port shipment FMC OTI No. 024325

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 otherwise stated above, one of which being accomplished the other (s) to be void.

EMU LINES PVT. LTD (CHENNAI) NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC -- PAN AAACE3803E, GERALD@EMULINES.IN 600 001 CHENNAI INDIA Tel-91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO: 9138102 DELIVERY NR: 33504845 PO NO: 5700003358	3 PALLET(S)	STC: 3 PALLETS ROCKWOOL MINERAL FIBRE 75 BAGS LAPINUS(R) RB250 DELIVERY TERMS: CIP CHENNAI NET WEIGHT: 1875.00 KGS		1931.250	3.480

For delivery please apply to:

TOTAL PACKAGES: 3, TOTAL GROSS WEIGHT: 1931,250 KGS, TOTAL CBM: 3,480 LOADED INTO CONTAINER(S): TCNU4184160 WITH SEAL: CTG1141109 INDIAN SERVICE TAX COLLECT

17-09-2022

SHIPPED ON BOARD

DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C

ORIGINAL B/L ISSUED FREIGHT PREPAID

Original

Shipped on board

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 17-09-2022	FPS Famous	Pacific Shipping PAUL BRANDS
Laden on board th	ne vessel	No. of original(s) B/L 3/	ORIGINAL	B	
17 Sep	2022				12 AN
				As Agent	

FAMOUS PACIFIC 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.

"Merchart" includes the shippe, 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 a researt or thurs 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, trader, transportable tank, lift van, flat, pallet or any similar article of transport used to consolidate goods.

"Carrierg" 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 Porto Port Shipment.

"Port to Port Shipment" arises where the Place of Receipt and the Place of Delivery are not indicated on the front of this Bill of Lading or it both the Place of Receipt and the Place of Delivery are and the Bill of Lading or the Carrierge called to the food of the Delivery ladicated are posts and the Bill of Lading or the port of the Receipt and the Place of Delivery included are posts and the Bill of Lading does not in the nominisation of the Place of Receipt and the Place of Delivery to an onlineated.

"Manuse Place" means the provisions of the International Convention for Unification of

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

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

"Hague-Vistly Rules" means the Hague Bules as amended by the Protocol signed at Brussels on 23th February 1958.

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

"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.

"Aurges" incures irregin and on opposed to "Aurges" incures irregin and on opposed by the Merchant.

Shipping Unit" includes freight unit and the term "unit" as used in the Hague Ru and Hague-Visty Pules.

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

Stuffed includes filled, consolidated, packed, loaded or secured.

CARRIER'S TARIFF
 — The provisions of the Carrier or his agents upon request or, where applicable lamif, if any, areincorporated herein Copiesof such provisions an arobatinable from the Carrier or his agents upon request or, where applicable, from a government body with whom the Tariff has been filed, in the case of inconsistency between this Bill of Lading shall prevail.

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.

NEGOTIABILITY AND TITLE TO THE GOODS
(1) This Bill of Lading shall be non-negotiable unle (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

is a rain to regulate at a start of solution there to its exposition of a start of solution as a start of solution received not not instanted the Goods herein described.

(2) This Bill of Lading shall be prime facele 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.

## 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 5.

(1) The Carrier shall be entitled to sub-contract on any terms use minors on any permitted that the Carriage.

(2) The Merchant undertukes that no claim or allegation shall be mede against any person or vessed 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 pert of the Carriage, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or exseal any liability whatsoever in connection with the Goods or the Carriage; and if any daim or allegation should nevertheless be made to defend, indemnify and hold harriless the Carrier and except 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.

persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract, (3) The Merchant shall defend, indemnify and hold harmless the Carrier against any claim or liability (and any expense arising therefrom) arising from the Carriage of the Goods insortar 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 liability provided for in this Bill of Lading, 14) the defences and limits of liability provided for in this Bill of Lading shall apply in any ston against the Carrier whether the action be found in Contract or in Tort.

CARRIER'S RESPONSIBILITY

(3) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Fuldes or any legislation making such Rules or the Hague-Veby Rules computionly applicable such as COSAs or COSWA) to this Bill of Lading in subject to U.S. or canadian law respectively shall apply to the carriage of Goods by initiand waterways and reference to carriage by sea in such Rules or legislation shall be deemed incorporated herein. The Hague Rules for Sea in such Rules or legislation shall be deemed to include reference to carriage by sea in such Rules or legislation shall be deemed to include reference to carriage by sail apply to the carriage of Goods by initiand waterways and reference to carriage by sail and to the extent that the provisions of the Harter Act of the United States of America 1883 would otherwise be compulsorly applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of 681 before, but if such provisions are found to be invalid such responsibility shall be subject to COSA.

(3) The Carrier's responsibility shall instead be determined or authorised by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any provisions of the States of America and amendments thereto and where applicable or, which did states of America and amendments thereto and where applicable any provisions of the Ruled States of America and amendments thereto and where applicable any provisions of the lawed States of America and amendments thereto and where applicable any provisions of the lawed States of America and amendments thereto and where applicable any provisions of the lawe

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 ornot the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage 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 eigent to enter into contracts on behalf of the Merchant with others for transport, etorage, handling or any other services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoewer on the part of the Carrier or others and the Carrier any as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill oft Ladino.

Into contracts with others on any terms whatspever including terms less revoureuse mental the terms in this Bill of Lading.

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

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

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

In Landson or LOLAWAR IT this bill of Lading is subject to U.S. or Canadian law respectively).

Where under (r) 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 vactor that those factors for which he is liable have contributed to the loss or damage. Subject to 64(f) below, where the Haigue Publies or any legislation applying such Rules or the Haigue-Vieby Rules (such as COGSA or COGWA) is not compulsorily applicable, the Carrier's faisibly shall not exceed US\$2.00 per kilo of the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichover is the lessen. The value of such Goods, whichover is the lessen. The value of the 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 the Service of the same kind and qualify, at each place and time.

Where the stage of Carriage where the loss or damage occurred can be inclined.

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

onal convention or national law of the country which provisions, not 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 received as evidence thereof any particular docu-ment which must be issued in order to make such international convention or national law applicable;

national law applicable;
with respect to the transportation in the United States of America or in Cenada to
the Port of Loading or from the Port of Discharge, the responsibility of the Carrier
shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inflance carriers' contracts of carriers and surpless and surpless
ton shall be subject to the inflance carriers' contracts of carriers and surpless on the subject to the inflance carriers' contracts of carriers and surpless on the subject to the inflance carriers' collegations under their contracts and startific.
Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by \$63(A) above.
GENERAL PROVISIONS
Delay, Consequential Locations.

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 howsoever caused. Without prejudice to the foregoing, if the Carrier is found lable for delay, liability shall be limited to the freight applicable to the relevant stage of the transport.

# of the transport. (B) Packaga or Shipping Unit Limiation

(B) Package or Shipping Unit Limitation
Where the Hague Rules or any legislation making such Rules compulsority applicable
such as COSA or COSAM) 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
toss or damage to or in connection with the Goods in an amount por package or shipping
unit in excess of the package or shipping unit limitation as laid down by such Rules or
legislation. Such inimitation amount according to COGAs is US\$500 and according to
COGWA is Can \$500, the of imitation 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 lability 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 firm of this Bill of Lading in the space
provided and, if required by the Carrier's lability, 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.

and any partial loss or damage shall be aquissed paid to the control of periods of perio shipped in bulk.

shipped in our.

[15] 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.

such conditions of rust, oxidation or the like did not axist on reasipt.

[F) Notice of Loss or Demage
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 to, the Goods, indicating the
general nature of such loss or damage, shall have been given in writing to the Carrier or
to his representative at the place of delivery before or at the time of removal of the Goods
into the custody of the person entitled to delivery thereof under this Bill of Lading or, if
the loss or damage is not apparent, within three consecutive days thereafter.

into the custody of true personal true loss of damage is not apparent, within three consecutive days in the loss or damage is not apparent, within three consecutive days in the proper forum and written notice thereof received by the Carrier within twelve months after delivery of the Goods or the date when the Goods should have been delivered. In the event that such time period shall be found contrary to any convention or law complicating the period prescribed by such convention or law shall then apply but in that circumstance

# MERCHANT'S RESPONSIBILITY

ntion and particulars of the Goods setout on the face hereof are furnished

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 riciduling, but not limited to, or weight, content, messure, quantify, 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, exponses and lossess incurred or outletred by resson thereof orby 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 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 tendered to the Carrier's roughest ordinary in the control of the con

is otherwise responsible.

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

# 8. CONTAINERS

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

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

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

The terms of this Bill of Lading shall govern the responsibility of the Carrier in conwith or artsing out of the supply of a Container to the Merchant, whather supplied or after the Goods are necewed by the Carrier of ediversed to the Merchant.

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

The Carrier shall not be liable for loss of or damage to the Goods. caused by the unsuitability or the Goods for carriage in Containers;

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

If the Container is not sealed at the commencement of the Carrier pass agreed to seal the Container.

(iv) If the Container is not sealed at the commencement of the Carmage except where the Carmier has agreed to seed the Contained.
(ii) The Merchant shall defend, indominify and hold harmless the Carmier against any loss, damage, claim, liability or supense whatsoever arising from one or more of the matters covered by (iv) above except for (Vijifii(a) above.
(i) When the Carmier is Instructed to provide a Container, in the absence of a written quest to the contray, the Carmier is not under an obligation to provide a Container of any focular type or Qualify.

paracular type or quality.

TEMPERATURE CONTROLLED CARGO

The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filling in the box on the front of this Bild of Lading it this Bill of Lading has been prepared by the Merchant 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 Merchant furtheir undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its themcetatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier. If the above requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods caused by such non-compliance.

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

## 10 INSPECTION OF GOODS

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

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

11. MATTERS AFFECTING PERFORMANCE

(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind fincluding the condition of the Goods), whenseever and howscower arising (whether or not the Carriage has commenced) the the Carriar may:

(A) without notice to the Merchant abundon the Carriage of the Goods and where reasonably possible place the Goods or any spart of them at the Morchan's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall losses;
(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage.

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

umstances.
(2) The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in econdance 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

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 whatsoever, load or carry the Goods on any vessel whether named on the front hereof or not; transfer the Goods from one conveyance to another including transchipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whitsoever, at any place unspack and remove Goods which have been stuffed in or on a Container and forward the same in any manner 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 from any conveyance at any place whatsoever once or more often and in any orders load or unload the Goods from any conveyance at any place whatsoever anothering or any person or body acting or purporting to act as or on the fall of containing the containing of the Goods. Anything done the containing t

## 13. 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 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 Investock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legistation making such Rules or the Hague-Veby Rules compulsorily 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 Nestock) whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever harture arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchant shall defend, in-deminipand hold harmlesstine Carrierage installation any extra cost incurred for any reason whatsoever in connection with carriage of fivestock.

14 DELIVERYOF GOODS

# 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 if stuffed in or on a Container and to store the Goods or that part thereof aftering the control of the Goods or that part thereof shall control or one and the control of the Goods or that part thereof shall control of the Goods or the part thereof shall consist the Goods or the part thereof shall cease.

Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

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

# 18. GENERAL AVERAGE (1) The Carrier may de

16. GENERAL, AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Pulses of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by BIMCO is to be considered as incorporated herein and the Merchart shall provide such security as may be required by the Carrier in this connection.
(2) Notwittstanding (1) above, the Morchart shall idende, Indemnity and hold harmless the Carrier in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.
(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average 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 turnished 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 to be incorrect the Merchant shall pay the Carrier the Carrier to be incorrect the Merchant shall pay the Carrier to be incorrect the Merchant shall pay the Carrier the Solid S correct. Charges (crean being given in an energy and an account of the control in each point of the control of the control of the counter-claim, deduction or stay of execution.

# 18. LIEN

The Carrier shall have a lien on Goods and any documents relating thereto for all surns whatsoover due at any time to the Carrier from the Merchant and for General Average contribu-tions 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 transit, 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 welve 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.

# 20. PARTIAL INVALIDITY

20. PARTIAL INVALIDITY
If any provision in this Bill of Lading is held to be invalid or unenforceable by any court
or regulatory or self regulatory agency or body, such invalidity or unenforceability shall attach
inty 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 provicine views not enterlieus fromits.

Shipper **ROCKWOOL B.V. - LAPINUS** INDUSTRIEWEG 15 6045 JG ROERMOND THE NETHERLANDS

B/L No. 32089259

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) STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989

Notify party (No claim shall attach for faillure to notify)

PAN NO: AAACB2533Q PHONE: +91 4172307768

FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS

IEC NUMBER: 0488001382 GST NO: 33AAACB2533Q1ZP

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 TAMIL NADU, 600 006 CHENNAI INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility

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 otherwise stated above, one of which being accomplished the other (s) to be void.

BIIMPORTS@BRAKESINDIA.CO.IN

**SHOLINGUR 631102 TAMIL NADU** 

BRAKES INDIA PVT. LTD.

Pre- carriage by

Port of loading Vessel name/voyage no.

AMOLIANI/2236E

ROTTERDAM, NETHERLANDS Place of delivery Port of discharge CHENNAI, INDIA

Place of Receive

For delivery please apply to: EMU LINES PVT. LTD (CHENNAI) NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN AAACE3803E, GERALD@EMULINES.IN 600 001 CHENNAI INDIA

Marks and numbers Quantity and kind of packages		Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO: 9138102 DELIVERY NR: 33504845 PO NO: 5700003358	3 PALLET(S)	STC: 3 PALLETS ROCKWOOL MINERAL FIBRE 75 BAGS LAPINUS(R) RB250 DELIVERY TERMS: CIP CHENNAI NET WEIGHT: 1875.00 KGS		1931.250	3.480

Tel-91 44 25214407/08/09

TOTAL PACKAGES: 3, TOTAL GROSS WEIGHT: 1931,250 KGS, TOTAL CBM: 3,480 LOADED INTO CONTAINER(S): TCNU4184160 WITH SEAL: CTG1141109 INDIAN SERVICE TAX COLLECT

SHIPPED ON BOARD

**DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C** 

ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 17-09-2022	FPS Famous	Pacific Shipping PAUL BRANDS
Laden on board the vessel ICS B/L		No. of original(s) B/L 3/3	DRIGINAL	B	
17 Sep	2022				10 An

Original

Shipped on board

17-09-2022

FAMOUS PACIFIC LINES

As Agent

## 1. DEFINITIONS

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 stigned.

"Merchan" 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 rentitled to the possession of the Goods or this Bill of Lading, any person having a present or huttle interest in the Goods or any purson 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, pellet 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" 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 not and the Bill of Lading or is both the Place of Receipt and the Place of Delivery included on the front of this Bill of Lading or is both the Place of Receipt and the Place of Delivery or to so nominates and the Bill of Lading does not in the nomination of the Place of Receipt and so so maintact.

"Hague Pulses" means the provisions of the International Convention for Unification of certain Rules relating to Bills of Lading signed at Brussels on 28th August 1924.

"Hague-Visby Rules" means the Hague Rules as arrended by the Protocol signed at Brussels on 28th August 1924.

"Hague-Visby Rules" means the Rading Pulse as arrended by the Protocol signed at Brussels on 28th August 1924.

"Chages" includes regist and all expenses and money obligations incurred and payable by the Merchant.

"Shipping Unit", includes fre

by the Merchant.
Shipping Drift includes freight unit and the term "unit" as used in the Hague Rutes
Hague-Neby Rutes.
"Person" includes an individual, a partnership, a body corporate or other entity.
"Stuffed" includes filled, consolidated, packed, loaded or secured.

CARRIER'S TARIFT
 The provisions of the Carrier's applicable I striff, if any, are incorporated herein Copies of such provisions are obtainable from the Carrier or his agenst upon request or, where applicable, from a government body with whom the Tariff has been field. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading and prevail.

3. WARRANTY 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 tife 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 primal 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.

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 Certier shall be entired us sure-contract on any series are shown on any person or vessel whatsoever, other than the Carrier, including, but not limited to, the Certier's servants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriery, whether directly or indirectly, by 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 dain or allegation should nevertheless be made to defend, indemnify and hold harmless the Carrier against all connectivence threesoft. Without projuctic to the tongang severy 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 cown healf but also as agent or tracted for such persons and vessels shall to this extent be or be deemed to be parties to this contract.

these provisions, does so not only on his own behalf but also as agent or Instee for such persons and vessels and such persons and vessels shalf to this extent be or be deemed to be parties to this contract.

(3) The Merchant shall defend, indemnify and hold harmless the Carriar against any claim or liability (and any expense arising therefron) anising from the Carriage of the Goods insortiar as such claim or liability exceeds the Carrier's liability overlet this Bill of Lading, (4) The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier whether the action be found in Contract or in Tort.

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(A) Subject to clause 13 below, this Bill of Lading insofer as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rhole or any legislation making such Pulles or the Hague Rhole compulsority applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rhole (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rhole (such as 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 Inland waterways and reference to carriage by sea in such Rholes or legislation shall be deemed to include reference to carriage by sea in such Rholes or legislation shall be deemed to include reference to carriage by sea in such Rholes or legislation shall be deemed to include reference to carriage by sea in such Rholes or legislation shall be deemed to include reference to carriage by sea in such Rholes or legislation shall be deemed to include reference to carriage by sea in such Rholes or legislation shall be deemed to include reference to carriage by the deciration of America 1833 would otherwise be compulsorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of (83) below, but if such provisions are found to be invadid such responsibility shall be subject to COGSA.

(8) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the All benefit of, and rights to, all limitations of and exclusions from liability and all rights conferred or authorised by any applicable law, provisions or sections4281 to 4287, inclusive, or the Revised Statutes of the United States of America) and without prejudica to the generality of the fo

also any law, statute or regulation available to the Owner of the vessel(s) 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 discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other natter arising during any other part of the Carriage even though Charges for the whole Carriage have been charged by the Carrier. The Merchant donstitutes the Carrier as agent to enter into corridate to helaff of the Merchant with others for transport, storage, handling or anyother services in respect of the Goods prior to loading and subsequent od ischarged 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

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

(4) Where the Goods occurring from the time that the Goods are taken into his charge until the time of delivery to the extent sat out below:

(5) The Carrier shall be entitled to ray upon all exclusions from liability under the Rule or legislation that would have been an applied under (f)(M) above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Hague Rules or gelislation that would have been applied under (f)(M) above had the loss or damage to the Carrier is not liability and the loss or damage to the date of a brown known than a positive for the factors.

- Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian Issue respectively).

  (ii) Where under (i) above, the Carrier is not liable in respect of some of the factors causing the less or damage, he shall only be liable to the extent that those factors for which he is liable have contributed to the loss or damagish or sphyling such Rules or the Heguer Valles or the Heguer Valles or any legislation applying such Rules or the Heguer Valles or the Heguer Valles (such as COGSA or COGWA) is not compatisonly applicable, the Carrier's liability shall not exceed US\$2.00 per idio of the gross weight of the Goods foot, damaged or in respect of which the dashe arises or the value of such Goods, whichever it he lessear.

  (iv) The value of the Goods shall be determined according to the commodity exchange price at the place and time when they should have been so delivend or if there is no such price and time when they should have been so delivend or if there is no such price according to the current market price by reference to the normal value of Goods a the same kind and quality, at such place and time.

  Where the stage of Carriage where the loss or damage occurred can be proved:
- ived: 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
- and would have applied if the Merchant had made a separate and direct contract with the Carrier in respact of the particular stage of Carriage where the loss o damage occurred and had received as evidence thereof any particular docu-ment which must be issued in order to make such international convention or
- ment 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 transportation shall be subject to the inland carriers' contracts of carriers and any law compulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' obligations under their contracts and traiffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by (63)(4) above.

  GENERAL PROVISIONS

  Delaw Consequential Loss.

(A) Delay, Consequential Los 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 howsower caused. Without prejudice to the foregoing, if the Carrier's is found fiable for delay, liability shall be finited to the freight applicable to the relevant stage

and any partial loss or duringe state to be acquired prior at an une beas or 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 
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 
purpose of any limit of liability prespactage or shipping unit provided in any international 
convention or reational law relating to the carriage of Goods by sac. Except as afforesed 
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 whatsoever, except 
Goods ehipped 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 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.

in no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

[5] 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 or rust, it oxidation or the like old it not exist on necesjit.

[7] Notice of Loss or Demage

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 to, the Goods, indicating the general nature of such loss or damage, shall have been given in writing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive desy thereafter.

[6] Time-bar

The Carriershall be discherged of all liability unless suit is brought in the proper forum.

(G) Time-bar The Carrierahall be discherged of all liability unless suit is brought in the proper forum and written notice thereof received by the Carrier within twelve months after delivery of the Goods or the date when the Goods should have been delivered. In the event that such time period shall be found contray to any convention or law compaisorily applicable, the 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, marked 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 incured orsulfered by reason thereof orby reason clary ligiest, incorrect or insufficient marking, numbering or addressing of the Goods.

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

(4) No Goods which are or may become dangerous, inflammable or demagning or which are or may become liable to damage any property or person whatsoever shall be tendened to the Carrier for Carriage without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so so indicate the nature and character of any such articles are delivered to the custed to so to indicate the nature and character of any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the articles are or any belate to become of a dangerous, Inflammable or carriers and property or the contribution of the Carrier than the falled to become of a dangerous, Inflammable on characteristic of the described to the contribution of the Carrier than the letter of the contribution of the Carrier than the falled to become of a dangerous, Inflammable on characteristic of the Carrier than the falled to become of a dangerous, Inflammable and characteristic of the Carrier and the Carrier of the Carrier and the Carrier of t

view caused by the Merchant or any person acting on his behalf or for which the Merchant is otherwise responsible.

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

# CONTAINERS

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

- 10 Goods may be stuffed by the Carrier in or on Containers and Goods may be sturned with other Goods.
  2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or artising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or cellivated to the Merchant.

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

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

  (aused by the manner in which the Container has been stuffled;
  (b) caused by the unsulfability of the Goods for carriage in Containers;
  (ii) caused by the unsulfability of reflective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only apply if the unsulfability or defective condition arcse (i) without any want of due diffigence on the part of the Carrier or (i) 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 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.
    (ii) the Merchart shall defend, indemently and hold harmless the Carrier against any loss,
    damage, claim, liability or expense whatsoower arising from one or more of the matters
    covered by (A) above except for (A)(iii)(a) above.
    (4) Where the Carrier is instructed to provide a Container, in the absence of a written
    sets to the contrary, the Carrier is not under an obligation to provide a Container of any
    icular type or quality.

# TEMPERATURE CONTROLLED CARGO The Merchant undertakes not to tander

(1) The Merchart undertakes not hard (1) The Merchart undertakes not to tender for transportation any Goods which require perature control without previously giving written notice (and filing in the box on the front of Still of Lading if this Still of Lading has been prospored by the Merchart or a person acting on behalf) of their nature and periodian temperature range to be maintained and in the case of

a temperature controlled Container stuffed by or on behalf of the Marchant further unclertakes that the Container has been properly per-cooled, that the Goods have been properly situlfied in the Container and that its thermostatic controls have been properly set by the Marchant 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 complied with the Carrier shall not be liable for any loss of cod amage 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 defeats, derangement, breakdown, stoppage of the temperature controlling macrimery, plann, insultation or any appearatus of the Gordainer, provided that the Carrier shall belorie or at the beginning of the Carriage exercise due diligence to maintain the refrigerated Container in an efficient state.

## 10. INSPECTION OF GOODS

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

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

11. MATTERS AFFECTING PERFORMANCE
(1) If at any time the Carriage is or is tikely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind fincluding the condition of the Goods), whereover and knowsoewer arising (whether or not the Carriage has commenced) the the Carrier may:
(A) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any upon 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 shall cases;
(B) without prejudice to the Carrier's right subsequently to abandon the Carriage and (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.

(2) The fability of the Carrier in respect of the Goods shall cease on the delivery or

umstances.

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

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 whatboever, load or carry the Goods on any vessed whether named on the front heroid 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 heroid or by any other means of transport whatsoever, at any place uneack and remove Goods which have been sufficial in or on a Container and forward the same in any manner whatsoever, proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised outs) and proceed to or stay at any place whatsoever once or more often and in any order load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front heroid as the intended Port of Loading or intended Port of Discharge); comply with any orders or recommendations given by any government or authority or any presson or body acting or purporting to act as or on ehalf of such government or authority or presson or body acting or purporting to act as or on ehalf of such government or be Carrier the right to give orders or directions; permit the vessel to carry interestors, Goods of all kinds, dangerous or oftenwise, contraband, explosives, multilions or

with or without pilots, to tow or be towed or to be diry-docked; permit the vessel to carry interestod, Goods of all kinds, deagerous or otherwise, contraband, explosives, munitions or warfike stores and sail armed or unarmed.

(2) The libreries set out in (1) above may be invoked by the Carrier for any purposes whatsower whether or not connected with the Carriage of the Goods. Anything done in accordance with (1) above or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation of whatsower nature or degree.

contractual Carriaga 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 dock 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 carriad 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 Fulles or any Hegislation making such Rules or the Hague-Vistoy Rules compulsorily applicable (such as COGSA) or COGWA) to this Bill of Lading.

(2) Goods (not being Goods striffed 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, fand livestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchantshall defend, Indemnityland hold harmlessthe Carrieragianisal and any outra cost incurred for oney reason whatsoever in connection with carriage of livestock.

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 hereof is stuffed in or on a Container and to store the Goods or that part thereof after in or an a Container and to store the Goods or that part thereof after and the store and the Goods or that part thereof after a container the Goods or the Goods or the Carrier in respect of the Goods or that part thereof shall cease.

So or that part thereof shall cease.

Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

If the vessel or which the Goods are carried (the carying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object (the non-carrying vessel or object or the coverner of, charterer of or person responsible for the non-carrying vessel or object, the Merchart undertakes to defend, indemnify and hot harmless the Carrier apparist 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 whatsoever of the Merchart paid or payable to the Merchart 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.

# 18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Pulses of 1974 at any piace at the option of the Carrier and the Amended Jason Clause as approved by BIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.
(2) Notwittstanding (1) above, the Menchant shall derend, indemrity and hold harmless the Carrier in respect of any claim (and any expense straing therefrom) of a General Average mature 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

Charges shall be deemed fully earned on receipt of the Goods by the Carrier and

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

(2) The Charges have been calculated on the basis of particulars furnished byto on behalf of the Merchant. The Carner 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 rift he particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier to be concret the Netherlant shall pay the Carrier to be concret the Section of the Section of Carrier the Carrier to be sold-lishing 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 whatsoover due at any time to the Carrier from the Merchant and for General Average contributions to whomosover 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 expenses and without any liability towards the Merchant.

# 19. VARIATION OF THE CONTRACT

No servent or TIRE SUNITACT.

No servent or agent of the Carrier shall have power to wake or vary any of the terms hered unless such waker or variation is in writing and is specifically authorised or ratified in the carrier who has the actual authority of the Carrier who has the actual authority of the Carrier so to wake or vary.

# 20. PARTIAL INVALIDITY

PATHALINVALUITY
If any provision in this Bill of Lading is held to be invalid or unenforceable by any court guistory or self regulatory agency or body, such invalidity or unenforceablity shall attach to such provision. The validity of the remaining provisions shall not be affected thereby this Bill of Lading contract shall be carried out as if such invalid or unenforceable provi-were not contained harein.

B/L No. 32089259 Shipper **ROCKWOOL B.V. - LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated.

The carrier, in accordance with and to the extent of the the provisions contained in this CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU, 600 006 CHENNAI INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as SHOLINGUR 631102 TAMIL NADU declared by the shipper but unknown by the carrier. IEC NUMBER: 0488001382 GST NO: 33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations. PAN NO: AAACB2533Q PHONE: +91 4172307768 exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS 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. BIIMPORTS@BRAKESINDIA.CO.IN 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. Port of loading Vessel name/voyage no. For delivery please apply to:

Port of discharge CHENNAI, INDIA		/ery	AAACE3803E, GERALD@EMU 600 001 CHENNAI INDIA Tel·91 44 25214407/08/09		JUNE 120 - 1 AII		
Marks and numbers Quantity and kind of packages		Descriptio	n of packages and goods	IMO	Gross Weight	СВМ	
ORDER NO: 9138102 DELIVERY NR: 33504845 PO NO: 5700003358	33504845		STC: 3 PALLETS ROCKWOOL MIN 75 BAGS LAPINU DELIVERY TERM NET WEIGHT: 18	ERAL FIBRE IS(R) RB250 IS: CIP CHENNAI		1931.250	3.480

EMU LINES PVT. LTD (CHENNAI)

NO 120 THAMBU CHETTY STREET 4TH FLOOR

AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN

TOTAL PACKAGES: 3, TOTAL GROSS WEIGHT: 1931,250 KGS, TOTAL CBM: 3,480 LOADED INTO CONTAINER(S): TCNU4184160 WITH SEAL: CTG1141109 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

ROTTERDAM, NETHERLANDS

Place of delivery

AMOLIANI/2236E

Port of discharge

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 17-09-2022	FPS Famous Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/3		
ICS B/L				
				As Agent
Copy Shipped on board 17-09-2022				FAMOUS PACIFIC LINES

B/L No. 32089259 Shipper ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated.

The carrier, in accordance with and to the extent of the the provisions contained in this CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU, 600 006 CHENNAI INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as BRAKES INDIA PVT. LTD. SHOLINGUR 631102 TAMIL NADU declared by the shipper but unknown by the carrier. IEC NUMBER: 0488001382 GST NO: 33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO: AAACB2533Q PHONE: +91 4172307768 exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS and in particular to the terms overleaf as if they were all signed by the merchant. This BIIMPORTS@BRAKESINDIA.CO.IN 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 otherwise stated above, one of which being accomplished the other (s) to be void. Pre- carriage by For delivery please apply to: EMU LINES PVT. LTD (CHENNAI) Port of loading Vessel name/voyage no. ROTTERDAM, NETHERLANDS AMOLIANI/2236E NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN Port of discharge Place of delivery AAACE3803E, GERALD@EMULINES.IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO: 9138102 DELIVERY NR: 33504845 PO NO: 5700003358	3 PALLET(S)	STC: 3 PALLETS ROCKWOOL MINERAL FIBRE 75 BAGS LAPINUS(R) RB250 DELIVERY TERMS: CIP CHENNAI NET WEIGHT: 1875.00 KGS		1931.250	3.480

600 001 CHENNAI INDIA Tel·91 44 25214407/08/09

TOTAL PACKAGES: 3, TOTAL GROSS WEIGHT: 1931,250 KGS, TOTAL CBM: 3,480 LOADED INTO CONTAINER(S): TCNU4184160 WITH SEAL: CTG1141109 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C **ORIGINAL B/L ISSUED** FREIGHT PREPAID

CHENNAL INDIA

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 17-09-2022	FPS Famous Pacific Shipping	
Laden on board the vessel		No. of original(s) B/L 3/3			
				As Agent	
Copy Shipped on board 17-09-2022				FAMOUS PACIFIC LINES	

B/L No. 32089259 Shipper ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated.

The carrier, in accordance with and to the extent of the the provisions contained in this CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU, 600 006 CHENNAI INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as SHOLINGUR 631102 TAMIL NADU declared by the shipper but unknown by the carrier. IEC NUMBER: 0488001382 GST NO: 33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO: AAACB2533Q PHONE: +91 4172307768 exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS and in particular to the terms overleaf as if they were all signed by the merchant. This BIIMPORTS@BRAKESINDIA.CO.IN B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading For delivery please apply to: Vessel name/voyage no. AMOLIANI/2236E ROTTERDAM, NETHERLANDS EMU LINES PVT. LTD (CHENNAI) NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN Place of delivery Port of discharge AAACE3803E, GERALD@EMULINES.IN 600 001 CHENNAI INDIA CHENNAI, INDIA Tel-91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO: 9138102 DELIVERY NR: 33504845 PO NO: 5700003358	3 PALLET(S)	STC: 3 PALLETS ROCKWOOL MINERAL FIBRE 75 BAGS LAPINUS(R) RB250 DELIVERY TERMS: CIP CHENNAI NET WEIGHT: 1875.00 KGS		1931.250	3.480

TOTAL PACKAGES: 3, TOTAL GROSS WEIGHT: 1931,250 KGS, TOTAL CBM: 3,480 LOADED INTO CONTAINER(S): TCNU4184160 WITH SEAL: CTG1141109 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue	200
FREIGHT PREPAID		ORIGIN	ROTTERDAM 17-09-2022	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3/3		
				As Agent
Copy Shipped on board 17-09-2022				FAMOUS PACIFIC LINES





For attn of

Date

06-09-2022

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

Client

Brakes India Pvt. Ltd.

Client-orderno

5700003358

Lapinus orderno

9138102

**Product:** 

Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty:

1.875 kg

Batch no. Batch Qty:

55566676 - 1.875 kg

Kind regards

**Customer Services** 

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

cs@lapinus.com www.lapinus.com

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



Test report Date

: 11-8-2022

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

1.

Prod. Date : 9-8-2022

Product : Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

# 2. Testresults

Batch no.	Fibre length	Results (	` '	·	micron )
		Min.	Max.	Min.	Max.
55566676		113,00	125,00	100	150

Batch no.	Shotcontent	Results Min.	(%wt) Max.	Limits (%wt) Max.
55566676	Shot > 125 μm	0,51	0,83	1.0

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

Site Telephone number

Contact

Fax number

Roermond

+31 475 353354

**Customer Service** 

+31 475 353677

This document is automatically generated and therefore contains no signature.

LF007/F03 / June 1994



# **ORIGINAL**

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

Material

INDIA

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

631102 Tamil Nadu

INDIA

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP 631102 TAMIL NADU

INDIA

Quantity

Page 1 / 1

ROCHTOOL B.V.

P.O. Box 1160 6040 KD Roermond The Netherlands

Price

Invoice no. / date:

date: 163847362 / 05.09.2022 ate: 9138102 / 10.08.2022

Order no. / date:

Your reference: Contactperson: 5700003358

Sonja van der Haar

	Material description	Unit	Unit	Unit	
	Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres Official email id: biimports@brakesindia.co.in				
10	Lapinus® RB250				(6)
	bag 25 kg - pallet 625 kg				
	29508	1.875,00	1.875,00	2.464,56	4.621,05
		KG	KG	1.000 KG	
	Stat. No.: 68061000				

Number

Delivery No/Date: 33504845 / 05.09.2022

Country of origin: NL

Freight Cost

J

Output Tax

Amount excl. VAT

ax 0,00 %

742,00

5,363,05

0,00

Amount

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

**EUR** 

5.363,05

Delivery date: Terms of delivery: Payment term: 05.09.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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



# ORIGINAL

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Item

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

INDIA

631102 Tamil Nadu

163847362 / 05.09.2022

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Page 1 / 1

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

The Metherlands

Price

Unit

Invoice no. / date:

Order no. / date:

Your reference:

9138102 / 10.08.2022

5700003358

Contactperson:

Material description

Sonja van der Haar

Description of goods: Rockwool mineral Fibres Official email id: biimports@brakesindia.co.in

Country of origin: The Netherlands Country of acquisition: The Netherlands

10 Lapinus® RB250

Material

bag 25 kg - pallet 625 kg

29508

1.875,00

KG

Number

Unit

1.875,00 KG

Quantity

Unit

2.464,56 1.000 KG 4.621,05

Amount

Stat. No.: 68061000

Delivery No/Date: 33504845 / 05.09.2022

Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

0,00 %

742,00

5.363,05

0,00

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

EUR

5.363,05

Delivery date: Terms of delivery: Payment term: 05.09.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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# **ORIGINAL**

**INVOICE** 

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

Part of the ROCKWOOL Group

631102 TAMIL NADU

INDIA

0-----

0.00 %

Page 1 / 1

P.O. Box 1160 6040 KD Roermond The Wetherlands

Invoice no. / date:

163847362 / 05.09.2022

Order no. / date:

Your reference: Contactperson: 9138102 / 10.08.2022

5700003358 Sonja van der Haar

Item	Material	Number	Quantity	Price	Amount
	Material description	Unit	Unit	Unit	
	Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres Official email id: biimports@brakesindia.co.in				
10	Lapinus® RB250				-
	bag 25 kg - pallet 625 kg				
	29508	1.875,00	1.875,00	2.464,56	4.621,05
		KG	KG	1.000 KG	
	Stat. No.: 68061000				
	Delivery No/Date: 33504845 / 05.09.2022				
	Country of origin: NL				
	Freight Cost				742,00

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

Amount excl. VAT

**Output Tax** 

EUR 5.363,05

5.363,05

0,00

Delivery date: Terms of delivery: Payment term:

05.09.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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# COPY

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

631102 Tamil Nadu

INDIA

**INVOICE** 

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Page 1 / 1

ROCHWOOL B.V. P.O. Box 1160 6040 KD Roermond The Metherlands

Invoice no. / date: Order no. / date:

Country of origin: NL

163847362 / 05.09.2022

9138102 / 10.08.2022

Your reference:

5700003358

Contactperson:

Sonja van der Haar

ltem	Material	Number	Quantity	Price	Amount
	Material description	Unit	Unit	Unit	
	Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres Official email id: biimports@brakesindia.co.in				
10	Lapinus® RB250				
	bag 25 kg - pallet 625 kg				
	29508	1.875,00	1.875,00	2.464,56	4,621,05
		KG	KG	1.000 KG	
	Stat. No.: 68061000				
	Delivery No/Date: 33504845 / 05.09.2022				

Freight Cost

Amount excl. VAT

Output Tax

0,00 %

5.363,05 0,00

742,00

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

EUR

5.363,05

Delivery date: Terms of delivery: Payment term: 05.09.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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

Sholingur GST: 33AAACB2533Q1ZP

Invoice no. / date:

Order no. / date:

Your reference:

Contactperson:

631102 TAMIL NADU

INDIA

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

631102 Tamil Nadu INDIA

5700003358

Sonja van der Haar

163847362 / 05.09.2022

9138102 / 10.08.2022

Page 1 / 1

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

**INVOICE** 

ROCHWOOL B.V.

O. Box 1160 6040 KD Roermond The Wetherlands

Item	Material	Number	Quantity	Price Unit	Amount
	Material description	Unit	Offic	Oille	
	Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres Official email id: biimports@brakesindia.co.in				
10	Lapinus® RB250				
	bag 25 kg - pallet 625 kg				
	29508	1.875,00	1.875,00	2.464,56	4.621,05
	<del></del>	KG	KG	1.000 KG	
	Stat. No.: 68061000				

Delivery No/Date: 33504845 / 05.09.2022

Country of origin: NL

Freight Cost

Amount excl. VAT

**Output Tax** 

742,00

5.363,05 0.00 % 0,00

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

EUR

5.363,05

Delivery date: Terms of delivery: Payment term:

05.09.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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



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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

INDIA

Page 1 / 1

Invoice no. / date: Order no. / date:

Your reference:

Contactperson:

163847362 / 05.09.2022 9138102 / 10.08.2022

631102 Tamil Nadu

5700003358

Sonja van der Haar

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP 631102 TAMIL NADU

INDIA

MOOL B.V. P.O. Box 1160 6040 KD Roermond The Metherlands

Price

Item	Material	Number	Quantity	Price	Amount
	Material description	Unit	Unit	Unit	
	Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres Official email id: biimports@brakesindia.co.in				
10	Lapinus <sup>®</sup> RB250 bag 25 kg - pallet 625 kg				•

1.875,00

KG

Stat. No.: 68061000

29508

Delivery No/Date: 33504845 / 05.09.2022

Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

1.875,00

KG

5.363,05

742,00

4.621,05

0,00 0,00 %

2,464,56

1.000 KG

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

**EUR** 

5.363,05

Delivery date: Terms of delivery: Payment term:

05.09.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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

Our ordernr : 9138102

Delivery nr : 33504845

Your ordernr: 5700003358

Container nr:

Shipment nr.: 0007095692

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

631102 Tamil Nadu India

# 

# DETAILED PACKING LIST

				i
	1300,00			
Dimensions in m per package	1000,00			
Dime	1210,00			
eight s	1931,250			O Kgs
Total gross weight per item kgs	193			1931,250
Ħ	1875,000			o Kgs
Total net weight per item kgs	187			1875,000
item	1875,00			TOTAL:
Total quantity per item in m <sup>1</sup> /m <sup>2</sup> /kg	11			
ckage	1.00			
Contents per package in m <sup>1</sup> /m <sup>2</sup> /kg	ō.			
ımber jes	7.57			
Type and number of packages	kg -pallet 625 75 BAGS			
uct snsions	apinus® RB250, bag 25 25,0 0,1			
Product and dimensions	ıus® RB			
	Lapin 25,0			

Date: 05-09-2022

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

Our ordernr : 9138102

Delivery nr : 33504845

Your ordernr: 5700003358

Container nr:

Shipment nr.: 0007095692

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu ORIGINAL

India

Lapinus<sup>®</sup>

# DETAILED PACKING LIST

ns in m kage	1000,00 1300,00	
Dimensions in m per package	1210,00 100	
Total gross weight per item kgs	1931,250	1931,250 <b>Kgs</b>
Total net weight per item kgs	1875,000	1875,000 <b>Kgs</b>
Total quantity per item in m <sup>1</sup> /m <sup>2</sup> /kg	1875,00	TOTAL:
Contents per package in m¹/m²/kg	1.00	
Type and number of packages	kg -pallet 625 75 BAGS	
Product and dimensions	Lapinus® RB250, bag 25	

Date: 05-09-2022

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

Our ordernr : 9138102

**Delivery nr** : 33504845

Your ordernr: 5700003358

Container nr

Shipment nr.: 0007095692

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

ORIGINAL



# **DETAILED PACKING LIST**

s in m age	1000,00 1300,00	
Dimensions in m per package	1210,00 100	
Total gross weight per item kgs	1931,250	
Total net weight per item kgs	1875,000	
Total quantity per item in m <sup>1</sup> / m <sup>2</sup> / kg	1875,00	
Contents per package in m <sup>1</sup> / m <sup>2</sup> / kg	1.00	
Type and number of packages	kg -pallet 625 k	
Product and dimensions	apinus® RB250, bag 25 kg -pallet 625 kg 25,0 75 BAGS	

Date: 05-09-2022

Kgs

1931,250

1875,000 Kgs

TOTAL:

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 9138102

Delivery nr : 33504845

Your ordernr: 5700003358

Container nr:

Shipment nr.: 0007095692

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

631102 Tamil Nadu India



# **DETAILED PACKING LIST**

- D	
1300,00	
00 '0000	
121	
1,250	50 <b>Kgs</b>
1.9 9.3	1931,250
000,5	O Kgs
1879	1875,000
1875,00	TOTAL:
•	
1.00	
5	
BAGS	
1 -pall	
0,	
□ RB25	
Lapinus 25,0	
	nus® RB250, bag 25 kg -pallet 625 kg

Date: 05-09-2022

Rockwool B.V. Industrieweg 15 6045, IG. Roermond / The I

6045 JG Roermond / The Netherlands

Our ordernr : 9138102

Delivery nr : 33504845

Your ordernr: 5700003358

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

631102 Tamil Nadu India

A Lapinus

# DETAILED PACKING LIST

Container nr :
0007095692
Shipment nr.:

Dimensions in m per package	1210,00 1000,00 1300,00	
Total gross weight per item kgs	1931,250	
Total net weight per item kgs	1875,000	
Total quantity per item in m¹/m²/kg	1875,00	
Contents per package in m <sup>1</sup> /m <sup>2</sup> /kg	1.00	
Type and number of packages	kg -pallet 625 75 BAGS	
Product and dimensions	Lapinus® RB250, bag 25	

Date: 05-09-2022

Kgs

1931,250

1875,000 Kgs

TOTAL:

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 9138102

Delivery nr : 33504845

Your ordern: 5700003358

Container nr :

Shipment nr.: 0007095692

Sholingur GST: 33AAACB2533Q1ZP For: Brakes India Pvt. Ltd. IEC Number 0488001382 631102 Tamil Nadu



# **DETAILED PACKING LIST**

COPY

India

	1300,00
Dimensions in m per package	1000,00
	1210,00
	O 90
Total gross weight per item kgs	1931,250
ght s	1875,000
Total net weight per item kgs	18
item	1875,00
Total quantity per item in m <sup>1</sup> /m <sup>2</sup> /kg	Н
ickage (g	1.00
Contents per package in m <sup>1</sup> /m <sup>2</sup> /kg	ຫ
nber	Allet 625 kg 75 BAGS
Type and number of packages	kg -pallet 625 75 BAGS
	0, T
sions	50, bac
Product and dimensions	apinus® RB250, bag 25
	Lapinu 25,0

Date: 05-09-2022

Kgs

1931,250

1875,000 **Kgs** 

TOTAL: