B/L No. 31081748 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 to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI 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, SHOLINGUR declared by the shipper but unknown by the carrier. GSTNO:33AAACB2533Q1ZP, PAN NO. AAACB2533Q 631102 TAMIL NADU, INDIA PHONE: +91 4172307768 In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. 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: Vessel name/voyage no. MSC IRENE/IS136B ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) NO 338 OLD NO 165 LOTUS COURT, III FLOOR Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO. 8438371 DELIVERY NO. 32612775 PO NUMBER 5700003358	8 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE 68061000 NET WEIGHT: 5000.00 KGS DELIVERY TERMS CIP CHENNAI		5150.000	9.975

TOTAL PACKAGES: 8, TOTAL GROSS WEIGHT: 5150,000 KGS, TOTAL CBM: 9,975 LOADED INTO CONTAINER(S): NUMBER MEDU876180-0 WITH SEALNR CTG1137125 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 18-09-2021	FPS Famous	Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/3		12	PAUL BRANDS
ICS B/L			ORIGINAL	B	
18 Sep	2021				290
Original Ship	pped on board			As Agent	

PAGE 1 OF 1

FAMOUS PACIFIC LINES

1. DEFINITIONS

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

"Merchart" includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person acking on behalf of any of the above mentioned persons.
"Goods" includes the cargo supplied by the Merchant and includes any Container not supplied by or on behalf of the Carrier.
"Container" includes any container, trailer, transportable tank, lift van, flat, pallet or any similar article of transport used to consolidate goods.
"Carriager" investres any container, trailer, transportable tank, lift van, flat, pallet or any similar article of transport arties of the Goods.
"Carriager" investres any container, trailer, transportable tank, lift van, flat, pallet or any similar article of transport arties of the Goods.
"Carriager" investres any strainer in the carrier of the Goods.
"Combined Transport artisses where the Carriage called for by this Bill of Lading is not a Port to Port Shipment." arises where the Place of Receipt and the Place of Delivery on the Carriage called for by the Place of Delivery on the trainer of the behalf of the carrier of the Carriage called for the Place of Delivery on the trainer of the Delivery place or sport within the area of the Dort on nominated.

of Delivery Indicated are ports and use to the float of Delivery of the International Convention for Spot while use of the port so nominated.

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

"Hague-Visty Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 27dr February 1969.

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

"COGWA" means the Garriage of Goods by Water Act 1936 of Canada.

"Charges" includes ringifit and all expenses and money obligations incurred and payable to the Magnetic Canada.

"Charges" incures treight and an expension of any action of the Hague Rules and Hague-Yashy Rules and Hague-Yashy Rules and Hague-Yashy Rules and Hague-Yashy Rules.

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

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

2. CARRIER'S TARIFF

CARRIER'S TARIF
The provisiones the Carrier's applicable Tariff, if any, areincorporated herein Cop
provisions are obtainable from the Carrier or his agenst upon request or, where applic
as government body with whom the Tariff has been filed. In the case of inconsistency
this Bill of Lading and the applicable Tariff, this Bill of Lading stall prevail.

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

A NEGOTIABILITY AND TITLE TO THE GOODS

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

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

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 the Carriage.
(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatscover, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or or sessel any liability whatscover in connection with the Goods or the Carriage; and if any daim or allegation should nevortheless be made to defend, indemnity and hold harmless the Carrier and vessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in entering into this contract the Carrier to the satent of these provisions, does so not only on his own behelf but also as agent or frustee for such persons and vessels shall to this extent be or trustee for such persons and vessels shall to this extent be or be deemed to be parties to this contract.
(3) The Merchant shall defend, indemnity and hold harmless the Carrier sagiest and such charact and the ment of the armier against any daim.

persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract.

(3) The Merchant shall defend, indemnify and hold termiless the Camer against any claim or liability (and my expense airsing therefron) arising from the Carriage of the Goods insofar as such claim or liability exceeds the Camer'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 Bill of Lading shall apply in any tion against the Carrier whether the action be found in Contract or in Tort.

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(3) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such reliase or the Hague-Nisby Rules compulsarily applicable (such as COGSA or COGWA) to this Bill of Lading and fithe provisions of the Hague Rules (such as COGSA or COGWA) to this Bill of Lading and fithe provisions of the Hague Rules (or OOSSA or COGWA) this Bill of Lading shall the provisions of the Hague Rules (or OOSSA or COGWA) to the Goods by Inland weterways and reference to carriage by sea in such Rules or legislation shall be deemed interpretate for eliminate was espectively and such rules or legislation shall be deemed to include reference to inland waterways at land to the extent that the provisions of the Harber Act of the United States of America 1838 would otherwise be compulsorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of the Goods during any period prior to beading on or after discharge from the vessel the Carrier's responsibility shall instead be determined by the provisions of 6(3) below, but so the complex of the Maries are found to be Invalid such responsibility shall be subject to COGSA.

(8) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all limitations of and exclusions from liability and all rights conferred or authorised by any applicable law, provisions or sections4281 to 4287, inclusive, of the Revised Statutes of the United States of America and amendments thereto and where applicable to, where applicable any provisions of the laws of the United States of America and amendments thereto and where ap

os are carried.
PORT TO PORT SHIPMENT

INCLUDE TO POINT SHIPMENT
The responsibility of the Carrier Is limited to their 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 during discharge from the vessel and the Carrier shall not be liable for any loss or during whether the respect to 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 Nerchart constitutes the Carrier seagent to enter Into contracts on behalf of the Merchart with others for transport, storage, larvelling 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 whatscover on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatscover including terms less favourable than the terms in this Bill of Lading.

(3) COMBINED TRANSPORT

(a) COMBINED TRANSPORT

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

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

The Centre's shall be entitled to rely upon all exclusions from Biblity under the Fulse 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 say, under the Hajue Fulses for COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law reservicions.

or damage occurred at sea or, if their witis file of Lading is subject to U.S. or Canadian law respectively. Where we have the Carrier is not liable in respect of some of the factors causing the loss or damage, he shall only be liable to the oxtent that those factors causing the loss or damage, he shall only be liable to the oxtent that those factors for which he is liable have contributed to the loss or damage. Subject to 8(4)(C) below, where the Hague Fulles or any legislation applying such Rules or the Hague-Vebry Pulses (such as OSGAS or COSWA) is not compulsorily applicable, the Carrier's liability shall not exceed US\$2.00 per life of the gross weight of the Goods lost, damaged or in respect of which the cialm arises or the value of such Goods, whichever is the lesser. The value of the Goods shall be determined according to the commodity exchange price at the place and time of 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 quality, at such place and time. Where the stage of Carriage where the loss or damage occurred can be veed:

proved:

(i) the lightlity 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,

Sould have applied if the Merchant had made a separate and direct contract with the Carrier in respond 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

ment which must be issued in order to make such international convention or national leav applicable; with respect to the transportation in the United States of America or in Canada, 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 infland carriers' contracts of carriers and surple and tariffs and any law compulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' collegitions under their contracts and tariffs; Where neither (i) or (i) above apply, any liability of the Carrier shall be determined by \$63(A) above.

GENERAL PROVISIONS

Delaw Consequentful cost

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

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

(B) Package or Shipping Unit Limietton
Where the Hague Rules or any logislation making such Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a declared value has been noted in accordance with (C) below, be or become lable for any loss or demage to or in connection with the Goods in an amount per package or shipping unit in excesses of the package or shipping unit in excesses of the package or shipping unit in excesses of the package or shipping unit in excesses and some stage of the package or shipping unit in excesses and some stage of the package or shipping unit or the first state or logistation. Such limitation amount is applicable undersuch Rules or legislation. The limitation shall be US\$500.

(C) Ad Velorem: Declared Velore 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's liability may be increased to a higher of this Bill of Lading in the space provided and, if required by the shipper upon delivery to the Carrier's liability in the space provided and, if required by 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.

value en y pursue to service or duringer state and the desired of such desired value.

(D) Definition of Peckage or Shipping Unit
Where a Container is used to consolidate Goods and such Container is stuffed by the
Carrier, the number of packages or shipping units stated on the face of this Bill of Labella
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 rational law relating to the carriage of Goods by sea. Except as afforesid
the Container shall be considered the package or shipping unit.
The words "shipping unit," shall mean each physical unit or piece of cargo not
shipped in a package, including articles or things of any description whatsoever, except
Goods shipped in bulk, and irrespective of the weight or measurement unit employed in
calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto
all the termination 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. shipped in bulk

in no event enast 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 freezipt of the Goods in Apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.

P) Notice of Loss or Demege

The Carrier shall be deemed prima facel to have delivered the Goods as described in this Bilt 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 losis representative at the place of delivery before or at the time of removal of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

(G) Time-har

The Carriershall be discharged of all liability unless suit is brought in the proper forum and written notice thereof mocked by the Carrier within twelve months after delivery of the Goods. Should have been delivered. In the overth that such time period prescribed by such convention or law shall then apply but in that circumstance only.

period prescribed by such convertion or law shall then apply but in that discursitance only.

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hersof are furnished by the Merchant and the Menchant warrants to the Carrier that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, condition, marks unincluding, but not limited to, of weight, content, measure, quantity, quality, condition, marks uninbers and value are correct.

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

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

(4) No Goods which are or may become dangerous, inflammable or damaging or which are or may become faible to damage any property or person whatsoever shall be tendered to the Carrier for Carriage which the Goods are to be transported and the Goods being distinctly marked on the outside is as to include the nature and requirements. If any such articles are delivered to the Carrier which as so is to include the nature and rehardor of any such articles are of any at anytime bedient year delivered to the Carrier without such written consent and marking or if in the polyhon of the Carrier the articles are or any latitude to become of a dangerous, inflammable ordamaging nature, the same may at anytime bedient year delivered or, or ordered harmless without compensation to the Merchant and without prejudice to the Carrier right to Charges and edivered to the Carrier or any person are along on his behalf or for which the Merch

8. CONTAINERS

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

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

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

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

(4) the Carrier at all not be failed for loss of or durange to the Goods.

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

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

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

(5) the Merchant shall defend, indemnify and hold harmless the Carriar painst any loss, damage, claim, liability or expense writastes or monde a Container, in the absence of a written request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or qualify.

9. TEMPERATURE CONTROLLED CARGO

9. TEMPERATURE CONTROLLED CARGO
(1) The Marchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filing in the box on the front of this Bill of Lading if this Bill of Lading in the base no repand by the Merchant or a person acting this bell of the in nature and particular temperature range to be maintained and in the case of

a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes hat 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

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

(2) The Carrier shall not be liable for any loss of or damage to the Goods arising from defects, derangement, breakdown, stoppage of the temperature controlling machinery, plant, insulation or any 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 obligate to open any Container or package at any time and to inspect the Goods.

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

11. MATTERS AFFECTING PERFORMANCE
(1) If any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind findluding the condition of the Goods), whenscever and howscever ariaing (whether or not the Carriage has sommenced the the Carriar may.
(A) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cesse;
(B) without prejudice to the Carriage right subsequently to abandon the Carriage under (A) above, continue the Carriage.

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

(2) The liability of the Carrier in respect of the Goods which comes the delay of the Carrier of the Goods which comes the delay of the Carrier of the Goods which comes the delay of the Carrier of the Goods which comes the delay of the Carrier of the Goods which comes the delay of the Carrier of the Goods which comes the delay of the Carrier of the Goods which comes the delay of the Carrier of the Goods which comes the delay of the Carrier of the Goods which comes the delay of the Carrier of the Goods which comes the delay of the Carrier of the Goods which comes the delay of the Carrier of the Goods which comes the delay of the Carrier of the Goods which comes the delay of the Carrier of the Goods which carrier of the Goods

circumstances.

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

12. METHODS AND ROUTE OF TRANSPORTATION

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchart use any means of transport or storage whetherer; losd or carry the Goods on any vessel whether remed on the front hereof or not; transfer the Goods from one conveyence to enother including transhipping or carrying the same on another vessel then that named on the front hereof or typy other means of transport whatebower; at any place unpack and remove Goods which have been stuffed in or on a Contrainer and forward the same in any manner whetsower; proceed at any special and by any route in his discretion (whether or not the nearest or most direct or outsionary or advertised routs) and proceed to or stay at any place whatsoever once or more often and in any order; load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front 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 porson or body acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without plains, to two or be towed or to be dy-docked, permit the vessels to carry livestock, Goods of all kinds, dangerous or otherwise, contrabend, explosives, munitions or warniles stores and stail armed of unarmed.

westicks, Sodios and said armed our unarmed.

(3) The liberties set out in (1) above may be invoked by the Carrier for any purpos whatsoever whether or not connected with the Carriege of the Goods. Anything done accordance with (1) above or any delay arising therefrom shall be deemed to be within 1 contractual Carriage and shall not be a deviction of whitsoever nature or degree.

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

19. DECK CARCO (AND LIVESTOCK)

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

(2) Goods (not being Goods stuffed in or on Containers other than open filts or pallets) which are stated on the front of this Bill of Lading to be carried on deck and which are so carried and interest on the carrier for loss or damage of whatsoever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchant shall part of the Merchant shall principle and provided the carrier of the state of the carrier of the sort of the special provided that the state of the state of the special provided that the state of the state of the special provided that provided the special provided that the special provided that the special provided that the special provided that the special pro

14. DELIVERY OF GOODS

14. DELIVERY OF GOODS
If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof is stuffed in or on a Container and to store the Goods or that part thereof shore, aftest, 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 cause.

15. BOTH-TO-BLAME COLLISION

If the vessel on which the Goods are carried (the carying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object of the one) of the one-oranying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemnity and hold harmless the Carrier against all claims by or labelity to (and any expense arising therefron) any vessel or person in respect of any loss of, or damage to, or any claim whatboower of the Merchant pald or payable to the Merchant by the non-carrying vessel or object and set-off, recoupled or recovered by such vessel, object or the non-carrying vessel or object and set-off, recoupled or recovered by such vessel, object or person(e) against the Carrier, the carrying vessel or her owners or charterers.

vessel or her owners or charterors.

18. GENERAL AVERAGE

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

(2) Notwithstanding (1) above, the Merchant shall defend, Indemnify and hold harmless the Carrier in respect of any claim (and any expense arising thereform) of a General Average anature 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 whatseever to collect security for General Average contributions due to the Merhant.

17. CHARGES

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

shall be paid and non-raturnable in any event.

(2) The Charges have been calculated on the basis of particulars furnished byor on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to Inspect, reweigh, remeasure and revalue the Goods and 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 satisfialing the correct particulars.

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

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

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

20. PARTIAL INVALIDITY

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

B/L No. 31081748 Shipper ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES INDUSTRIEWEG 15 6045 JG ROFRMOND 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 to procure performance of the combined transport and the delivery of the goods. 600 006 CHENNAI 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, SHOLINGUR declared by the shipper but unknown by the carrier. GSTNO:33AAACB2533Q1ZP, PAN NO. AAACB2533Q In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, 631102 TAMIL NADU, INDIA PHONE: +91 4172307768 exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. 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:
TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) Vessel name/voyage no. ROTTERDAM, NETHERLANDS MSC IRENE/IS136B NO 338 OLD NO 165 LOTUS COURT, III FLOOR Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO. 8438371 DELIVERY NO. 32612775 PO NUMBER 5700003358	8 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE 68061000 NET WEIGHT: 5000.00 KGS DELIVERY TERMS CIP CHENNAI		5150.000	9.975

TOTAL PACKAGES: 8, TOTAL GROSS WEIGHT: 5150,000 KGS, TOTAL CBM: 9,975 LOADED INTO CONTAINER(S): NUMBER MEDU876180-0 WITH SEALNR CTG1137125 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 18-09-2021	FPS Famous Pacific Shipping
Laden on board the vessel		No. of original(s) B/L 3/3	DRIGINAL	PAUL BRANDS
18 Sep	2021		JRIGINAL	KNAO
Original Ship	pped on board			As Agent

PAGE 1 OF 1

FAMOUS PACIFIC LINES

1. DEFINITIONS

1. DEFINITIONS

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

"Merchant" includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person baving a present or future interest in the Goods or this Bill of Lading, any person and a present or future interest in the Goods or this Bill on Lading, any person having a present or future interest in the Goods or any person setting on behalf of any of the above mentioned persons.

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

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

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

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

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

"Port to Port Shipment.

"Po

CARRIER'S TARIEF
 The provisions that Carrier's applicable Tariff, if any, are incorporated herein Copies of su 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 applicable Tariff, this Bill of Lading shall provail.

3. WARRANTY

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

4. NEGOTIABILITY AND TITLE TO THE GOODS

4. NEGOTABILITY AND TITLE TO THE GOODS.
(1) This Bill of Lading shall be non-negotiable unless made out "to order" in which event it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to receive no to transfer the Goods herein described.
(2) This Bill of Lading shall be prima facile evidence of the taking in charge by the Carrier of the Goods as herein described. However, proof to the contrary shall not be admissible when this Bill of Lading has been negotiated or transferred for valuable consideration to a third party acting in good faith.

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

(1) The Carrier shall be entitled to sub-contract on any certies are more or any certies the the Carriage.

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

berstatis and vesses are accurately an accurate to the parties to this contract.

(3) The Merchard shall defend, indemnify and hold harmless the Carrier against any claim or liability (and my 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 Bill of Lading shall apply in any tion against the Carrier whether the action be found in Centract or in Tort.

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(1) Subject to clause 15 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 logislation making such Rules or the Hague-Haby Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation making such Rules or the Hague-Haby Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading is subject to U.S. or Canadian law respectively) shall apply to the carriage of Godos by Inland wateroways and reference to carriage by sea in such Rules or logislation shall be deemed incorporated herein deference to carriage by sea in such Rules or logislation shall be deemed to include reference inclinate wateroways. If and to the extent that the provisions of the Harter Act of the United States of America 1833 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.

(3) 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 and exclusions from liability and all rights conferend or authorised by any applicable law, provisions or sections 4281 to 4287, inclusive, of the Revised Statutes of the United States of America and amendments thereto and where applicable to the generality of the foregoing son years, statute or regulation and association available to the Owner of the vesselife) on which the Goods are carried.

Goods are carried.

(2) PORTTO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage aven though Charges for the whole Carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, storage, handling or anyworter 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 any as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Ladino.

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

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

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

(I) The Carrier shall be entitled to rely upon all exclusions from liability under the Rules or Rejistation 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 Higgse Rules (or COGSA or COGSA) if this Bill of Lading is subject to U.S. or Carriadian

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

(Where under on a construction of the Common star respectively).

(Where under on a construction of the star respectively) are started to the construction of the factors causing the local containage, in shall only be liable to the start that those factors causing the local containage in shall only be liable to the start through sactors causing the local containage of the local containage of the started of the local containage of local contain

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

- rnational convention or national law of the country which provisions. cannot be departed from by private contract to the detriment of the Merchant,
- (a) cannot be departed from by private contract to the detriment of the Merchant, and
 (b) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had neceived as evidence thereof any particular document which must be issued in order to make such international convention or national law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the infland carriers' collega end bariffs and any law compulsorfly applicable. The Carrier guarantees the fulliment of such inland carriers' obligations under their contracts and tartiffs;
 Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by (93)(4) above.

by 6(3)(A) above. GENERAL PROVISIONS

(A) Delay, Consequential Loss
Sues as diservise provided herein, the Carrier shall in no circumstances be flable
for direct, indirect or consequential loss or damage caused by delay or any other cause
whatsoever and howsoever caused. Without prefudice to the foreigning, if the Carrier is
front flable for fleis, liability, shall be limited to the freight applicable to the relevant stage

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

(B) Package or Shipping Unit Limitation
Where the Hague Fulse or any legislation making such Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a cadeard value has been noted in accordance with (C) below, be or become liable for any loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit limitation as ladd down by such Rules or legislation. Such limitation amount is explicable undersuch Pulse are regislation, the limitation shall be US\$500.

(C) Ad Velorem: Declared Volue of Peckage 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 in the shipping unit of the value of the Goods for shipment, such higher value being inserted on the front of this Bill of Lading in the space provided and, if required by the Carrier, dark registrated, in the carrier of th

value.

(D) Definition of Package or Shipping Unit

Where a Container is used to consolidate Goods and such Container is stuffed by the

Where a Container's used to consolidate Goods and such Container is stuffed by the Carrior, the number of packages or shipping units stated on the face of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units for the purpose of any limit of liability per package or shipping units for the purpose of any limit of liability per package or shipping unit provided in any international convention or national law relating to the carriage of Goods by sas. Except as aforesaid the Container shall be considered the package or shipping unit or piece of cargo not shipped in a package, including articles or things of any description whatsoever, except Social shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight charges, as to Goods shipped in bulk, the limitation applicable thereto shall be the limitation provided in such convention or tay which may be applicable, and in no event shall anothing herein he constrained to be a weller of limitation as to Goods. in no event shall anything herein be construed to be a waiver of limitation as to Goods

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 receipt of the Goods an apparant good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.

(F) Notice of Loss or Demenge

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

(G) Time-bar

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

only.

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, of weight, contrain, measure, quantity, qualify, condition, marks numbers and value are correct.

(2) The Merchant shell comply with all applicable laws, regulations and requirements of customs, port and other authorities and shall hear days all duties, baxes, fines, imposts, expenses and losses incursed orarutifered by reason thereof or by reason of any lingal, incorrect or insufficient marking, numbering or addressing of the Goods.

(3) The Merchant undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Carrier Newson theory and an amount of the contraint of the contraints of the c

is otherwise responsible.

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

8, CONTAINERS

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

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

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

If the above requirements are not compiled with the Carrior shall not be liable for any loss

If the above requirements are into complete with the carbon shall be above the carbon of change to the Boods caused by such non-compliance.

(2) The Carbon shall not be liable for any loss of orderings to the Goods arising from sections, developenent, breakdown, stoppage of the temperature controlling machinery, plant, situation or any apparatus of the Container, provided that the Carbon shall before or at the armining of the Carbon shall before or at the armining of the Carbon shall before the container, provided that the Carbon shall before or at the armining of the Carbon shall before the container.

10. INSPECTION OF GOODS The Carrier or any person authorised by the Carrierahall be entitled, but under no obligation, 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 disextvertage of any kind including the condition of the Goodsl, whensoever and howsoover arising (whether or not the Carriage has commenced) the the Carrier may:
(A) without notice to the Merchart abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchart's disposal at any place which the Carrier and yolem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cases;
(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage.

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

incurstances.

(2) The liability of the Carrier in respect of the Goods shall lease on the delivery or start also 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 Morchant use any means of transport or storage whatsoever, load or cany, the Goods on any vessel whether named on the forch hereof or not, transfer the Goods from one conveyance to another including transploping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoewer, at any place unpack and remove Goods which have been striffed in or on a Contrainer and forward the same in any meaner whatsoewer, proceed at any speed and by any note in his discration (whether or not the nearest or most direct or customary or advertised notes) and proceed to or stay at any place whatsoewer once or more often and in any order; load or unfoad the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof at the Interded Port of Discharge); comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier for hight to give orders or directions; permit the vessel to carrolleration, and the conveyance and sail armed or unamed.

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

13. DECK CARGO (AND LINESTOCK)

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

13. DECK CARGO (AND LIVESTOCK)
(1) Goods of any description whether containerised or not may be stowed on or under deck without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (other than livestook) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or arb Hague-Vistoy 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 fills or pallets) which are stated on the front of this Bill of Lading to be carried on deck and which are so carried (and livestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchanthall defend, indemnity-and hold harmlessthe Carrierage insulation any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

14. DELIVERY OF GOODS

Indivery of GOODS if dollary of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is ontitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part hereof is studied in 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 consider the Goods or that part thereof shall consider the Goods or that part thereof shall consider the Goods or the Carrier in respect of the Goods or that part thereof shall coase.

15. BOTH-TO-BLAME COLLISION

15. BOTH-TO-BLAME COLLISION
If the vessel on which the Goods are carried (the carying vessel) comes into collision with any other vessel or object the non-carrying vessel or object or the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Menchant undertakes to defend, indemnity and hold harmless the Carrier against all obsime by or liability to (and any expense arising thereform) any vessel or person in responsible for the non-carrying vessel or object and set-off, reacupad or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or object and set-off, reacupad or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or charterers.

18. GENREAL AMEDIACE*

vessel or her owners or charlerers.

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1974 at any pisce at the option of the Carrier and the Amended Jason Clause as approved by BIMCO is to be considered as incorporated hemis and the Merchart shall provide such security as may be required by the Carrier in this connection.

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

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

17. CHARGES

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

19. LLEN
The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average corbinations to whomsoever due and for the costs of recovering the same and the Carrier shall have the right to sall 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 servent or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier so to waive or vary.

20. PARTIAL INVALIDITY

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 unenforceablify shall attach
only to such provision. The validity of the remaining provisions shall not be affected thereby
and this Bill of Lading contract shall be carried out as if such invalid or unenforceable provi-

B/L No. 31081748 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 to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI 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) BRAKES INDIA PVT. LTD. for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382, SHOLINGUR declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, GSTNO:33AAACB2533Q1ZP, PAN NO. AAACB2533Q 631102 TAMIL NADU, INDIA PHONE: +91 4172307768 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 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 otherwise stated above, one of which being accomplished the other (s) to be void. Pre- carriage by For delivery please apply to: Vessel name/voyage по. Port of loading MSC IRENE/IS136B ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) NO 338 OLD NO 165 LOTUS COURT , III FLOOR Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO. 8438371 DELIVERY NO. 32612775 PO NUMBER 5700003358	, ,	STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE 68061000 NET WEIGHT: 5000.00 KGS DELIVERY TERMS CIP CHENNAI		5150.000	9.975

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 18-09-2021	FPS Famous	Pacific Shipping
				- 0	PAUL BRANDS
Laden on board th	ne vessel	No. of original(s) B/L 3/3	7.00 (10.00) (10.00)	1	
ICS B/L			ORIGINAL	The state of the s	
			JINGINAL	1/2	MI
18 Sep	2021				10 An
				As Agent	
Original Shi	pped on board			FAMOUS PA	CIFIC LINES

DEFINITIONS

1. DEFINITIONS
"Carrier" results 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 are for future interest in the Goods or any person acting on behalf of any of the above mentioned persons. of this Bill of Lading, any person owning or entitled to the possession of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person acting on relative the care of the Control of the Goods or this Bill or Goods or this Bill of Lading the Control of the Control of the Control of the Control of Control of the Control

able by the Merchant.

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

"Person" includes an individual Hague-Visby 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 affive Garrier sapplicable I artiff, if any, are incorporated herein Copies of such provisions are obtainable from the Carrier or it is agenst upon request or, where applicable, from a government body with whom the Tariff has been filled. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading that 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.

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

I statist or inspirate and a statist character to the order of the control and the control statistic statistics can be controlled.

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

5. CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS

5. CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRILER AND OTHER PERSONS. (1) The Carrier shall be oritized to sub-contract on any terms the whole or any part of the Carriage. (2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatsoower, other than the Carrier, including, but not limited to, the Carrier's severants or agents, any independent contractor and his sevarants or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or vessel any liability whatsoever in connection with the Goods or the Carriege; and if any claim or allegation should nevertheless be made to defend, indemnify and hold harmless the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in emering into this contract the Carrier, to the extent of these provisions, does so not only on his own behalf but also as agent of insteller for such persons and vessels all has overside and such persons and vessels shall to this extent be or be deemed to be parties to this contract.

persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract.

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

6.

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

CARRIER'S RESPONSIBILITY

(3) Subject to clause 13 below, this Bill of Lading insofer as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Pulses or any legislation making such Rules or the Hague-Natsy Pulses compulsorily applicable such as COSA's or COSWA's this Bill of Lading and the provisions of the Hague Pulses for applicable legislation shall be deemed incorporated herein. The Hague Pulses for COSA's or COSWA' if this Bill of Lading is subject to U.S. or canadian lave 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 to include reference t

also any tww. starties or regulation available to the part of the Carriage from and during loading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage aven though Charges for the whole Carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to enter into cortracts on behalf of the Merchant 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 ornission whatsoever on the part of the Carrier or others and the Carrier any as such agent enter into contracts with others on any terms whatsoever including terms less favourable than

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

(5) COMBINED TRANSPORT Save as in otherwise provided in this Bill of Lading, the Carrier shall be liable for loss of or damage to the Goods accurring from the time that the Goods are taken into his charge until the time of delivery to the setter set out below: (A) Where the stage of Carriage where the loss or damager occurred cannot be proved: (T) The Carrier shall be entitled to rely upon all exclusions from failability under the Rules or legislation that would have been applied under (f) ((A) above had the loss or damage occurred at sea or, if their was no carriage by sea, under the Hague Pulse for COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively.

Pulles for COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively.
Where under (i) but, the Cerrier is not liable in respect of some of the factors causing the less or damage, he shall only be liable to the extent that those factors for which he is liable have contributed to the loss or damage. Subject to 64(f) below, where the Haipus Pulles or any legislation applying such Pulles or the Haipus-Pulles yeall not accessed USS2.00 per fall of the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of text Goods, whichever is the lesser.
The value of the Goods shall be determined according to the commodity exchange price at the place and time of delivery to the Merchant or at the place and time when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quality, at such place and time.

Where the stage of Carriage where the loss or damage occurred can be vect:

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

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

and would have applied if the Merchart had made a separate and direct 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 to
the Port of Losding or from the Port of Discharge, the responsibility of the Carrier
shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carriage and tariffs and any
law computerfly applicable. The Carrier guarantees the fulfilment of such inland
carriers' beliancing under the constructs are further.

carrier's follogations under their contracts and buriffs;

Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by 6(3)(A) above.

GENERAL PROVISIONS

(4) GENERAL PROVISIONS (A) Delay, Dosequential Losa 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 howeover caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability at his le initial of the hight applicable to the relevant stage

of the transport.

(B) Package or Shipping Unit Limietion
Where the Hague Rules or any legislation making such Rules compulsorily applice
(such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unles
cleared value has been noted in accordance with (C) below, bor obscores liable for
loss or damage to or in connection with the Goods in an amount per package or ship
unit in excess of the package or shipping unit limitation as laid down by such Rule
legislation. Such limitation amount according to COGSA is US\$500 and according
COGWA is Can \$500. If no firmitation amount is applicable undersuch Rules or legislat
the limitation shall be US\$50.

COSWA IS Can SOUL in to immation amount is suppressed in the initiation shall be US\$500.

(C) Ad Valoren: Doctored Value of Package or Shipping Unit. The Carrier's lability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier of the Goods for shipment, such higher value being insented on the front of this Bill of Lading in the segre provided and, if required by the Carrier, extra finight cold, 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 lability. If any, shall not account the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

and any parties loss or deurgies strain be autosed pro rate on the basis of south 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 Lacilla
in the box provided shall be deemed the number of packages or shipping units for the
purpose of any limit of leability per package or shipping unit provided in any international
convention or national law relating to the carriage of Goods by sea. Except as aforeseld
the Container shall be considered the package or shipping unit.
The words "shipping unit" shall mean each physical unit or piece of cargo not
shipped in a package, including articles or trings of any description whatsoever, except
Goods shipped in bulk, and insepective or the weight or measurement unit employed in
calculating height charges. As to Goods shipped in bulk, the limitation appricable thereto
shall be the limitation provided in such convention or faw which may be applicable, and
in no event shall arrything herein be construed to be a walver of limitation as to Goods
shipped in bulk. oed in bulk

(E) Rust, etc.
It 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 mospit of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.

(F) Notice of Loss or Demage
The Carrier shall be desembed prima facie to have delivered the Goods as described in this Bill of Lading unless notice of loss of, or damage to, the Goods, indicating the general nature of such loss or damage, shall have been given in writing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods into the custost of the peace of cellivery before or at the time of removal of the Goods into the custost of the peace of relivery before or at the time of removal of the Goods into the custos or of amage is not apparent, within three consecutive days thereafter.

[3] Time-bar

rue cas or carrage is not apparent, within three consecutive days thereafor.

[G] Time-Jean

The Carriershall be discharged of all islability 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 stable be found contrary to any convertine or tay compulsarily applications are presented by such convention or law shall then apply but in that circumstance only.

only.

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, of weight, content, measure, quarity, quality, condition, marks numbers and value are correct.

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

(3) The Merchant undertakes that the Goods are packed in a manner adoquate 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.

(3) No Goods which are or may become deragerous, 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 cotiside so as to indicate the nature and character of any such articles and so as to complywith all applicable laws, regulations and requirements. If any such articles and so as to complywith all applicable laws, regulations and requirements. If any such articles 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, requisitions and requirements. If 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 are laided to become of a dangerous, inflammable ordinaringing nature, the same may at anytime bedestroyed disposed of, abandoned, or recidend farmires without compensation to the Merchart and without perjudice to the Carrier's night to Charges.

(5) The Merchart shall be listed for the loss, damage, contamination, soiling, deteration or demurrage before, during and after the Carriege of proparty (inducting, but not limited to, Containers) of the Carrier or any person or vessel (other than the Merchart) merce to in 5(2) also caused by the Merchart or any person or vessel (other than the Merchart) merce to in 5(2) also otherwise responsible.

is otherwise responsible.

(ii) The Merchant shall defend, Indemnify and hold hamless 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

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

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

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

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

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

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

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

caused by the unsuitability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this pargraph (fil) shall only apply if the unsuitability or delective condition arcse (a) without any want of use diligence on the part of the Carrier (b) would tave been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container has stuffed;

If the Container is not sealed at the commencement of the Carrier exist.

(v) If the Container is not sealed at the commencement of the Carriege except where the Carrier has agreed to seal the Container.
(B) the Merchant shall defend, Indominity and hold harmless the Carrier against arry loss, charage, claim, liability or expense whatsoover a string from one or more of the matters covered by (A) above except for (A)(0)(a) above.
(4) Where the Carrier is Instructed to provide a Container, in the absence of a written less to the contrary, the Carrier is not under an obligation to provide a Container cf any

carticular type or quality.

TEMPERATURE CONTROLLED CARGO
 The Mericant undertakes not to tender for transportation any Goods which require temperature control whitburp reviously giving written notice (and filling in the box on the front of this Bill of Lading in this bear prepared by the Mericant or a person acting on this bearing of this 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 Gords have been properly stuffed in the Container and that the themostatic 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 fiable for any loss of or damage to the Goods caused by such non-compliance.

(2) The Carrier shall not be flable for any loss of or damage to the Goods arising from defects, derangement, breakfown, etcppage of the temperature controlling machinery, plant, insulation or any apparatus or the Container for the Container, provided that the Carrier shall before or at the beginning of the Carriage seeclse due diligence to maintain the refrigerated Container in an efficient etain.

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 Campage is or is likely to be affected by any hindrance, risk, delay, difficulty or disentwartage of any kind fincluding the condition of the Goodsl, whenevew and howevever arising (whether on the Carrier) has commenced the the Carrier may.
(A) without notice to the Marchant abandon the Carriage of the Goods and where neasonably possible place the Goods or any part of them at the Marchant's disposal at any place which the Carrier may deem self and convenient, whereupon the responsibility of the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage.
In any event the Carrier shall be entitled to full Charges on Goods received for Carriage and the Merchant's shall per yany any additional costs resulting from the above mentioned circumstances.

circumstances.

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

21. 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 whatsbower; load or carry the Goods on any vessels whether nemed on the front hereof or not, transler the Goods into more 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 whatsboewer, at rany 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 route in his discretion (whether or not the nearest or most direct or customary or advantised route) and proceed to or stay at any place whatsoever once or more often and in any order; load or unload the Goods from any conveyance at any place (whether or not the places 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 purporting to act as or on behalf of such government or authority or having under the terms of the instruance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without pilots, to tow or be towed or to be dry-docked; permit the vessel to proceed with or without pilots, and sail all mode, dangerous or otherwise, contraband, explosives, munitions or warfile stores and sail armed or unermed.

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

12. METHODS AND HOUTE OF TRANSPORTATION

The Confer mail at any time and without notice to the Merchant use any means of the confer mail at any time and without notice to the Merchant use any means of the confer mail at the confer manual on the confer manual

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

13. DECK CARGO (AND LIVESTOCK)

(1) Goods of any description whether containerised or not may be stowed on or under dack without notice to the Merchant and such stowage shall not be a deviation of Whatsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (other than livestock) shall be deemed to be within the delinition of Goods for the purposes of the Hague Pulles or any Hegilation making such Rules or the Hague-Visby Rules compulsionly applicable (auch as COSSA or COSWA) to this Bill of Lading.

COSWA) to this Bill of Lading.

Of 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 investock, whether or not carried on deck) are carried without responsibility the part of the Carrier for loss or dimarge of whatsoever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whetsoever. The Merchant shall defend, indemnity-and hold harmlessthe Carrier againstallard any actra cost incurred for any reason whatsoever in connection with carriage of fivestock.

14, DELIVERY OF GOODS

If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof the Carrier is all the Carrier fall be entitled without notice to remove from a Container the Goods or that part thereof if stuffed in or on a Container and to store the Goods or that part thereof if stuffed in or on a Container and to store the Goods or that part thereof salvore, afford, in the open or under cover at the sole risk and expense of the Morthart, Such dorsge shall in the open or under cover at the so constitute due delivery hereunder, a Goods or that part thereof shall cea inder, and thereupon the liability of the Carrier in respect of

15. BOTH-TO-BLAME COLLISION

15. BOTH-TO-BLAME COLLISION
If the vessel on which the Goods are carried (the carying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object of the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, Indemnity and hold harmless the Carrier against all claims by or liability to fand any expense arising therefrom any vessel or person in vespect 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 or the owner of, charterer of or person responsible for the non-carrying vessel or object and set-off, reacupad or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or the owners or charterers.

18. GENERAL MERCACE*

vessel or har owners or charterers.

18. GENERAL AVERAGE

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

(2) Notwithstanding (1) above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any expense arising thereform) of a General Average anture which may be made on the Carrier and hall provide such socurity 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 socurity for General Average contributions due to the Merhant.

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.

The company of the Goods by the Carrier and shall be paid and non-returnable in any event.

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 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 setablishing the correct particulars.

[3] All Charges shall be paid without any set-off, counter-claim, deduction or stay of

Baseumon.

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

19. VARIATION OF THE CONTRACT

No savent or agent of the Carrier shall have power to wake or vary any of the terms hereof unless such waker 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 waker or vary.

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

B/L No. 31081748 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 to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI 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) Weight, measures, marks, numbers, quality, contents, descriptions and value as BRAKES INDIA PVT. LTD. declared by the shipper but unknown by the carrier. IEC NUMBER 0488001382, SHOLINGUR GSTNO:33AAACB2533Q1ZP, PAN NO. AAACB2533Q 631102 TAMIL NADU, INDIA PHONE: +91 4172307768 In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. 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: Vessel name/voyage no. Port of loading ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) MSC IRENE/IS136B NO 338 OLD NO 165 LOTUS COURT, III FLOOR Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO. 8438371 DELIVERY NO. 32612775 PO NUMBER 5700003358	8 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE 68061000 NET WEIGHT: 5000.00 KGS DELIVERY TERMS CIP CHENNAI		5150.000	9.975

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 18-09-2021	FPS Famous Pacific Shipping	
Laden on board the vessel ICS B/L		No. of original(s) B/L 3/3			
				As Agent	
Copy Shippe	ed on board	FAMOUS PACIFIC LINES			

B/L No. 31081748 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 to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI 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. Weight, measures, marks, numbers, quality, contents, descriptions and value as BRAKES INDIA PVT. LTD. declared by the shipper but unknown by the carrier. IEC NUMBER 0488001382, SHOLINGUR GSTNO:33AAACB2533Q1ZP, PAN NO. AAACB2533Q 631102 TAMIL NADU, INDIA PHONE: +91 4172307768 In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This 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. For delivery please apply to: Port of loading Vessel name/vovage no. ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) MSC IRENE/IS136B NO 338 OLD NO 165 LOTUS COURT, III FLOOR Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO. 8438371 DELIVERY NO. 32612775 PO NUMBER 5700003358	8 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE 68061000 NET WEIGHT: 5000.00 KGS DELIVERY TERMS CIP CHENNAI		5150.000	9.975

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 18-09-2021	FPS Famous Pacific Shipping	
Laden on board the vessel		No. of original(s) B/L 3/3			
				As Agent	
Copy Shipped on board				FAMOUS PACIFIC LINES	

B/L No. 31081748 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 to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI 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, SHOLINGUR declared by the shipper but unknown by the carrier. GSTNO:33AAACB2533Q1ZP, PAN NO. AAACB2533Q 631102 TAMIL NADU, INDIA PHONE: +91 4172307768 In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. 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: Vessel name/voyage no. Port of loading ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) MSC IRENE/IS136B NO 338 OLD NO 165 LOTUS COURT, III FLOOR Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO. 8438371 DELIVERY NO. 32612775 PO NUMBER 5700003358	3438371 8 PALLET(S) STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE 68061000			5150.000	9.975

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 18-09-2021	FPS Famous Pacific Shipping
Laden on board th	le vessel	No. of original(s) B/L 3/3		
				As Agent
Copy Shipped on board				FAMOUS PACIFIC LINES





For attn of

Date 06-09-2021

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 8438371

Product: Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty: 5.000 kg

Batch no. Batch Qty: 45171247 - 5.000 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

: 2-8-2021

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

1.

Prod. Date: 30-7-2021

Product

: Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

2. Testresults

Batch no.	Fibre length	Results ((micron) Max.	Limits (Min.	micron) Max.
45171247		113,00	125,00	100	150

Batch no.	Shotcontent	Results Min.	(%wt) Max.	Limits (%wt) Max.
45171247	Shot > 125 μm	0,46	0,78	1.0

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

Site

Telephone number

Contact

Fax number

Roermond

+31 475 353354

Customer Service

+31 475 353677

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LF007/F03 / June 1994



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

Sholingur GST: 33AAACB2533Q1ZP **631102 TAMIL NADU**

INDIA

ORIGINAL

Invoice no. / date:

163750714 / 06.09.2021

Page 1 / 1

Order no. / date:

8438371 / 11.08.2021

Your reference:

5700003358

Contactperson:

Sonja van der Haar

ROCKWOOL B.V. P.O. Box 4160 6040 KD Roermond The Netherlands

Part of the ROCKWOOL Group

INVOICE

Ordered by: 15577

Brakes India Pvt. Ltd.

IEC Number 0488001382

PAN NO. AAACB2533Q

631102 TAMIL NADU

INDIA

biimports@brakesindia.co.in

Sholingur GST: 33AAACB2533Q1ZP

Price Amoun Quantity Material Number Item 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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

29508

5.000,00 5.000,00 1.976,10 1.000 KG KG KG

Stat. No.: 68061000

Delivery No/Date: 32612775 / 09.09.2021

Container Number: BCP11 Country of origin: NL

Freight Cost

1.071.00

Amount excl. VAT

Output Tax

0.00 %

10.951,50 0.00

9.880,50

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

EUR

10.951.50

Delivery date: Terms of delivery: Payment term:

09.09.2021 -CIP Chennai Port 60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

15 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

The general terms and conditions of ROCKWOOL BV, as filed with the Chamber of Commerce The Netherlands, are applicable to all our offers and agreements ar 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.



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Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

Invoice no. / date:

163750714 / 06.09.2021

Page 1 / 1

Order no. / date:

8438371 / 11.08.2021

5700003358

Your reference: Contactperson:

Sonja van der Haar

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

Part of the ROCKWOOL Group

Number Quantity Price Amount Material Item 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

29508

5.000.00

KG

5.000,00 KG

1.976,10

9.880,50 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 32612775 / 09.09.2021

Container Number: BCP11 Country of origin: NL

Freight Cost

1.071,00

Amount excl. VAT

Output Tax

0.00 %

10.951,50

0,00

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

EUR

10.951,50

Delivery date: Terms of delivery: Payment term:

09.09.2021 CIP Chennai Port 60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

ORIGINAL

Invoice no. / date:

163750714 / 06.09.2021

Page 1 / 1

Order no. / date:

8438371 / 11.08.2021

Your reference: Contactperson: 5700003358

Sonja van der Haar

ROCKWOOL B.V.
P.O. Box 4160
6040 KD Roermond
The Netherlands.

Part of the ROCKWOOL Group

INVOICE

Ordered by: 15577

Brakes India Pvt. Ltd.

IEC Number 0488001382

PAN NO. AAACB2533Q

631102 TAMIL NADU

INDIA

biimports@brakesindia.co.in

Sholingur GST: 33AAACB2533Q1ZP

Item Material Number Quantity Price Amount Material description Unit Unit Unit

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

5.000,00

KG

5.000.00

KG

1.976,10 1.000 KG

9.880,50

Stat. No.: 68061000

Delivery No/Date: 32612775 / 09.09.2021

Container Number: BCP11 Country of origin: NL

Freight Cost

1.071,00

Amount excl. VAT

Output Tax

0,00 %

10.951,50

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

EUR

10.951,50

Delivery date: Terms of delivery: Payment term: 09.09.2021 -CIP Chennai Port 60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

15 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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Invoice address: 15577

Part of the ROCKWOOL Group

INVOICE

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INDIA

631102 TAMIL NADU

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

631102 TAMIL NADU

INDIA

Invoice no. / date:

163750714 / 06.09.2021

COPY

8438371 / 11.08.2021

Order no. / date: Your reference:

5700003358

Contactperson:

Sonja van der Haar

Page 1 / 1

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

ltem	Material	Number	Quantity	Price	Amoun
	Material description	Unit	Unit	Unit	
	Country of origin: The Netherlands				

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

5.000,00

KG

5.000,00

KG

1.976,10 1.000 KG

9.880.50

Stat. No.: 68061000

Delivery No/Date: 32612775 / 09.09.2021

Container Number: BCP11 Country of origin: NL

Freight Cost

Amount excl. VAT **Output Tax**

0.00 %

1.071,00

10.951,50 0.00

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

EUR

10.951,50

Delivery date: Terms of delivery: Payment term:

09.09.2021 -CIP Chennai Port 60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Invoice no. / date:

163750714 / 06.09.2021

COPY

8438371 / 11.08.2021

Order no. / date:

5700003358

Your reference: Contactperson:

Sonja van der Haar

Part of the ROCKWOOL Group

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Page 1 / 1

ROCKWOOL B.V.
P.O. Box 4160
6040 KD Roermond
The Netherlands

Item	Material	Number	Quantity	Price	Amoun
	Material description	Unit	Unit	Unit	
	Country of origin: The Netherlands				

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

5.000,00 5.000,00 1.976,10 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 32612775 / 09.09.2021

Container Number: BCP11 Country of origin: NL

Freight Cost 1.071,00

Amount excl. VAT 10.951,50
Output Tax 0,00 % 0,00

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

EUR

10.951,50

9.880,50

Delivery date: Terms of delivery: Payment term: 09.09.2021 -CIP Chennai Port 60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

COPY

COL

Invoice no. / date:

163750714 / 06.09.2021

Page 1 / 1

Order no. / date:

8438371 / 11.08.2021

5700003358

Your reference: Contactperson:

Sonja van der Haar

ROCKWOOL B.V.
P.O. Box 4160
6040 KD Roermond
The Netherlands.

Part of the ROCKWOOL Group

INVOICE

Ordered by: 15577

Brakes India Pvt. Ltd.

IEC Number 0488001382

PAN NO. AAACB2533Q

631102 TAMIL NADU

INDIA

biimports@brakesindia.co.in

Sholingur GST: 33AAACB2533Q1ZP

Item Material Number Quantity Price Amounted Material description Unit Unit Unit

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

5.000,00

KG

5.000,00 KG 1.976,10 1.000 KG 9.880,50

Stat. No.: 68061000

Delivery No/Date: 32612775 / 09.09.2021

Container Number: BCP11 Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

0,00 %

10.951,50

1.071,00

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

EUR

10.951.50

Delivery date: Terms of delivery: Payment term: 09.09.2021 -CIP Chennai Port 60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

15 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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Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

Our ordernr : 8438371

Delivery nr : 32612775

Your ordernr: 5700003358

Container nr :

Shipment nr.: 0006433963

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu

For Brakes India Pvt. Ltd. IEC Number 0488001382

India

A Lapinus

DETAILED PACKING LIST

	1300,00	
ns in m kage	1000,000	
Dimensions in m per package		
Ω	1210,00	
ight	5150,000	
Total gross weight per item kgs	515(
Total pe		
#	5000,000	
Total net weight per item kgs	500	
Total		
em	5000,00	
tity per if	50	
Total quantity per item in m ¹ /m ² /kg		
cage	1,00	
Contents per package in m1/m2/kg		
Contents in m	bn.	
le le	625 lg GS	
Type and number of packages	kg -pallet 625 200 BAGS	
Type a of pa	kg -pa	
	25	
ict isíons	RB250, bag	
Product and dimensions	3® RB2	
, a	Lapinus® 25,0	
	LH (V	-1

Date: 02-09-2021

Kgs

5150,000

5000,000 Kgs

TOTAL:

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 8438371

Delivery nr : 32612775

Your ordernr: 5700003358

Container nr :

Shipment nr.: 0006433963

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India



DETAILED PACKING LIST

	1300,00	
Dimensions in m per package	1000,00	
Dimensio per par		
	1210,00	
ight	5150,000	
Total gross weight per item kgs	515	
Tota		
ght s	5000,000	
Total net weight per item kgs	50(
Tota		
item	5000,000	
Total quantity per item in m1/m2/kg	5(
Total que in m'		
cage	1,00	
Contents per package in m ¹ /m ² /kg		
Content in m	g	
er		
Type and number of packages	kg -pallet 625 200 BAGS	
Type of p	d- py	
	Lapinus [®] RB250, bag 25 25,0	
uct	250, k	
Product and dimensions	IS® RB	
	Lapinu 25,0	

Date: 02-09-2021

Kgs

5150,000

5000,000 Kgs

TOTAL:

Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

Our ordernr : 8438371

Delivery nr : 32612775

Your ordernr: 5700003358

For: Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

IEC Number 0488001382

A Lapinus

DETAILED PACKING LIST

		1 8
		1300,00
	Dimensions in m per package	1000,00
	Dime	1210,00
	Total gross weight per item kgs	5150,000
CRIGINAL	Total net weight per item kgs	5000,000
	Total quantity per item in m ¹ /m ² /kg	5000,000
	Contents per package in m1/m2/kg	1,00
963 Container nr.:	Type and number of packages	bag 25 kg -pallet 625 kg 0, 200 BAGS
Shipment nr.: 0006433963	Product and dimensions	Lapinus® RB250, bag 2525,0 0,

Date: 02-09-2021

Kgs

5150,000

5000,000 Kgs

TOTAL:

Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

Our ordernr : 8438371

Delivery nr : 32612775

Container nr:

Shipment nr.: 0006433963

Your ordernr: 5700003358

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India



DETAILED PACKING LIST

			3			
Product and dimensions	Type and number of packages	Contents per package in m¹/m²/kg	Total quantity per item in m ¹ / m ² / kg	Fotal net weight per item kgs	Total gross weight per item kgs	Dimensions in m per package
apinus® RB250, bag 25 25,0 0,	kg -pallet 625 200 BAGS	1,00	2000,000	5000,000	5150,000	1210,00 1000,00 1300,00
			TOTAL:	5000,000 Kgs	5150,000 Kgs	

Date: 02-09-2021

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

Our ordernr : 8438371

Delivery nr : 32612775

Your ordernr: 5700003358

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



DETAILED PACKING LIST

COPY

Shipment nr.: 0006433963

Container nr:

	1300, 00
Dimensions in m per package	1000,00
Dimer	1210,00
Total gross weight per item kgs	5150,000
Total net weight per item kgs	5000,000
Total quantity per item in m ¹ / m ² / kg	5000,000
Contents per package in m¹/m²/kg	1,00
Type and number of packages	kg -pallet 625 200 BAGS
Product and dimensions	Lapinus® RB250, bag 2525,0

Date: 02-09-2021

Kgs

5150,000

5000,000 Kgs

TOTAL:

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 8438371

Delivery nr : 32612775

Your ordernr: 5700003358

Container nr:

Shipment nr.: 0006433963

For Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382 631102 Tamil Nadu

COPY

India



DETAILED PACKING LIST

	7.50		
Dimensions in m per package	0 1000,00 1300,00		
۵	1210,00		
Total gross weight per item kgs	5150,000		
Total net weight per item kgs	2000,000		
Total quantity per item in m ¹ / kg	5000,000		
Contents per package in m ¹ /m ² /kg	1,00		
Type and number of packages	kg -pallet 625 200 BAGS		
Product and dimensions	Lapinus® RB250, bag 25 kg -pallet 625 25,0 0,1 200 BAGS		

Date: 02-09-2021

Kgs

5150,000

5000,000 Kgs

TOTAL: