B/L No. 32106183 Shipper **ROCKWOOL B.V. LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 The carrier, in accordance with and to the extent of the the provisions contained in this B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU 600 006 CHENNAI to procure performance of the combined transport and the delivery of the goods. INDIA 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. Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR GSTNO:33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA exceptions and conditions whether written, printed, stamped or otherwise incorporated PHONE: +91 4172307768, FAX: +91 4172262210 and in particular to the terms overleaf as if they were all signed by the merchant. This 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 Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: EMU LINES PVT. LTD (CHENNAI) Vessel name/voyage no. Port of loading ROTTERDAM, NETHERLANDS AMOLIANI/2245E NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN Port of discharge Place of delivery 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	CBM
ORDER NO.: 9248378 DELIVERY NO.: 33630152 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2.500,00 KGS CIF CHENNAI PORT * BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	4.320

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 20-11-2022	FPS Famous	Pacific Shipping
Laden on boar	rd the vessel	No. of original(s) B/L 3/3	1	-0	PAUL BRANDS
ICS B/L		, ,	ORIGINAL		
20 N	ov 2022				12 AN
Original	Shipped on board	20-11-2022		As Agent	
				FAMOUS PA	CIFIC LINES

1. DEFINITIONS

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

"Merchart" 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 having a present or Lutrue interest in the Goods or any person acting on behalf of any of the above mentioned persona.

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

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

"Carriage" 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 Goods.

Combined Transport erises where the Jacob Flace place of Place of Delivery are not included to Place of Delivery are not indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place or Delivery indicated are ports and the Bill of Lading does not in the nomination of the Place of Receipt or the Place of Delivery on the front hereof specify any place or spot within the of the area overninated.

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

"Hague Rules" means the provisions of the International Convention for Unification of certain Pulser statisting to Bills of Lading signed at Brusselse or 25th August 1924.

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

"Hague-Visby Rules" means the Carriage of Goods by Sea Act of the United States of America approved on 18th April 1938.

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

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

"Shipping Unit" includes relight unit and the term "unit" as used in the Hague Rules and Hague-Visby Rules.
"Person" (Fuddes an individual, a partnership, a body corporate or other entity.

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

CARRIER'S TARIFF

HFF

the Carrier's applicable Tariff, if any, are incorporated herein Copies of such

the Carrier's applicable Tariff, if any, are incorporated herein Copies of such provisions are obtainable from the Carrier or his agenst upon request or, where applicate any oversoment body with whom the Tarriff has been filed. In the case of inconsistency this Bill of Lading and the applicable Tarriff, 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.

4. NEGOTIABILITY AND TITLE TO THE GOODS

rectsul IABILITY AND TITLE TO THE GOODS

(1) This Bill of Lading shall be non-negotiable unless made out "to order" in which event hall be negotiable and shall correlitute title to the Goods and the holder shall be entitled to sive or to transfer the Goods having described.

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

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

10. LERIAM NIGHT SAND INMINISTER SPORT THE CARRISE LAND STAND STAN

CARRIER'S RESPONSIBILITY

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(1) CLAUSE PARAMOUNT

A) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any logisation meking such Pulses or the Hague-histy Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules or explicable legislation shall be deemed incorporated herein. The Hague Rules (or COGSA or COGWA) it this Bill of Lading is subject to U.S. or Canadian law respectively hall apply to the carriage of Goods by Inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed in Induced reference to carriage by 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 sea in such Pulses or legislation shall be deemed to include reference to carriage by sea in such Pulses or legislation of port to loading on or after discharge from the vessel the Carrier's responsibility shall instead be determined by the provisions of 6(3) below, but if such provisions are found to be Invalid such responsibility shall instead be determined by the provisions of 6(3) below, but if such provisions are found to be Invalid such repositions are found to be Invalid such responsibility and all rights conferred or authorised by any applicable any provisions or sections4261 to 4287, inclusive, of the Revised Statutes of the United States of America) and without prejudics to the generality of the foregoing also any law, statute or regulation or any country finchuling, but not limited to where applicable any provisions or the laws of the United States of America) and without prejudics to the generality of the foregoing also any law, statute or regulation or any certain available to the Owner of the vessel(s) on which the Goods are certain.

of the United States of Americal) and windout prejudice to the generating of the index of the vesselle) on which the Goods are certified. (2) PORT OPORT SHIPMENT. The responsibility of the Carrier is limited to that part of the Carriage from and during loading and the vesselle up to and during discharge from the vessel and the Carrier shall not be flable for any loss or damage whatsoewer in respect of the Goods or for any other matter arising during any other part of the Carriage avent though Charges for the whole Carriage have been charged by the Carrier. 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 whout responsibility for any act or crission whatsoewer on the part of the Carrier or others and the Carrier may as such agent enter into contracts on the past of the Goods for others and the Carrier may as such agent enter into contracts with others on any terms whatsoewer 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 flable for loss of ordanage to the Goods occurring from the time that the Goods are taken into his charge until the fine of delivery to the extent set out below:

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

(6) The Carrier shall be entitled to rely upon all exclusions from liability under the Rules or elegistation that would have been applied under (1)(1)(4) above has during the subject to U.S. or Canadian law respectively.

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

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

 (iii) Subject to 6(4(c) below, where the Hague Fillade or any legislation applying such Fillade or the Hague Fillade Nation as COGSA or COGWA) is not compulsorily applicable, the Carrier's liability shall not acceed US\$2.00 per Mol 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.

 (v) The value of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser.

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

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

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

- mational convention or national law of the country which provisions. cannot be departed from by private contract to the detriment of the Merchant, and
- 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; 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 noncure transportation by carriers (now or more) and such transportation shall be subject to the inland carriers' contracts of carrierge and tariffs and any law compulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' obligations under their contracts and tariffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by (63VA) above.
- Where neither (i) or (ii) above by 6(3)(A) above.
 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 howsover caused. Without prejudice to the foregring, it the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage.

(B) Package or Shipping Unit Limistion

of the transport.

(3) Package or Shipping Unit Limitation
Where the Hague Rules or any legislation making such Rules computernity applicable
such as COSA's or COSWA') to this Bill of Lading apply, the Carrier shall not, unless a
declared value has been noted in accordance with (C) below, be or become liable for any
seas or damage to or in connection with the Goods in an amount per package or shipping
unit in excess of the package or shipping unit limitation as laid down by such Rules or
GOGWA's Can \$500. It no limitation amount according to COGA's la US\$500 and according to
COGWA's Can \$500. It no limitation amount is explicable undersuch Rules or legislation,
the limitation shall be US\$500.

(C) Ad Valorem: Declared Value of Package or Shipping Unit
The Carrier's liability may be increased to a higher value by a declaration in writing
of the value of the Goods by the shipper upon delivery to the Carrier of the Goods for
shipment, such highly was being content on the front of this fill of Lading in the space
provided and, if required by the Carrier, exten freight paid. In such case, if the actual value
of the Goods shall exceed such descinate value, the value shall ensertheless be deemed to
be the declared value and the Carrier's liability, if any, shall not exceed the declared value
and any partial loss or damage shall be adjusted pro rata on the basis of such declared
value.

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

(D) Definition of Packaga or Shipping Unit. Where a 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 unit provided in any infernational convention or rational law relating be the carriage of Gloods by sea. Except as a foresed the Container shall be considered the package or shipping unit. The words "shipping ind" shall mean each physical unit or piece of cargo not shipped in a package, including articles or things of any description whatsoever, except Goods shipped in bulk, and transpective of the weight or measurement unit employed in calculating reight charges. As to Goods shipped in bulk, the limitation sproked the such as the several shall as the limitation provided in such convention or law which may be applicable, and in no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

(E) Rust, etc. 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, axidation or the like did not exist on receipt.

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

(F) Notice of Loss or Damage

The Carrier shall be deemed prima facie to have delivered the Goods as described

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 custooy of the person entitled to delivery theroof under this Bill of Lading or, if
the loss or damage is not apparent, within three consecutive days thereafter.

Into use damage is not apparent, within three constitutions of damage is not apparent, within three constitutions 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 the Goods or the date when the Goods should have been delivered, in the event that such that delivery of the Goods or the date when the Goods should have been delivered. In the event that such that Goods are the date when the Goods should have been delivered, in the extremely applicable, the time period shall be found contrary to any convention or law compulsority applic period prescribed by such convention or law shall then apply but in that circu

- 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 Cam'er that the description and particulars including, but not limited to, or weight, content, measure, quantity, quality, condition, marris nuclaring, but not limited to, or weight, content, measure, quantity, quality, condition, marris numbers and value are correct.

 (2) The Merchant shall comply with all applicable laws, regulations and requirements of oustons, port and other authorities and shall bear end pay all duries, taxes, fines, imposts, expenses and losses incurred orsulfered by reason thereof orby reason of any illegal, incorrect or insufficient marking, numbaring 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 negarinements 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 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 articles are one label to be come or a dangerous, inflammable ordered harmless without complements that the propriet of the Carrier the articles are one labels to be come or a dangerous, inflammable ordered harmless without complements on the Merchant and without prejudice to the Carrier's right too Charges.

 (5) The Merchant shall be liable for the loss, damage containination, solling, detending or demanting before, during and after the Carriage of property (includi
- is otherwise responsible.

 (i) The Merchart's stall 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

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

her Goods.

The torms of this Bill of Lading shall govern the responsibility of the Carriv
with or arising out of the supply of a Container to the Merchant, whether
or after the Goods are necewed by the Carrier or delivered to the Merchant,
if a Container has been stuffled by or on behalf of the Merchant.
the Carrier shall not be faible for loss of or damage to the Goods.

- | 3) If a Container has been studied by or on behalf and (A) the Carrier shall not be liable for loss of or damage to the Goods.
 | 4) the Carrier shall not be liable for loss of or damage to the Goods.
 | 6) caused by the unsuitability of the Goods for carriage in Containers;
 | 7) caused by the unsuitability of the Goods for carriage in Containers;
 | 8) caused by the unsuitability of the Goods for carriage in Containers;
 | 8) caused by the unsuitability of the Unsuitability or defective condition arose (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;
 | 9) If the Container is not sealed at the commencement of the Carrier george where the Carrier has agreed to seal the Container.
 | 9) The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, fability or expense whatscower arising from one or more of the matters covered by (A) above except for (A)(8)(a) above.
 | 10) All the Carrier is Instructed to provide a Container, in the absence of a written juest to the contrary, the Carrier is not under an obligation to provide a Container of any total required.

particular type or quality.

9 TEMPERATURE CONTROLLED CARGO

(1) The Marchard 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 Lading if this Bill of Lading in the box been prepared by the Merchard or a person acting on this bettlight of their nature and personal temperature range to be maintained and in this case of

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

If the above requirements are not complied with the Cenier shall not be liable for any loss

of or da

he above requirements are not compiled with the Carmer shall not be liable for any loss mage to the Goods caused by such non-compilance. Be the Goods arising from The Carmer shall not be liable for any loss of or damage to the Goods arising from dearingment, beautious, to propage of the temperature controlling machinery, plant, or any apparatus of the Container, provided that the Carmer shall before or at the no of the Carminge exercise due (diligence to malithain the entiperated Container).

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

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

11. MATTERS AFFECTING PERFORMANCE
(1) If any time the Carriera is a reliable to be affected by any hindrance, risk, delay, difficulty or disadvantage of any lend fluckling the condition of the Goods, wheneover and lowcover artiaring (whether or not the Carriera has commenced) the the Carrier reary consolve possible place the Goods or any past as commenced the Merchant's disposal at any place which the Carrier and choose was affected to the Merchant's disposal at any place which the Carrier and deem affected to the Carrier in respect of such Goods shall cases;
(B) without psiguides to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carrier shall be entitled to full Charges on Goods received for Carriege and the Merchant's disposal as any overtithe 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 liability of the Carrier in mencer of the Carrier and Texture and Texture

unstances.
(2) The liability of the Carrier in respect of the Goods shall cease on the delivery or er disposition of the Goods in accordance with the orders or recommendations given by government or authority or any person acting or purporting to act as or on behalf of such emment 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 starrage whatsoever; lead or carry the Goods on any vessel whether named on the front hereof or not; transler the Goods from one conveyance to another including transhipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever; at any place unpack and remove Goods which have been sutfied 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 routs) and proceed to or stary at any place whatsoever once or more often and in any order: lead or unlead the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof as the intended Port of Loading or intended Port of Dischargel; comply with any orders or recommendations given by any government or authority or any peens or body acting or purporing to act as or on before amployed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without plots, to two or be towed or to be dry-drocked, permit the vessel to carry livestock, Goods of all links, dangerous or otherwise, contraband, explosives, murritions or warkles stores and sail armed or unarmed.

wastife stores and sail armed or unarmed.

(3) The liberties set out in (1) above may be invoked by the Carrier for any pu whatsoever whether or not connected with the Carriage of the Goods. Anything accordance with (1) above or any delay aftering thereform shall be deemed to be with contractual Carriage and shall not be a deviation of whatsoever nature or degree.

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 Menchant 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 (both than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague-Vistoy Rules compulsorily applicable (such as COGSA or COCIWA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which any 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 the part of the Carrier for loss or damage of whatsoever nature arising during carriage by see or inland waterway whether caused by unseaworthiness or negligence or any other caused whatsoever. The Merchantheal defend, indemnity-and look larning states the Carrier griss and sentence of the carrier of the carried of the control of the carrier of the c

14. DELIVERY OF GOODS

If delivery of the Goods or any pert thereof is not taken by the Merchant at the time and place when and where the Camier is ontitled to call upon the Merchant to take delivery thereof, the Camier shall be entitled without notice to remove from a Container the Goods or that part thereof statuted in or on a Container and to store the Goods or that part thereof statuted in or on a Container and to store the Goods or that part thereof answers, affects, in the open or under cover at the sole risk and expense of the Merchant. Such storage shall constitute due delivery horsunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall oasse.

Goods or that part thereof shall osase.

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 clipicat (the non-carying vessel or object) as a result of the negligence
of the non-carrying vessel or object or the owner of, charter or of person responsible for
the non-carrying vessel or object, the Marchart undertakes to defend, Indernify and harmless the Carrier against all claims by or liability to (and any expense arising therhold
harmless the Carrier against all claims by or liability to (and any expense arising therhold
any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of
ho Marcharts paid or psystels to the Merchart by the non-carrying vessel or object and set-off,
recoupled or necovered by such vessel, object or person(s) against the Carrier, the carrying
vessel or her owners or charterers.

vessel or her owners or charterers.

18. GENERAL AVERAGE

(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1874 at any place at the option of the Carrier and the Amended Jason Clause as approved by SIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in the Incorrection.

(2) Notwithstanding (1) above, the Menchant shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any expense arising thereform) of a General Average mature which may be made on the Carrier and 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

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 tave been relativisted on the basis of particulars furnished byor on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reweight, remeasure and revalue the Goods and the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier to be should likely in the Carrier to the Soldshift of the Correct particulars.
(3) All Charges shall be paid without any set-off, counter-claim, deduction or stay of execution.

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

18. VARIATION OF THE CONTRACT
No servant or agent of the Carrier shall have power to walve or vary any of the terms hereful unless such walve 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 varv.

20. PARTIAL INVALIDITY

NHIAL INVALIDITY my provided in the Bill of Lading is held to be invalid or unenforceable by any court latory or self regulatory agency or body, such invalidity or unenforceability shall attach such provision. The validity of the remaining provisions shall not be affected thereby a Bill of Lading contract shall be carried out as if such invalid or unenforceable provision or controlled basis.

B/L No. 32106183 Shipper ROCKWOOL B.V. LAPINUS INDUSTRIEWEG 15 FAMOUS PACIFIC LINES 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) 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 TAMIL NADU 600 006 CHENNAI 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, INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, SHOLINGUR GSTNO:33AAACB2533Q1ZP exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA 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 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: EMU LINES PVT. LTD (CHENNAI) Vessel name/voyage no. ROTTERDAM, NETHERLANDS AMOLIANI/2245E NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN Port of discharge Place of delivery 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.: 9248378 DELIVERY NO.: 33630152 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2.500,00 KGS CIF CHENNAI PORT * BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	4.320

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 20-11-2022	FPS Famous	Pacific Shipping
				_ ^	PAUL BRANDS
Laden on board th	ne vessel	No. of original(s) B/L 3/3	3	1	
ICS B/L			ORIGINAL	D	-
20 Nov 2022					nAO
Original Ship	pped on board	20-11-2022		As Agent	
	'			FAMOUS PA	CIFIC LINES

1. DEFINMONS

"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.

"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 acring or restricted to the possession of the Goods or this Bill of Lading, any person acring 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 Lank, lift van, flat, pellet or any similar article of transport used to consolidate goods.

"Combiner" includes any container, trailer, transportable Lank, 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 Sh

epproved on 18th April 1936.
"COGWA" means the Carniage of Goods by Water Act 1936 of Canada.
"Chargest" includes freight and all expenses and money obligations incurred and payable by the Marchant.

able by the Merchant.

Thisping Unit includes freight unit and the term "unit" as used in the Hague Rules and Hague-Vistly Rules.

"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's applicable Tariff, 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 filed. In the case of inconsistency between
this Bill of Lading and the opplicable Tariff, this Bill of Lading staft prevail.

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

4. NEGOTIABILITY AND TITLE TO THE GOODS

4. NEGOTABILITY AND TITLE TO THE GOODS.
(1) This Bill of Lading shall be non-negotiable unless made out "to order" in which event it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to receive or to transfer the Goods herein desorbled.
(2) This Bill of Lading shall be prima facile evidence of the twing 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 card activities in cord faith. third party acting in good faith.

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

(1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage.
(2) The Morchant undertakes that no claim or allegation shall be made against any person or vessel whatsoover, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured, parformed or undertaken, which imposes or attempts to impose upon any such person or or essel 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 persons are vessel shall have the benefit of all provisions herein benefiting the Carrier as it such provisions were expressly for his benefit and in entering into this contract the Carrier, to the action of these provisions, does so not only on his own behalf but allos as agent or trusters for such persons and vessels after a such sortines.

persons and vessels and such persons arro vessels seen to use the parties to this contract.

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(3) Subject to clause 13 below, this Bill of Lading insolar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any logislation making such Pulses or the Hague-Wasty Rules compulsorily applicable (such as COSSA or COSWA) to this Bill of Lading and the provisions of the Hague Rules or applicable logislation hall be deemed incorporated herein. The Hague Rules or applicable logislation shall be deemed incorporated herein. The Hague Rules (or COSSA or COSWA if 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 Rules or legislation shall be deemed in Ahare Act of the Linited States of America 1833 would otherwise be compulsionly applicable to regulate the Carriar's responsibility shall instead be determined by the provisions of 6(go) below. At such provisions are found to be Invalid scate responsibility shall be arritted to logical provisions of the Hague Rules (CI). The Carrier shall be arritted to for and nothing in the Bill of Lading in the subject to COSSA (CI). The Carrier shall be arritted to part of the foliation of the Rules of Rules and nothing in the Bill of the State of America and sentences the subject to COSSA (CI). The Carrier shall be arritted to part of the Rules of Statutes of the Intrinsic States of America and amendments thereto and where applicable law, provisions or exceptions 281 to 2015 of the Rules and Statutes of the Intrinsic States of America and amendments thereto and where applicable any provisions or carried.

[2) PORT TO PORT SHEPMENT

(2) PORT TO PORT SHIPMENT The responsibility of the Carrier is

[2] PORT TO PORT SHIPMENT
The responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vessal up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whetsoever 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 Merchart during the carrier as agent to enter into contracts on behalf of the Merchart with others for transport, storage, handling or anyother services in respect of the Goods prior to loading and subsequent to discharge of the Goods 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 Leding.

the terms in this Bill of Lading.
(3) COMBINED TRANSPORT

(a) 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 to deliwary to the extent set out below:

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

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

Halles (or COSSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively). Where under (f) above, the Carrier is not liable in respect of some of the factors causing the loss or damage, his shall only be liable to the extent that those factors for which he is liable have contributed to the loss or damagelation applying such Pullos or the Halles Pullos or the Halles Pullos or COSSA or COGWA) is not computating applicable, the Carrier stability plant on the COSSA or COGWA) is not computating applicable, the Carrier stability plant or the respect of which the claim arises or the velocity of the Cooks, whichever is the leaser. The value of the Goods shall be determined according to the commodify containing price at the place and time of delivery to this 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 the same kind and quality, at such place and time. Where the stage of Carriage where the loss or damage occurred can be lost.

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

international convention or national law of the country which provisions.
(a) cannot be departed from by private contract to the detriment of the Merchant,

(a) cannot be departed from by private contract to the obstrate and direct contract of the obstrate 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 State of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carriage and tariffs and any law compulsarity applicable. The Carrier quarantees the fulliment of such inland carriers' chiligations under their contracts and tariffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by 6(3)(A) above.

Where neither (i) or (ii) above by 6(3)(A) above. GENERAL PROVISIONS

(a) Outsecture Productions (A) Dolay, 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 flable for delay, liability shall be limited to the relight applicable to the relevant stage

of the transport.

(B) Package or Shipping Unit Limieton

(B) Package or Shipping Unit Limieton

Where the Hague Rules or any legislation making such Rules computionly applicable
(such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a

calcarder value has been noted in accordance with (C) blow, be or become liable for any

loss or damage to or in connection with the Goods in an amount per package or shipping

unit in excess of the package or shipping unit limitation as laid down by such Rules or

legislation. Such simitation amount according to COGSA is US\$500 and according to

COGWA is Can \$500. In the ministrion amount six applicable undersuch Rules or legislation,

the limitation shall be US\$500.

the limitation shall be US\$500.

(C) Ad Velorem: Declared Value of Package or Shipping Unit
The Carrier's fability 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 insented on the front of this Bill of Lading in the secprovided and, if required by the Carrier, extra freight paid, in such case, if the actual value
of the Goods shall exceed such declared value, the value shall nevertheless be deemed to
be the declared value and the Carrier's liability, 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.

The young has a Containing state of the sequest of your and of the season's asset of section of the value (I). (D) Enlittion of Package or Shipping Unit Where a Container is stuffed by the Carrier, the number of packages or shipping units stated on the face of this Bill of Lateria in the box provided shall be deemed the number of packages or shipping units for the purpose of any limit of liability per package or shipping unit provided in any international convention or national law relating to the corrisings of Goods by soa. Except as aforeseld the Container shall be considered the package or shipping unit. The words "shipping in it" shall meen each physical unit or piece of cargo not shipped in a package, including articles or things of any description whatsoever, except Goods shipped in bulk, and irrespective of the weight or measurement unit employed in calcutating height charges. As to Goods shipped in bulk, the limitation provided in such convention or law which may be applicable, and In no overt shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

In no event shell anything herein be construed to be a waiver of limitation as to source shipped in bulk.

(Filest, 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 ald not exist on receipt.

(F) Notice of Loss or Demego

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

(G) Time-Der

(G) Time-bar The Carrierahalt be discharged of all liability unless suit is brought in the proper forum and written notice thereof received by the Carrier within twelve months after delivery of the Goods or the date when the Goods should have been delivered. In the event that such time period shall be found contrary to any convention or law compulsorily applicable, the period prescribed by such convention or law shall then apply but in that circumstance only.

period prescribed by such convention or taw 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 Camier that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, condition, marten numbers and value are correct.

(2) The Merchant shall comply with all applicable laws, regulations and naculity, content, measure, quantity, quality, condition, marten customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred crastificated to a few pay and to the state of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred crastificated to a few pays and the state of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred crastification and requirements which may be applicable.

(3) The Merchant undortakes 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 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 and so as to comply with all applicable laws, regulations and requirements. If any such articles are care likely and the containers of a dangerous, inflammable ordanging nature, the same may at anytime bedestroyed disposed of, abandoned, or rendered harmless without comp

is otherwise responsible.

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

CONTAINERS 8

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

Goods may be stuffed by the Camer in or on Containers and Goods may be surined or Goods.

The terms of this Bill of Lading shall govern the responsibility of the Carrier in committee or state the Goods are received by the Camer or delivered to the Merchant, whether supplied or after the Goods are received by the Camer or delivered to the Merchant, the Camer shall not be flable for loss of or demage to the Goods.

It is Container than been stuffed by or on behalf of the Merchant, the Camer shall not be flable for loss of or demage to the Goods.

Caused by the manner in which the order of the Container container to the Container provided the Container provided that where the Container provided that where the Container provided.

(iii) caused by the unsuitability or defective condition of the Container provided that where the Container has been supplied by or on befall of the Carrier, his 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 or (b) would have been apparent upon reasonable inspection by the Merchant or or prior to the time when the Container was stuffed;

(iv) if the Container is not assald at the commencement of the Carriera gainst any loss, damage, claim, lability or expense whatsoever anising from one or more of the matters covered by (a) above except for (A)(iii) also and hick harmless the Carrier against any loss, damage, claim, lability or expense whatsoever anising from one or more of the matters covered by (a) above except for (A)(iiii) also also Container, in the absence of a written request to the contrary, the Carrier is instructed to provide a Container, in the absence of any parisolar type or quality.

**TEMBERSHIPS CONTRIP A SECONTRIP A S

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 Lading if this Bill of Lading has been prepared by the Merchant or a person acting this bentally of their nature and particular temperature range to be maintained and in the case of

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

we 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 or damage to the Goods caused by such nor-compliance.

(2) The Carrier shall not be fiable 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 Centainer, 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.

INSPECTION OF GOODS
 The Carrier or any person authorised by the Cerriershall be entitled, but underno oblit to open any Container or package at any time and to inspect the Goods.

11. MATTERS AFFECTING PERFORMANCE

11. MATTERS AFFECTING PERFORMANCE
(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or diseavantage of any kind (including the condition of the Goods), whensever and howeover arising (whether or not the Carriage has commenced) the the Carrier ray:
(A) without notice to the Merchart abandon the Carriage of the Goods and where reasonably possible places the Goods or any part of them at the Merchart's disposal at any place which the Carrier any deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall casse;
(B) without projudice to the Carriars' right subsequently to abandon the Carriage under (A) above, continue the Carriage.

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

Commissance.

(2) The liability of the Carrier in respect of the Goods shall cease on the delivery or citier 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 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 transhipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever, at any place unpack and remove Goods which have been stuffed in or on a Continiane 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 note) and proceed for 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 an uthority or any order, and the place is a port named on the front hereof as the intended Port of Loading or intended Port of Dischargel; comply with any orders or recommendations given by any government or authority or any person or body acting or properting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier for effect to give critical extensions of the one of the order or without picts, to tow or be towed or to be dry-docked; permit the vessel to carry insentices, Goods of all kinds, dangerous or otherwise, contraband, explashes, manifilities or warfiles stores and sail armed or unarmed.

(2) The liberties set out in (1) above may be invoked by the Carrier for any purpose whatsoever whether or not commended with the Carrier for far with the contractual Carriage and shall not be a deviation of whatsoever nature or degree.

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

13. DECK CARGO (AND LIVESTOCK)
(1) Goods of any description whether containerised or not may be stowed on or under deck without notice to the Merchant and such stowage shall not be a derivation of whatsoever nature or degree Subject to (2) below, such Goods whether card and ender of one deck and participate in General Average and such Goods (other than livestock) shall be deemed to be within the defiration of Goods for the purposes of the Hague Pulles or any Hegislation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COGSA) or COGWA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or on Containers other than open flats or paliets) which are stated on the front of this Bill of Lading to be carried on deck and which are so carried (and lilvestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or demage of whatsoever nature asting during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchantshall defend, Indemnity-and holdharmlessthe Carrieragianstall and any extra cost incurred for any 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 cell 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 shall on or on a Container and to store the Goods or that part thereof shall on or on a Container and to store the Goods or that part thereof shall on or on a Container and to store the Goods or that part thereof shall contain a container and to store the Goods or the Merchant. Such storage shall constitute due delivery hreaunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

If the vessel or which the Goods are carried (the carrying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object (the son-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therstron) any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object and set-off, recoupled or necowered by such vessel, object or person(s) against the Carrier, the carrying vessel or charterers.

18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be acquisitable 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 BIM CO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.
(2) Notwithstanding (1) above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any claim fand any expense arising intercritomy of a General Average nature which may be made on the Carrier and shall provide such security as may be required.

17. CHARGES

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

18. LIEN

18. LLEN
The Carrier shall have a lien on Goods and any documents relating thereto for all surns
whatsoever due at any lime to the Carrier from the Merchant and for General Average contine
tions to witnessever due and for the costs of recovering the same and the Carrier shall have the
right to self the Goods and documents by public auction or private treaty, without notice to the
Merchant and at the Merchant's expense and without any flability; towards the Merchant.

19. VARIATION OF THE CONTRACT No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such vaiver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Cerrier so to waive 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 courier or regulatory or self regulatory agency or body, such invalidity or unenforceability shall attach only to such provision. The validity of the remaining provisions shall not be affected thereby and this Bill of Lading contract shall be carried out as if such invalid or unenforceable provi-sion were not contained herein.

B/L No. 32106183 Shipper **ROCKWOOL B.V. LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU 600 006 CHENNAI to procure performance of the combined transport and the delivery of the goods. ΙΝΠΙΔ 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. Notify party (No claim shall attach for faillure to notify) Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. BRAKES INDIA PVT. LTD. IEC NUMBER 0488001382 SHOLINGUR GSTNO:33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA PHONE: +91 4172307768, FAX: +91 4172262210 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 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 Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: EMU LINES PVT. LTD (CHENNAI) Vessel name/voyage no. Port of loading ROTTERDAM, NETHERLANDS AMOLIANI/2245E NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN Port of discharge Place of delivery AAACE3803E, GERALD@EMULINES.IN CHENNAI, INDIA 600 001 CHENNAI INDIA Tal-01 44 2521/407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 9248378 DELIVERY NO.: 33630152 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2.500,00 KGS CIF CHENNAI PORT * BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	4.320

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 20-11-2022	FPS Famous	Pacific Shipping
				~	PAUL BRANDS
Laden on board th	ne vessel	No. of original(s) B/L 3/3	3	1	
ICS B/L			ORIGINAL	B	
20 Nov	2022				'n AD
Original Ship	oped on board	20-11-2022		As Agent	
	1			FAMOUS PA	CIFIC LINES

1. DEFINITIONS

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

Merchard' 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 having a present or future interest in the Goods or any person acting on behalf of any of the above mentioned persons.

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

Container' includes any container, trailer, transportable tank, lift van, flat, paller 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 the services where the Carriage called for by this Bill of Lading is not a Port to Port Shipment.

Combined Transport arrises where two decreases and the Place of Pelace of Delivery are not indicated on the form of the Place of Delivery are not indicated on the fort of the Bill of Lading of if both the Place of Receipt and the Place of Delivery indicated are ports and the Bill of Lading does not in the nomination of the Place of Receipt or the Place of Delivery on the front hereof specify any place or spot within the Combined Co

of Receipt or the Place of Delivery on the front hereof specify any place or spot within the area of the port so nominated,
"Hague Rules" means the provisions of the Intentional Convention for Unification of certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.
"Hague-Vistly Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 25th Arman to Revised the Rules as amended by the Protocol signed at Brussels on 25th Arman the Carriage of Goods by Sea Act of the United States of America approved on 18th April 1936,
"COGWA" means the Carriage of Goods by Water Act 1936 of Caracta,
"Charges" includes freight and all expenses and money obligations incurred and playable by the Merchart.
"Shingle Intil" Individes freight unit and the term "unit" as used in the Hague Rules.

*Charges" includes freight and the term "unit" as used in the Hague Rules

*Shipping Init" includes freight unit and the term "unit" as used in the Hague Rules and Hague-Ysby Pules.

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

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

CARRIER'S TARIER

2. CARHELYS I ARIJF.
The provisions this Carrier's applicable l'ariff, if any, areincorporated herein Copiesofsuch provisions areobtainable from the Carrier or his agenst upon request or, where applicable, from a government body with whom the l'ariff has been filed. In the case of inconsistency between this Bill of Lading and the applicable l'ariff, his Bill of Lading shall prevail.

WARRANTY The Merchant

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

o has a present or future interest in the Goods. NEGOT/BAILTY AND TITLE TO THE GOODS (1) This Bill of Lading shall be non-negotiable unless made out "to order" in which evertable the regotiable and shall constitute title to the Goods and the holder shall be entitled to evice or to transfer the Goods herein described. (2) This Bill of Lading shall be prime facile evidence of the taking in charge by the Carrier the Goods as herein described. However, proof to the contrary shall not be admissible and this Bill of Lading has been negotiated or transferred for valuable consideration to a party acting in good faith.

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

(1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage.
(2) The Merchant undertokes that no claim or alegation shall be made against any person or vessel whatsoever, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent contractor and his servants or agents, any all others by whom the whole or any part of the Carriage, whether directly or indirectly, by procured, performed or undertaken, which imposes or attempts to impose upon any such person or or allegation should nevertheless be made to defend, indemnity and hold harmless the Carrier and against all onosquences thereof. Without prejudice to the torqueing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were supressly 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 finishes for such persons and vessels and such persons and vessels shall have the benefit of all defend in the contract.
(3) The Merchant shall deferred, indemnity and hold harmless the Carrier against and not appeared to the parties of this contract.

be parties to this contract.

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

6, CARRIER'S RESPONSIBILITY

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(3) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carfage by any vessel whether named herein or not shall have effoct subject to the Hague Rule) or any legislation making such Paluses or the Hague-Waby Rules compulsorly applicable fouch as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules (or COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules (or COGSA or COGWA) this Bill of Lading is subject to U.S. or Canadian law respectively shall paphy to the carriage of Goods by Intend waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include referencetionland waterways at land to the extent that the provisions of the Harter Act of the United States of America 1883 would otherwise be compulsorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of 16(3) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(B) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all limitations of an exclusions from liability and all rights conferred or authorised by any applicable law provisions or sections4281 to 4287, inclusive, ofthe Revised Statutes of the United States of America and amendments thereto and where applicable any provisions or the laws of the United States of America and amendments thereto and where applicable any provisions of the laws of the United States of America and without prejudica to the generality of the foregoing also any law, statute or regulation available to the Owner of the vessel(e) on which the Goods are carried. (1) CLAUSE PARAMOUNT
(A) Subject to clause 13 held

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

(2) PORT TO PORT SHEMENT
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 durange 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 Merchart constitutes the Carrier as agent to enter into contracts on behalf of the Merchart with others for transport, storage, 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 mission 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

- 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) Where 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 legislation that would have been applied under 6(1/4) above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Heigue Rules or GOSSA or COGNA or COGNA in CoRNA it this Bill of Lading is subject to U.S. or Canadian is wrespectively).

 (9) Where under (1) above, the Carrier is not liable in respect of some of the factors causing the loss or damage, in a shall only be liable to the extent that those factors for which he is liable have contributed to the loss or damage occurred at the lague-time of the loss of damage.

 (9) Subject to 6(4)(C) below, where the Hegue-Rules or any legislation applying such Rules or the Hague-Visity Rulas gluch as a COGSA or COGNA) is not compulsorily applicable, the Carrier's liability shall not acceed US\$2.00 per foll of the gross weight of the Goods lost, demagded or in respect of which the dain arises or the value of such Goods, whichever is the lesser.

 (v) The value of the Goods lost, demagded or in respect of which the dain arises or the value of such Goods, whichever is the lesser.

 (v) The value of the Goods lost place and time of delivered of if there is no such price and time of the computer of the places and time of the such as a factor of the condition of the place and time of delivered of if there is no such price and time of the condition of the condition of the place and time of delivered of if there is no such price and time of the condition of the condition of the place and time of delivered of if there is no such price and time of the condition of the condition of

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

- mational convention or national law of the country which provisions. cannot be departed from by private contract to the detriment of the Merchant,
- and would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as widence thereof any particular docu-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 the Port of Localing 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 carrierings and tarrifs and any law compulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' obligations under their contracts and tarriffs;
 Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by 63(A) above.
 GENERAL PROVISIONS
 Delay, Consequented 11 ces

(4) GENERAL PROVISIONS (A) Delay, Consequential Losa save as otherwise provided herein, the Carrier shall in no circumstances be lable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever and however caused. Without prejudice to the foreigning, if the Carrier is found lable for delay, liability shall be limited to the religit application to the relevant dage.

(B) Packaga or Shipping Unit Limistion

of the transport.

(B) Package or Shipping Unit Limietton
Where the Hague Rules or any legislation making such Rules compulsority applicable
(such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a
doctared value has been noted in accordance with (C) below, be or become liable for any
loss or damage to or in connection with the Gods in an amount per package or shipping
unit in excess of the package or shipping unit limitation as laid down by such Rules or
legislation. Such limitation amount according to COGSA is USSS00 and according to
COGWA is Can \$500. If no limitation amount is applicable undersuch Rules or legislation,
the limitation ahal be USSS00.

(C) Ad Velorem: Declared Velue of Package or Shipping Unit
The Carrier's liability may be increased to a higher value by a declaration in writing
of the value of the Goods by the shipper upon delivery to the Carrier of the Goods for
shipment, such higher value being insented on the front of fins Bill of Lading in the space
provided and, if raquiad by the Carrier, sorta freight paid. In such case, if the actual value
of the Goods shall exceed such declared value, the value shall nevertheless be deemed to
be the declared value and the Carrier's liability, 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.

ano any parnai ioss or demage shall be adjusted prior rata on the basis of such declared value.

(D) Definition of Package or Shipping Unit.

Where a Container is used to consolidate Goods and such Container is stuffed by the 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 unit provided in any international convention or national law relating to the carrispe of Goods by sea. Except as afforesed the Container shall be considered the package or shipping unit.

The words "shipping unit shall mean each physical unit or piece of cargo not shipped in a package, including articles or triings of any description whatsoever, except Goods shipped in bulk, and trespective of the weight or measurement unit employed in calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto shall be considered by the properties of the weight or measurement unit employed in a 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.

(F) Rust, etc.

(E) Rust, etc. It is agreed that superficial rust, oxidation or any like condition due to moisture, is not a condition of damage but is inherent to the rature of the Goods and acknowledgement of neeight of the Goods in apperent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.

Notice of Loss or Damage

[F] Notice of Loss or Damaga
The Carrier shall be deemed prima facie to have delivered the Gooda as described
in this Bill of Lading unless notice of loss of, or damage to, the Gooda, indicating the
goneral 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 demange is not apparent, within three consecutive dept shape thereafter.

(C) Time-bar (C) T ne period shall be found contrary to any convention or law compulsorily applicable riod prescribed by such convention or law shall then apply but in that circumsta

- MERCHANT'S RESPONSIBILITY

 (1) The description and particulars of the Goods secoul on the face hereof are furnished the Merchant and the Merchant warrants to the Carrier that the description and particulars cluding, but not limited to, of weight, content, measure, quentity, quality, condtion, marks

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

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

 (3) The Merchant underlates 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 whistosever 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 it in the opinion of the Carrier the articles are or any Belongia belonging challens and requirements. It any such articles are delivered to the Carrier without such written consent and marking or it in the opinion of the Carrier the articles are or are liberal to become of a dangerous, inflammable ordamaging nature, the same may at anytime bedestroyed disposed of, abandomod, or rendered harmless without the Samera and a soa to control the Merchant shall be liable for the loss, damage, contamination, solling, determine or demurrage before, during and after the Carrierage of property (inciding, but not limited to, Containers) of the Carrier or any person ording on his behalf of for which the Merchant is otherwise responsible.
- is otherwise responsible.

 (6) The Merchant shall defend, indemnify and hold harmless the Carrier against any loos, damage, dalim, labellity or expense whatsoever ensing 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

- to unit a commune rise over source of yor on benari or the Merchant.

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

 Caused by the manner in which the Container has been stuffed;

 Caused by the unsuitability of the Goods for carriage in Containers;

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

 and that where the Container has been supplied by or on behalf of the Carrier, this peragraph (iii) shall only apply if the unsuitability or defective condition areas (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the firme when the Centainer was stuffed;

 (iv) if the Carriarier is not sealed at the commencement of the Carriarge except where the Carriarn shall defend, indemnify and hold namiless the Carrier against any loss, damage, claim, liability or expense whistoover afsing from one or more or 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 pust to the contrainty, the Carrier is not under an obligation to provide a Container of any ficular type or quality.

TEMPERATURE CONTROLLED CARGO
 (1) The Menchant undertakes not to tender for transportation any Goods which nequire temperature control without previously giving written redice (and filing in the box on the front of this Bill of Lading if this Bill of Lading it this Bill of Lading in the work of the thin the transport of the mature and particular temperature range to be maintained and in the case of

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

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

(2) The Carrier shall not be liable for any loss of or damage to ontelling anothers, 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 (including the condition of the Goods), whenseever and howscover arising (whether or not the Carriage has commenced) the the Carrier may:
(A) without notice to the Merchant abendon the Carriage of the Goods and where reacceably possible place the Goods or any part of them at the Merchant's dispossal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier large and the Carriage and Cases;
(B) without prejudice to the Carriage.
(B) advoice, continue the Carriage.
In any evert the Carriage hall be entitled to full Charges on Goods received for Carriage and the Merchant shall per any additional costs resulting from the above mentioned circumstances.

circumstances.

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

any government or authority.

12. METHODS AND ROUTE OF TRANSPORTATION
(1) The Carrier may at my time and without notice to the Merchant use any means of transport or storage whatsoever; lead or carry the Goods on any vessel whether nemed on the front hereof or not transport or storage whatsoever; lead or carry the Goods on any vessel whether nemed on the front hereof or not transport or storage whatsoever; lad or carry the Goods on the tront hereof controlled to transport or storage whatsoever; lad or carry the Goods on the front hereof or by any other means of transport whatsoever; and y place unpack 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 mutle in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever once or more often and in any orders, clead or unload the Goods from any conveyance at any place (whether or not the places is a port named on the front hereof as the intended Port of Loading or intended Port of Uschangel; comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf or such government or authority or any person or body acting or purporting to act as or on behalf or such government or authority or any person or body acting or purporting to act as or on beh

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 whatscover nature or degree Subject to (2) below, such Goods (whether carried on deck or under deck shall participate in General Awarage and such Goods (other than livestock) shall be desmed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague Rules or compulsorily applicable (such as COGSA or COGWA) to this fill in Clading.
(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 insettock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature artising during carriage by see or Inland waterway whether caused by unesaworthiness or negligance or any other cause whatsoever. The Merchant shall differd, indemnifyand hold harmlessthe Carrieragalinstall and any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

Al, DELIVERY OF GOODS

If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when end where the Carrier is entitled to cell upon the Merchant to take delivery threeof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof is stuffed in or on a Container and to store the Goods or the part thereof and are not to the Goods or the top and the container the Goods or the top and the container the Goods or the part thereof and are, afford, in the open or under cover at the sole risk and expense of the Merchant. Such storage shall constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

Goods or that part thereof shall cease.

15. 80TH-TO-RLAME COLLISION

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

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

any other vessel or object (the non-carrying vessel or object) as a result of the regispence

of the non-carrying vessel or object, the thy reduced the register of the contracting the carried of the carried particles of the carried particles

vessel or her owners or charterers.

18. GENERAL AVERAGE

(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwern 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 Merchant shall provide such security as may be required by the Carrier in his connection.

(2) Noxi-Mithatanding (1) above, the Monchant shall defend, 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 in this connection.

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

security for General Average contributions due to the Merhant.

7. CHARGES

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

(a) Charges have been calculated on the basis of particulars furnished by or on behalf of the derivant. The Carrier shall be artifled to nonduction of the commercial invitios for the Goods or the copy thereof and to inspect, reveigh, remeasure and revolue the Goods and if the particulars are found by the Carrier to be incorrect the Merchant shall pay the Garrier the cornect Charges (credit being given for the Charges charged) and the costs incurred by the Carrier to be incorrect.

(a) Il Charges shall be paid without any sel-oft, counter-claim, deduction or stay of event from the Charges shall be paid without any sel-oft, counter-claim, deduction or stay of event from the Charges shall be paid without any sel-oft, counter-claim, deduction or stay of event from the Charges shall be paid without any sel-oft, counter-claim, deduction or stay of event from the Charges charges and the Carrier to the Charges charged the Carrier to the Charges charged).

Is. LEN.

The Carrier shall have a lien on Goods and any documents relating thereto for all sums.

The Carrier shall have a lien on Goods and any documents relating thereto for all sums.

The Carrier shall have a for the Carrier from the Merchant and for General Average contributions to whomscever due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchants expense and without any liability towards the Merchant.

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

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 comtained herein.

B/L No. 32106183 Shipper **ROCKWOOL B.V. LAPINUS** INDUSTRIEWEG 15 FAMOUS PACIFIC LINES 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU 600 006 CHENNAI to procure performance of the combined transport and the delivery of the goods, INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR GSTNO:33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA exceptions and conditions whether written, printed, stamped or otherwise incorporated PHONE: +91 4172307768, FAX: +91 4172262210 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. CONTACT: MR. S. ILLIYAS * 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 For delivery please apply to: EMU LINES PVT. LTD (CHENNAI) Vessel name/voyage no. ROTTERDAM, NETHERLANDS AMOLIANI/2245E NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN Port of discharge Place of delivery 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.: 9248378 DELIVERY NO.: 33630152 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2.500,00 KGS CIF CHENNAI PORT * BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	4.320

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 20-11-2022	FPS Famous Pacific Shipping
Laden on board t	he vessel	No. of original(s) B/L 3/3	3	
ICS B/L				
				As Agent
Copy Shipped on board 20-11-2022				FAMOUS PACIFIC LINES

B/L No. 32106183 Shipper ROCKWOOL B.V. LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 TAMIL NADU 600 006 CHENNAI 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 INDIA taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR GSTNO:33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA exceptions and conditions whether written, printed, stamped or otherwise incorporated PHONE: +91 4172307768, FAX: +91 4172262210 and in particular to the terms overleaf as if they were all signed by the merchant. This 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 Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: EMU LINES PVT. LTD (CHENNAI) Port of loading Vessel name/voyage no. AMOLIANI/2245E ROTTERDAM, NETHERLANDS NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN Port of discharge Place of delivery 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.: 9248378 DELIVERY NO.: 33630152 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2.500,00 KGS CIF CHENNAI PORT * BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	4.320

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 20-11-2022	FPS Famous Pacific Shipping
Laden on board t	he vessel	No. of original(s) B/L 3/3	3	
				As Agent
Copy Shipp	ed on board 2	FAMOUS PACIFIC LINES		

B/L No. 32106183 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 to procure performance of the combined transport and the delivery of the goods, INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR GSTNO:33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA exceptions and conditions whether written, printed, stamped or otherwise incorporated PHONE: +91 4172307768, FAX: +91 4172262210 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. CONTACT: MR. S. ILLIYAS * 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 For delivery please apply to: EMU LINES PVT. LTD (CHENNAI) Vessel name/voyage no. ROTTERDAM, NETHERLANDS AMOLIANI/2245E NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN Port of discharge Place of delivery 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.: 9248378 DELIVERY NO.: 33630152 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2.500,00 KGS CIF CHENNAI PORT * BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	4.320

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 20-11-2022	FPS Famous Pacific Shipping
Laden on board the	e vessel	No. of original(s) B/L 3	3/3	
				As Agent
Copy Shipped on board 20-11-2022				FAMOUS PACIFIC LINES





For attn of

Date 31-10-2022

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 9248378

Product: Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty: 2.500 kg

Batch no. Batch Qty: 56204718 - 2.500 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 : 13-10-2022

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

1.

Prod. Date: 12-10-2022

Product : Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Testresults

Batch no.	Fibre length	Results (Results (micron)		Limits (micron)	
		Min.	Max.	Min.	Max.	
56204718		113,00	125,00	100	150	

Batch no.	Shotcontent	Results	(%wt) Max.	Limits (%wt) Max.
		IVIIII.	Wax.	Wax.
56204718	Shot > 125 μm	0,43	0,79	1.0

- 3. 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 numb	
Roermond	+31 475 353354	Customer Service	+31 475 353677

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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

INDIA

Item

10

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

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu

163857669 / 28.10.2022

INDIA

Page 1 / 1

Number

2.500.00

KG

Unit

IFC Number 0488001382 biimports@brakesindia.co.in PAN NO. AAACB2533Q

INVOICE

INDIA

Quantity

Unit

Ordered by: 15577

Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP 631102 TAMIL NADU

Roermond

Price

Unit

Invoice no. / date:

Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres

9248378 / 12.10.2022 Order no. / date:

5700003358 Your reference: Contactperson: Corina Hendriks

Official email id: biimports@brakesindia.co.in

Material

Lapinus® RB250

Material description

bag 25 kg - pallet 625 kg

29508

2.500,00 KG

2.464,56 1.000 KG

6.161,40

Amount

Stat. No.: 68061000

Delivery No/Date: 33630152 / 28.10.2022

Container Number: 95-BJG-6

Country of origin: NL

Freight Cost

Output Tax

Amount excl. VAT

888.00

7.049,40

0,00 % 0,00

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

EUR 7.049.40

Delivery date: Terms of delivery: Payment term:

28.10.2022 -CIP Chennai Port 60 days net

Gross/Nett weight: 2.575 / 2.500 KG 7,500 M3 Transp. volume:

Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

Delivery address: 15577

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

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

004400 T

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

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

Invoice no. / date:

Order no. / date:

Your reference: Contactperson: 163857669 / 28.10.2022

9248378 / 12.10.2022

5700003358 Corina Hendriks

 Item
 Material
 Number
 Quantity
 Price
 Amount

 Material description
 Unit
 Unit
 Unit

Page 1 / 1

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 2.500,00 2.500,00 2.464,56 6.161,40

KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33630152 / 28.10.2022

Container Number: 95-BJG-6

Country of origin: NL

Freight Cost 888,00

Amount excl. VAT 7.049,40

Output Tax 0,00 % 0,00

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

EUR 7.049,40

Delivery date: Terms of delivery: 28.10.2022 -CIP Chennai Port 60 days net

Payment term:

Gross/Nett weight: Transp. volume:

2.575 / 2.500 KG

7,500 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 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

ROCKWOOL B.V.

P.O. 604 1160 6040 KD Roermon

Invoice no. / date: Order no. / date: 163857669 / 28.10.2022 9248378 / 12.10.2022

5700003358

Your reference: 5700003358
Contactperson: Corina Hendriks

Item Material Number Quantity Price Amount

Material description Unit Unit Unit

Page 1 / 1

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 2.500,00 2.500,00 2.464,56 6.161,40 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33630152 / 28.10.2022

Container Number: 95-BJG-6

Country of origin: NL

Freight Cost 888,00

Amount excl. VAT 7.049,40
Output Tax 0,00 % 0,00

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

EUR 7.049,40

Delivery date: Terms of delivery:

Gross/Nett weight:

Payment term:

28.10.2022 -CIP Chennai Port 60 days net

2.575 / 2.500 KG

Transp. volume: 7,500 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

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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

163857669 / 28.10.2022

9248378 / 12.10.2022

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Page 1 / 1

therlands

Invoice no. / date:

Order no. / date:

Your reference: Contactperson:

5700003358

Corina Hendriks

Number Quantity Price Amount ltem Material Unit Unit Unit Material description

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

2.500,00 2.464.56 2.500,00 6.161,40 29508

KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33630152 / 28.10.2022

Container Number: 95-BJG-6 Country of origin: NL

> 888.00 Freight Cost

7.049,40 Amount excl. VAT 0,00 % 0,00 **Output Tax**

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

EUR 7.049,40

Delivery date: Terms of delivery: 28.10.2022 -CIP Chennai Port 60 days net

Payment term:

2.575 / 2.500 KG

Gross/Nett weight: Transp. volume:

7,500 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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INVOICE

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

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

and the Table Indian

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

Invoice no. / date:

Order no. / date:

Your reference: Contactperson: 163857669 / 28.10.2022

9248378 / 12.10.2022

5700003358 Corina Hendriks

ItemMaterialNumberQuantityPriceAmountMaterial descriptionUnitUnitUnit

Page 1 / 1

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 2.500,00 2.500,00 2.464,56 6.161,40

KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33630152 / 28.10.2022

Container Number: 95-BJG-6

Country of origin: NL

Freight Cost 888,00

 Amount excl. VAT
 7.049,40

 Output Tax
 0,00 %
 0,00

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

EUR 7.049,40

Delivery date: Terms of delivery: Payment term: 28.10.2022 -CIP Chennai Port 60 days net

Gross/Nett weight: 2.575 / 2.500 KG Transp. volume: 7,500 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

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Roermond

therlands

Invoice no. / date: 163857669 / 28.10.2022 Page 1 / 1

9248378 / 12.10.2022 Order no. / date:

5700003358 Your reference: Corina Hendriks Contactperson:

Quantity Price **Amount** Number Item Material Unit Unit Unit

Material description

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

2.500,00 2.500,00 2.464.56 6.161,40 29508

ΚG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33630152 / 28.10.2022

Container Number: 95-BJG-6

Country of origin: NL

888,00 Freight Cost

7.049,40 Amount excl. VAT

0,00 % 0,00 **Output Tax**

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

EUR 7.049,40

28.10.2022 -Delivery date: CIP Chennai Port Terms of delivery: Payment term: 60 days net

2.575 / 2.500 KG Gross/Nett weight: 7,500 M3 Transp. volume:

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.

Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

Our ordernr : 9248378

Delivery nr : 33630152

Your ordernr: 5700003358

Container nr: 95-BJG-6

Shipment nr.: 0007186032

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

ORIGINAL

India



DETAILED PACKING LIST

s in m age	1000,000 1300,000	
Dimensions in m per package	1210,00 100	
Total gross weight per item kgs	2575,000	
Total net weight per item kgs	2500,000	
Total quantity per item in m ¹ /m ² /kg	2500,00	
Contents per package in m ¹ /m ² /kg	1,00	
Type and number of packages	kg -pallet 625 kg 2500 Kilogram	
Product and dimensions	Lapinus® RB250, bag 25	

Date: 28-10-2022

Kgs

2575,000

2500,000 Kgs

6045 JG Roermond / The Netherlands

Our ordernr : 9248378

Delivery nr : 33630152

Your ordernr: 5700003358

For Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382 631102 Tamil Nadu

India



DETAILED PACKING LIST

ORIGINAL

		1300,00
	Dimensions in m per package	1000,000
	Dimens per p	1210,00
	Total gross weight per item kgs	2575,000
ORIGINAL	Total net weight per item kgs	2500,000
332 Container nr: 95-BJG-6	Total quantity per item in m ¹ / m ² / kg	2500,00
	Contents per package in m1/m2/kg	D .c
	Type and number of packages	kg -pallet 625 kg 2500 Kilogram
Shipment nr.: 0007186032	Product and dimensions	Lapinus@ RB250, bag 25 0 25,0 0,1

Date: 28-10-2022

Kgs

2575,000

2500,000 Kgs

TOTAL:

6045 JG Roermond / The Netherlands

Our ordernr : 9248378

Delivery nr : 33630152

Your ordernr: 5700003358

Container nr: 95-BJG-6

Shipment nr.: 0007186032

For Brakes India Pvt. Ltd. IEC Number 0488001382

India

 Lapinus
 Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu ORIGINAL

DETAILED PACKING LIST

	1210,00 1000,00 1300,00	
Dimensions in m per package	1000,00	
Dime	1210,00	
Total gross weight per item kgs	2575,000	
Total net weight per item kgs	2500,000	
Total quantity per item in m ¹ /m ² /kg	2500,00	
Contents per package in m¹/m²/kg	1,00	
Type and number of packages	kg -pallet 625 2500 Kilogre	
Product and dimensions	Lapinus® RB250, bag 2525,0	

Date: 28-10-2022

Kgs

2575,000

2500,000 Kgs

TOTAL:

6045 JG Roermond / The Netherlands

Our ordernr : 9248378

Delivery nr : 33630152

Your ordernr: 5700003358

Container nr: 95-BJG-6

Shipment nr.: 0007186032

For Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382

631102 Tamil Nadu

India



DETAILED PACKING LIST

	80	
	1300,00	
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Dimension per pa	00 1	
	1210,	
ight	2575,000	
Total gross weight per item kgs	257!	
Total		
h	2500,000	
Total net weight per item kgs	250	
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tem	2500,00	
ntity per i / m² / kg	25	
Total quantity per item in m ¹ /m ² / kg		
age	1,00	
Contents per package in m ¹ /m ² /kg		
Contents in m	\tag{\tag{\tag{\tag{\tag{\tag{\tag{	
io io	-pallet 625 kg 2500 Kilogram	
Type and number of packages	allet 00 Ki	
Type a of pa	kg -pallet 625 2500 Kilogr	
	25	
Product and dimensions	50, ba	
	® RB2	
	Lapinus® RB250, bag 25,0	
	13 63	

Date: 28-10-2022

Kgs

2575,000

2500,000 Kgs

TOTAL:

6045 JG Roermond / The Netherlands

Our ordernr : 9248378

Delivery nr : 33630152

Your ordernr: 5700003358

Container nr: 95-BJG-6

Shipment nr.: 0007186032

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

631102 Tamil Nadu India COPY



DETAILED PACKING LIST

	1300,00	,	
Dimensions in m per package	1210,00 1000,00		
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weight (gs	2575,000		
Total gross weight per item kgs	25		
	000		
Total net weight per item kgs	2500,000		
Total r per i			
item	2500,00		
Total quantity per item in m ¹ /m ² /kg	2		
Total qu in n			
ackage kg	1,00		
Contents per package in m ¹ /m ² /kg			
Cont	a Kg		
umber jes	-pallet 625 kg 2500 Kilogram		
Type and number of packages	kg -pallet 625 2500 Kilogra		
	25 kg		
Product and dimensions	bag		
	RB250,		
	Lapinus® RB250, bag 25 25,0		
	Lapir 25,0		

Date: 28-10-2022

Kgs

2575,000

2500,000 Kgs

6045 JG Roermond / The Netherlands

Our ordernr : 9248378

Delivery nr : 33630152

Your ordernr: 5700003358

Container nr: 95-BJG-6

Shipment nr.: 0007186032

For: Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu IEC Number 0488001382

India

COPY

A Lapinus

DETAILED PACKING LIST

		į,
in m ye	1210,00 1000,00 1300,00	
Dimensions in m per package	1000	
Dim	210,00	
weight kgs	2575,000	
Total gross weight per item kgs	25	
+	2500,000	
Total net weight per item kgs	2500	
Total		
tem	2500,00	
Total quantity per item in m1/m2/kg	2	
Total que in m		
kage	1,00	
Contents per package in m ¹ /m ² /kg		
Content in r	A Kg	
per		
Type and number of packages	kg -pallet 625 2500 Kilogr	
Type	kg -	
	Lapinus® RB250, bag 25	
luct ensions	3250, 1	
Product and dimensions	us® RE	
	Lapin 25,0	

Date: 28-10-2022

Kgs

2575,000

2500,000 Kgs

TOTAL: