Shipper **		B/L No. 31113111		
ROCKWOOL B.V LAPINUS INDUSTRIEWEG 15		FAMOUS PACIFIC LINES		
6045 JG ROERMOND THE NETHERLANDS		OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325		
Consignee (if 'to order' is indicated) STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 TAMIL NADU 600 006 CHENNAI INDIA Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. IEC NUMBER 0488001382 SHOLINGUR GSTNO:33AAACB2533Q1ZP, PAN NO. AAACB2533Q 631102 TAMIL NADU INDIA, PHONE: +91 4172307768 FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS		RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility		
		for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations exceptions and conditions whether written, printed, stamped or otherwise incorporate 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.		
		For delivery please apply to: FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) 5TH FLOOR, LEELAVATHY BUILDING,		
		NO. 69, ARMENIAN STREET, 600 001 CHENNAI INDIA Tel:91-44-4345-6464 Email: IMP.CHN@FBLINDIA.IN		

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8624721 DELIVERY NO.: 32814554 PO NO.: 5700003358	3 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 75 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1875.00 KGS DELIVERY TERMS: CIP CHENNAI		1931.250	4.680

Original

Shipped on board

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 13-12-2021	FPS Famous	Pacific Shipping PAUL BRANDS
Laden on board the vessel ICS B/L		No. of original(s) B/L 3/3	DRIGINAL	B	PAOL BIGARDS
13 Dec	2021				120
				As Agent	

PAGE 1 OF 1

FAMOUS PACIFIC LINES

I. 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 this Bill of Lading, any person owning or artification to possession of the Goods or this Bill of Lading, any person having a present or future interest in the Goods or any person having a present or future interest in the Goods or any person acting in barlaif 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, paller or any similar article of transport used to consolidate goods.

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

"Combined Timisport" arises 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 indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Placeipt indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Receipt or the Place of Delivery in the front hereof specify any place or spot within the see of the place of some of the ports and the Place of the Carrier in the Interest of the place of some of the ports on oministed.

of Receipt or the Place of Derivery on the horizons appears as the port so nominated.

"Hague Rules" means the provisions of the International Convention for Uniffication of sertain Rules relating to Bills of Lading signed at Brussels on 25th August 1924,
"Hague-Kyby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1989,
"COGSA" means the Carriage of Goods by Sea Act of the United States of America Prussels on 23rd February 1989,

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

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

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

"Shipiono Init!" Includes trainful unit and the term "unit" as used in the Hague Rules

sble by the Merchant.

"Shipping Unit" includes treight unit and the term "unit" as used in the Hague Rules and Hague Vistoy Putes.

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

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

2. CARRIER'S TARIFF 2. CARRIENTS IARRIFT The provisionsofthe Carrier's applicable fariff, if any, are incorporated herein Copiesof such provisions are obtainable from the Carrier or his agenst upon request or, where applicable, from a government body with whom the Tariff has been filed, In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall 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.

4. NEGOTIABILITY AND TITLE TO THE GOODS

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

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

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

(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatsoever, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carrieriage, 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 Carrieriag and if any claim or allegation should nevertheless be made to defend, indemnity and hold harmless the Carrier against all corresquences themed. Without preduction 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 its benefit and in entering into this contract the Carrier, to the extent of herein so this contract.

(3) The Merchant shall defend, indemnity and hold harmless the Carrier against any objects of tability and any apposes arising thereform) 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 intention is distility provided for in this Bill of Lading afhall apply in any action against the Carrier whether the action be found in Cantract or in Tort.

AL.

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(2) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Nsby Rules compulsorily spplicable (such as COSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules (or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COSA or COGWA) this Bill of Lading is subject to U.S. or Canadian law respectively) seal in such Rules or deglation shall be deemed to include referencent on carriage by seal in such Rules or deglation shall be deemed to include referencent inland waterways. 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 and instead be determined by the provisions of 163) below, but if such provisions are found to be invalid such responsibility shall be subject to COSA. (B) The Carrier's responsibility and latticed to ded 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 fights confered or authorised by any applicable any provisions or sections4281 to 4287, inclusive, of the Revised Statutes of the United States of America) and without prejudice to the generality of the foregoing also any law, statute or regulation or available to the Owner of the vessel(a) on which the Goods are carried.

(2) PORT TO PORT SHIPMENT

The responsibility of the Carrier's 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 CARRIER'S RESPONSIBILITY
(1) CLAUSE PARAMOUNT

(2) PORT TO PORT SHIPMENT
The responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoewer in respect of the Goods or for any other matter arising during any other part of the Carriage even though Charges for the whole Carriage have been charged by the Carrier. The Merchart constitutes the Carrier as agent to enter into contracts no helatif of the Merchart with others for transport, storage, handling or anyother services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

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

 (3) COMBINED TRANSPORT.

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

 (A) Where the stage of Carriage where the loss or damager occurred cannot be proved in The Carrier shall be entitled to rely upon all excusions from flability under the Relace or legislation that would have been applied under 8(1)(A) above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Hague Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law reproveded.

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

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

 (ii) Subject to 6(4) below, where the Hague Rules or any legislation applying such Rules or the HCp ballow, where the Hague-Walse (such as COGSA or COGWA) is not compulsorily applicable, the Carrier's liability shall not exceed US\$2.00 per kills of the grous weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser.

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

 (B) Where the stage of Carriage where the loss or dramage occurred can be proved:
- vec: the liability of the Carrier shall be determined by the provisions contained in any

- emational convention or national law of the country which provisions, cannot be departed from by private contract to the detriment of the Merchant and would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss of damage occurred and had received as evidence thereof any particular docuent which must be issued in order to make such international convention or
- ment which must be issued in order to make such International convertion or rational 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 Dischange, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carriers and any law computerity applicable. The Carrier guarantees the fulfilment of such inland carriers' collegions under their contracts and tarriers; where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by #EVAI above.

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

Delay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be
direct, indirect or consequential loss or damage caused by delay or any other
stacever and howscever caused. Without prejudice to the foregoing, if the Ca
and liable for delay, liability shall be limited to the freight applicable to the relevant

Package or Shipping Unit Limietion

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

courres a un SSU. If no Irritation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500. (C) Ad Valorem: Declared Value of Package or Shipping Unit The Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier of the Goods the shipment, such higher value being inserted on the front of this Bill a Lading in the space provided and, if inequired by the Carrier, exter freight paid. In such case, if the actual value of the Goods shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's Isability, if arry, 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.

(D) Definition of Package or Shipping Unit

Where a Container's used to consolidate Goods and such Container's staffed by the

Where a Container's used to consolidate Goods and such Container's staffed by the

Carrier, the number of packages or shipping units stated on the face of this Bill of Lading

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

purpose of any limit of liability per package or shipping unit provided in any international

convention or national law relating to the carriage of Goods by sea. Except as aloreseld

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 bulk, and trespective of the weight or measurement unit employed in

calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto

shall be the limitation provided in such convention or law which may be applicable, and

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

shipped in bulk.

shall be the littlework.

In no event shall anything herein be consurued to a hipped in bulk.

(E) Rust, etc.

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

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

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

(G) Time-bare

(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 cleivery of the Goods of the doods of the doods of the the dood should have been delivered. In the event that such time period shall be found contrary to any convention or law compulsorily applicable, the period prescribed by such convention or law shall then apply but in that circumstance only.

- MERCHANT'S RESPONSIBILITY

 The description and particulars of the Goods setout on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, condition, marks numbers and value are correct.
- 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, finas, imposts, expenses and losses incurred orsulfered by reason thereof orby reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

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

 (4) No Goods which are or may become dangerous, inflammable or damaging or which are or may become liable to damage any property or person whatsoever shall be tendered to the Carrier for Carriage without the Carrier's express consent in writing and without the Container or other covering in which the Goods ser to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles are do not express the comply with all spicitable lews, regulations and requirements, if any such articles are do not expressed to the Carrier which out such written consent and marking or if in the opinion of the Carrier the same may at anytime bedestroyed disposed of, abandoned, or randered harmless without compensation to the Merchart and without prejudice to the Carrier's right to Charges.

 (5) The Merchart shall be liable for the loss, damage, contamination, solling, detention or demurrage before, during and after the Carriage of property (including, but not finited to, Containers) of the Carrier or any person or vessel (other than the Merchant) referred to in 5(2) as to the Webs responsible.
- vise responsible.
 The Merchant shall defend, Indemnify and hold harmless the Carrier against any mage, claim, liability or expense whatsoever arising from any breach of the provisions lause 7 or from any cause in connection with the Goods for which the Carrier is not

8. CONTAINERS

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

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

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

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

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

 (7) caused by the unsuitability or the Goods for carriage in Containers;

 (8) 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 paragraph (8) shall only apply if the unsuitability or defective condition arose (a) without any warn of due diligence on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

 (6) if the Container was stuffed; (iv)
- if the Container is not sealed at the commencement of the Carriage except where
- (iv) if the Container is not sealed at the commencement of the Camage except where the Carrier has agreed to seal the Container.
 (B) the Morchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (A) above except for (A)(iii)(a) above.
 (4) Where the Carrier is instructed to provide a Container, in the absence of a written request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or quality.

TEMPERATURE CONTROLLED CARGO

(1) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filing in the box on the front of this Bill of Lading if this Bill of Lading it 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

in the Container and that its thermostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier.

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

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

10. INSPECTION OF GOODS

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

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

1. MATTERS AFFECTING PERFORMANCE

(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disedvantage of any kind (including the condition of the Goods), wherscever and howscever arising (whether or not the Carriage has accommenced the the Carriar may:

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

(B) without prejudice to the Carriare right subsequently to abandon the Carriage under (A) above, continue the Carriage.

(A) above, continue the Carriage.
In any ovent the Carriage half be entitled to full Charges on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned.

age and the merchant shall pay any additional costs resulting from the above mentioned (curristances. (2) The liability of the Carrier in respect of the Goods shall cease on the delivery or ther disposition of the Goods in accordance with the orders or recommendations given by by government or authority or any person acting or purporting to act as or on behalf of such overnment or authority.

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

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever, load or carry the Goods on any vessel whether named on the front hereof or not; transfer the Goods from one conveyance to another including transshipping or carrying the same on another vessel than that nemed on the front hereof or hot; bransport whatsoever, at any place unpack and remove Goods which have been stuffed in or on a Contrainer and forward the same in any manner whistoever, proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whetoever, proceed whether or not the place is a port named on the front hereof at any place whetoever, proceed whether or not the place is a port named on the forth terror as the intended 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 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 the right to give orders or directions; permit the vessel to proceed with or without places, to two or he towed or to be dry-docked; permit the vessel to proceed with or without places, and sail armed or unamed.

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

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 Avariage and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which are stated on the front of this Bill of Lading, to be carried on 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 unseavorthiness or regisjones or any other cause whatsoever. The Merchart shall defend, indemnifyrand hold harmlessthe Carrieragainstall and any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

any extra cost incurred for any reason whatsoever in connection with carriage of

14. DELIVERY OF GOODS

14. DELIVERY OF GODDS

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 thereoff shaffled in or on a Container and to store the Goods or that part thereoff ashors, affoct, 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.

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 the non-carrying vessel or object to the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therefrom) any vessel or person in respect of any loss of, or demage to, or any claim whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object and set-off, recoupled or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

18. GENERAL AVERAGE

- 18. GENERAL AVERAGE
 (1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Pulles of 1974 at any place at the option of the Carrier and the Amended Jason Causes as approved by BIMCO is to be considered as incorporated hardin 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 harriless the Carrier in respect of any claim (and any expense arising thereform) of a Genoral Average nature which may be made on the Carrier in the Corrier in this connection.
- hattis which may be induced in a carrier and shall provide sour security as by the Carrier in this connection.

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

17. CHARGES

- 17. CHARGES
 (1) Charges shall be deamed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.
 (2) The Charges have been calculated on the basis of particulars furnished byor on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reweigh, remeasure and revalue the Goods and if the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier in restatiolation the correct auticulars. Carrier in establishing the correct particulars.

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

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

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

20. PARTIAL INVALIDITY

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

3111	
FAMOUS PACIFIC LINES	
OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325	
RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in the B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations exceptions and conditions whether written, printed, stamped or otherwise incorporate 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	
ease apply to: DGE LOGISTICS PRIVATE LIMITED (CHENNAI) LEELAVATHY BUILDING,	
:NIAN STREET, INAI INDIA 5-6464 Email: IMP.CHN@FBLINDIA.IN	

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8624721 DELIVERY NO.: 32814554 PO NO.: 5700003358		STC: ROCKWOOL MINERAL FIBRE 75 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1875.00 KGS DELIVERY TERMS: CIP CHENNAI		1931.250	4.680

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 13-12-2021	FPS Famous	Pacific Shipping
Laden on board the vessel ICS B/L		No. of original(s) B/L 3/3	ORIGINAL	B	PAUL BRANDS
13 Dec	2021				2 An
Original Ship	pped on board	'		As Agent	

FAMOUS PACIFIC LINES

I. DEFINITIONS

"Granfe" 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 owing or entitled to the possession of the Goods or this Bill of Lading, any person having a present or bruttle interest in the Goods or any person acting on behalf of any of the above mentioned persons.

"Goods' followings the actions are activated."

on userur or any or 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.

supplied by or on behalf of the Carrier.

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

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

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

a Port to Port Shipment* arises where the Place of Receipt and the Place of Delivery are not indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery indicated are ports and the Bill of Lading does not in the nomination of the Place of Receipt or the Place of Delivery on the front hereof specify any place or spot within the

of Receipt or the Place of Delivery on the fluid interest appears, area of the port so nominated.

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

"Hague-Ksby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1968.

"COGSA" means the Carriage of Goods by Sea Act of the United States of America

"COGSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936.
"COGWA" means the Carriage of Goods by Water Act 1836 of Canada.
"Chargest" includes freight and all expenses and money obligations incurred and psyable by the Merchant.
"Shipping Unit" includes freight unit and the term "unit" as used in the Hague Rules and Hague-Rules Water Rules and Hague-Rules Rules.

"Shipping Unit" includes freight unit and the term unit as \$\infty\$ and Hagus-Visby Rules,

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

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

2. CARRIER'S TARIFF

RRIER'S IAMIE' a provision softhe Carrier's applicable fariff, if any, a reincorporated herein Copies of such Interpressionation to carrier supplication farm, in ally, are not operate one rear Corpessional provisions are obtainable from the Carrier or his agenst upon request or, where applicable, from a government body with whom the Tarriff has been filled. In the case of inconsistency between this Bill of Lading and the applicable Tarriff, this Bill of Lading shall prevail.

3. WARMANI Y
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 intenset in the Goods.

NEGOTIABILITY AND TITLE TO THE GOODS
(1) This Bill of Lading shall be con-received. ss made out "to order" in which event Lading shall be non-negotiable unless made out "to order" in which event ble and shall constitute title to the Goods and the holder shall be entitled to

it shall be negotiable and shall constitute title to the Goods and the holder shall be entried to receive or to transfer the Goods herein described.

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

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

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

(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatsoever, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriange, 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 Carriers 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 froegoing every such person and vessels shall have the benefit of all provisions herein benefiting the Carrier as it such provisions were expressly for his benefit and in entering into this contract the Carrier, to the 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 provisions and vessels and such provisions and vessels and a such provisions.

(3) The Merchant shall detend, indemnify and hold harmless the Carrier against any claim or liability (and any experse arising thereform) arising from the Carriage of the Goods insofter as such claim or liability accessed the Carrier's liability under this Bill or Lading.

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

6. CARRIERERS ESEONSIBILITY

CARRIER'S RESPONSIBILITY

CARRIER'S RESPONSIBILITY

(1) CLAUSE PRANAMOUNT

(A) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COSSA or COSWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COSSA or COSWA if this Bill of Lading is subject to U.S. or Canadian law respectively) shall apply to the carriage of Goods by Infand waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include referencestorishand waterways. If and to the extent that the provisions of the Harter Act of the United States of America 1853 would otherwise be compulsorily applicable to regulate the Carriers esponsibility used in vessel the

If and to the extent that the provisions of the Harter Act of the United States of America and the world otherwise be compulsorily applicable to regulate the Carrier's responsibility for the Goods during any period prior to loading on or after decharge from the vessel the Carrier's responsibility shall instead be determined by the provisions of 6(3) below, but such provisions are found to be invalid such responsibility shall be subject to COGSA.

(B) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate operative or limit such entitlement; the full benefit of, and rights to, all limitations of and exclusions from liability and all rights content or authorised by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any provisions or sections4281 to 4287, inclusive, ofthe Revised Statutes ofthe United States of America and amendments thereto and where applicable any provisions of the laws of the United States of America) and without prejudice to the generality of the foregoing also any laws, statute or regulation available to the Owner of the vessel(s) on which the Goods are carried.

2) PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during leading onto the vessel of the Carrier shall

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

(3) COMBINED TRANSPORT
Save as is otherwise provided in this Bill of Lading, the Carrier shall be liable for books.

(3) COMBINED TRANSPORT

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

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

(5) The Carrier shall be entitled to rely upon all exclusions from liability under the Rules or legislation that would have been applied under 8(1)(A) above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Hague Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian taw responsibleship.

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

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

Subject to 6(4)(C) bolow, where the Hague Rules or any legislation applying such Rules or the Hague-Visby Rules (such as COGSA or COGWA) is not compulsorily applicable, the Carrier's liability shall not exceed US\$2.00 per kill of the gross weight of the Goods last, damaged or in respect of which the daim arises or the value of such Goods, whichever is the lesser.

The value of the Goods last, damb leader mined excerding to the commodity.

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 Carriago where the loss or damage occurred can be welt:

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

ernational convention or national law of the country which provisions.

cannot be departed from by private contract to the detriment of the Mer

and would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular docu-ment which must be issued in order to make such international convention or

ment which must be issued in order to make such international convention or national law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation ability to subject to the inland carriers' contracts of carrierge and tariffs and any law compulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' obligations under their contracts and tariffs; Where nother (i) or (ii) above apply, any liability of the Carrier shall be deturninded

GENERAL PROVISIONS

(4) Generative roundings (A) Delay, Consequential Loss Save as otherwise provided herein, the Camier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever and howsoever caused. Without projudice to the foregoing, if the Camier is clound falshe for delay, liability shall be finited to the fright pagicable to the relevant stage

s or Shipping Unit Limistion

(a) Package or Shipping Unit Limitetion
Where the Hague Rules or any legislation making such Rules compulsorily applicable
(such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a
declared value has been noted in accordance with (p. blev), be or become liable for any
toss or damage to or in connection with the Goods in an amount per package or shipping
unit in excess of the package or shipping unit limitation as laid down by such Rules or
legislation. Such limitation amount according to COGSA to US\$500 and according to
COGWA is Can \$500. If no limitation amount is applicable undersuch Rules or legislation,
the limitation shall be US\$500.
(C) Ad Valorem: Declared Value of Package or Shipping Unit
The Carrier's liability may be increased to a higher value by a declaration in writing

the limitation shall be US\$500.

(C) Ad Velorem: Declared Value of Package or Shipping Unit
The Carrier's fability may be increased to a higher value by a declaration in writin
of the value of the Goods by the shipper upon delivery to the Carrier of the Goods stipment, such higher value being inserted on the front of this Bill of Lading in the spaprovided and, if required by the Carrier, extra freight paid, in such case, if the actual value
of the Goods shall exceed such declared value, the value shall nevertheless be deemed
be the declared value and the Carrier's liability, if any, shall not exceed the declared val
and any partial loss or damage shall be adjusted pro rata on the basis of such declar
value. by a declaration in writing

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 Lating
in the box provided shall be deemed the number of packages or shipping units for the
purpose of any limit of liability per package or shipping unit provided in any international
convention or national law relating to the carriage of Goods by sea. Except as adforesed
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

e limitation provided in such convention or law which may be applicable, t shall anything herein be construed to be a waiver of limitation as to Go

shipped in bulk.

[E] Rust, stee.

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

[7] Notice of Loss or Damage

The Carrier shall be deemed prima facte 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 bis propresentative 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.

The Carriers hall be discopered of all liability unless still is broader in the competitude.

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

7. MERCHANT'S RESPONSIBILITY
(1) The description and particulars of the Goods setout on the face hereof 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

including, but not limited to, of weight, content, measure, quantity, quality, condition, mans numbers and value are correct.

(2) The Merchant shall comply with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred orsulfered by resson thereof or by resson 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 diagnorus, inflatemable or damaging or which are or may become liable to damage any property or person whatsower shall be tendered to the Carrier for Carriage whithout the Camfer's express consent in writing and without the Conteiner or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations and requirements, it any such articles and so as to comply with all applicable laws, regulations and requirements, it any such articles are delivered to the Carrier the articles are orare liable to become of a dangerous, inflammable ordamaging rature, the same may at anytime bedestroyed disposed of, abandoned, or madred the opinion of the same may at anytime bedestroyed disposed of, abandoned, or madred sharmless without compensation to the Merchant shall be liable for the loss, damage, contemination, solling, detention or denurage before, during and after the Carriage of property (including, but not limited to,

(5) The Merchant shell be liable for the loss, damage, contamination, solling, detention or denurrage before, during and after the Carriage of property fincturing, but not limited to, Containers) of the Carrier or any person or vessel (other than the Merchant) referred to in 5(2) above caused by the Merchant or any person acting on his behalf or for which the Merchant is otherwise responsible.
(6) The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 7 or from any cause in connection with the Goods for which the Carrier is not responsible.

8. CONTAINERS

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

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

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

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

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

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

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

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

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

(9) and the state of the Container has been supplied by or on behalf of the Carrier; this paragraph (fil) shall only apply if the unsultability of defective condition arcses (a) without any want of due diligence on the part of the Carrier of (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

(9) if the Container is not sealed at the commencement of the Carriers except when the Carrier has agreed to seal the Container.

(8) the Merchant shall defend, Indemnify and hold harmless the Carrier against any loss, damage, claim, liability or express whatsoever arising from one or more of the matters covered by (4) above except for (4)(file) above.

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

TEMPERATURE CONTROLLED CARGO

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

temperature controlled Container stuffed by or on behalf of the Merchant further unde at the Container has been property pre-cooled, that the Goods have been properly si the Container and that its thermostatic controls have been properly set by the Me afore receipt of the Goods by the Carrier. in the Contain

nts are not complied with the Carrier shall not be liable for any loss

It 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 rehigerated Container in an efficient state.

10. INSPECTION OF GOODS

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

11. MATTERS AFFECTING PERFORMANCE

11. MATTERS AFFECTING PERFORMANCE
(1) If at any time the Carriage is or is filedly to be affected by any hindrance, risk, delay, difficulty or disadvantage of any bind (including the condition of the Goods), wherescever and howscever arising (whether or not the Carriage has commenced) the the Carrier may. (A) without notice to the Merchant absence 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 doesn arise and convenient, whereupon the responsibility of the Carrier in respect of auch Goods shall cease;
(B) without prejudice to the Carrier's first subsequently to abandon the Carriage under (A) above, continue the Carriage.

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

circumstances.

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

12. METHODS AND ROUTE OF TRANSPORTATION

2. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of brasport or storage whatbeover load or cany the Goods on any vessel whether named on the front hereof or not; transfer the Goods from one conveyance to another including transchipping or carrying the same on another vessel than that ramed on the front hereof or by any other means of transport whatsoever; at any place unpack and remove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever, proceed at any spead and by any notice in his discretion (whether or not the nearest or most direct or austomary or advertised routs) and proceed to or stay at any place whatsoever once or more often and it any order, load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof as the intended Port of Loading or intended Port of Dischargel, comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of what proceed with or without pilots, to tow or be towed or to be dry-docked; parnit the vessel to purceed with or without pilots, to tow or be towed or to be dry-docked; pernit the vessel to carry livestock, Goods of all kinds, dangerous or otherwise, contrablend, explosives, munitions or wardies stores and sail armed or unarmed.

(2) The liberties set out in (1) above may be involved 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

13. DECK CARGO (AND LINESTOCK)
(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 whatsboewer nature or degree Subject to (2) below, such Goods whether carried on dock or under dock shall participate in General Awarage and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COGNA) or COGNA or the Hague-Visby Rules compulsorily applicable (such as COGNA) are

making such Rules or the Hague-Visby Rules compulsorily applicable (such as COSSA or COGWA) to this Bill of Lading.

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

14. DELIVERY OF GOODS

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

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 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 Merchart undetables to defend, indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therefron) any vessel or person in respect of any loss of, or damage to, or any claim whatsoover of the Merchart paid or payable to the Merchart by the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object and set-off, recoupled or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1974 at any place at the option of the Center and the Amended Jason Clause as approved by BIMC bit to be considered as incorporated herein and the Merchart shall provide such security as may be required by the Carrier in this connection.
(2) Northitstanding (1) above, the Merchant shall defend, indemity and hold harmless the Carrier in espect of any claim (and any expense arising therefront) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.
(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merhant.

17. CHARGES

17. CHARGES

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

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

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

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

19. VARIATION OF THE CONTRACT
No servant or agent of the Carrier shall have power to waive or vary any of the terms bereof 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 between the carrier who has the actual authority of the Carrier.

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

Shipper '	B/L No. 31113111
ROCKWOOL B.V LAPINUS INDUSTRIEWEG 15	FAMOUS PACIFIC LINES
6045 JG ROERMOND THE NETHERLANDS	OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325
Consignee (if 'to order' is indicated) STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 TAMIL NADU 600 006 CHENNAI INDIA	RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility
Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. IEC NUMBER 0488001382 SHOLINGUR GSTNO:33AAACB2533Q1ZP, PAN NO. AAACB2533Q631102 TAMIL NADU INDIA, PHONE: +91 4172307768 FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS	for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations,
Pre- carriage by Place of Receive	otherwise stated above, one of which being accomplished the other (s) to be void.
Vessel name/voyage no. MSC ROSA M/IS147B Port of loading ROTTERDAM, NETHE	For delivery please apply to: FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) 5TH FLOOR, LEELAVATHY BUILDING,
Port of discharge CHENNAI, INDIA Place of delivery	NO. 69, ARMENIAN STREET, 600 001 CHENNAI INDIA Tel:91-44-4345-6464 Email: IMP.CHN@FBLINDIA.IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8624721 DELIVERY NO.: 32814554 PO NO.: 5700003358		STC: ROCKWOOL MINERAL FIBRE 75 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1875.00 KGS DELIVERY TERMS: CIP CHENNAI		1931.250	4.680

Prepaid	Collect	Payable at	Place and date of issue			
FREIGHT PREPAID		ORIGIN	ROTTERDAM 13-12-2021	FPS Famous	Pacific Shipping	
Laden on board th	ne vessel	No. of original(s) B/L 3/3 ORIGINAL		4		PAUL BRANDS
13 Dec	2021				1900	
Original Ship	oped on board	•		As Agent		

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 owning or entitled to the possession of the Goods or this Bill of Lading, any person having a present or luture interest in the Goods or any person acting on behalf of any of the above mentioned persons. 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, pallel or any
similar article of transport used to consolidate goods,
"Carriage" means the whole of the operations and services undertaken or performed by
or on behalf of the Carrier in respect of the Goods,
"Combined Transport" arises where the Carriage called for by this Bill of Lading is not
a Port to Port Shipment.
"Port to Port Shipment."

a Port to Port Shipment.

Port to Port Shipment, arises where the Catalage Zealout on your state of Delivery are not indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery indicated are ports and the Bill of Lading does not in the nomination of the Place of Delivery indicated are ports and the Bill of Lading does not in the nomination of the Place of Delivery on the front hereof specify any place or spot within the area of the port so nominated.

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

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

Sussels on 25th February 1988.

COGSA* means the Carriage of Goods by Sea Act of the United States of America ancoved on 18th Aorit 1934.

approved on IteM pril 1938.

"COGWA" means the Carinage of Goods by Sea Act or the United States of America approved on IteM pril 1938.

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

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

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

"Person" includes an individual, a partnership, a body corporate or other entity, "Stuffied" includes filled, consolidated, packed, loaded or secured.

CARRIER'S TARIFF

2. CARRILEN'S IARIFF
The provisions of the Carrier's applicable Tariff, if any, are incorporated herein Copies of such provisions are obtainable from the Carrier or his agenest 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 prevail.

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

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

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

(2) The Merchant undertakes that no cleim 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 Carrieryage, 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 comnection with the Goods or the Carriery and if any claim or allegation should nevertheless be made to defend, indemnity and hold harmless the Carrier against all consequences thereof. Without predictle 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 entering into this contract the Carrier is the extent of these provisions, does so not only on his own behalf but also as agent or instead for such persons and vessels and all 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 exceeds the Carrier's fability under this Bill of Lading.

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

CARRIER'S RESPONSIBILITY (1) CLAUSE PARAMOUNT

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(3) Subject to clause 13 balow, 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 Hegue Rules or any legislation making such Rules or the Hegue Rules or any legislation making such Rules or the Hegue. Wasty Platies compulsorily applicable (such as COSSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or COSSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively) shall paply to the carriage of Goods by Iriand waterways and reference to carriage by see in such Rules or legislation shall be deemed to include referenceto inland waterways and if and to the vester that the provisions of the Hartar Act of the United States of America 1939 would otherwise be compulsorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of 6(3) below, but if such provisions are tound to be invalid such responsibility shall instead be distermined by the provisions and 6(3) below, but if such provisions are tound to be invalid such responsibility shall instead be distermined by the provisions of 6(3) below, but if such provision for the Institute of any and in the Bill of Lading shall operate to deprive or limit such entitlement; the full benefit of, and rights conference or authorised by any applicable law, exclusions from liability and all rights conference or authorised by any applicable law. deprive or limit such entitlement; the full benefit of, and rights to, all irritations of and exclusions from liability and all rights conferred or authorised by any applicable law, statute or regulation of any country (including, but not limited to, where applicable ary provisions or sections 4281 to 4287, inclusive, of the Revised Statutes of the United States of America and amendments thereto and where applicable any provisions of the laws of the United States of America) and without prejudics to the generality of the foregoing also any law, statute or regulation available to the Owner of the vessel(s) on which the Goods are carried.

ods are carried. PORT TO PORT SHIPMENT

(2) PORT TO PORT SHIPMENT
The responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vessel up to and during discharge from the vessel and the Carrier shall not be false for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage seven 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, I tradiling or anyther services in respect of the Goods prior to leading and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Ladino.

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

- (a) COMBINED THANSPORT

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

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

 (B) The Carrier shall be entitled to rely upon all exclusions from liability under the place or damage occurred at sea or, if there was no carriage by eas, under the Hague Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian Isw remortishe).
- Fulses (or COSSA or COSYMA it this Bill of Lading is subject to U.S. or Canadian law respectively).

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

 Subject to 6(4)(C) below, where the Hague Rules or any legislation applying such Rules or the Hague-Visty Rules (such as COSSA or COSYW) is not compulsorily applicable, the Carrier's liability shall not exceed US\$2.00 per kills of the grass
- applicable, the Carmér's liabifity shall not acceed US\$2.00 per killo of the gross weight of the Goods lost, damaged of in respect of which the claim arises or the value of such Goods, whichever is the lesser.

 (iv) 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 qualkip, at such place and time.

 (E) Where the stage of Carriage where the loss or damage occurred can be proved:
- vec. the liability of the Carrier shall be determined by the provisions contained in any

- mational convention or national law of the country which provisions. cannot be departed from by private contract to the detriment of the Merchant,
- would have applied if the Merchant had made a separate and direct contract would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular docu-ment which must be issued in order to make such interestional convention or
- rational 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' contracts of carriage and tariffs and any law compulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' collagions under their contracts and tariffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by 6/19/14 above.

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

(4) GENERAL PROVISIONS (A) Delay, Consequential Loss Save as otherwise provided herein, the Carrier shall in no circumstances be liable Save as otherwise provided herein, the Carrier shall in no circumstances be liable whatsoever and howscever caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the transcent.

writisoever and indepting shall be limited to the freight applicable to the relevant stage of the bransport.

[8] Package or Shipping Unit Limitetion. Where the Height Applicable to the relevant stage of the bransport.

[8] Package or Shipping Unit Limitetion. Where the Height Rules complisorily applicable (such as COSSA or COSWA) to this Bill of Lading apply, the Carrier shall not, unless a declared value has been noted in accordance with (C) below, be or bocome listele for any loss or damage at or or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit limitation as laid down by such Rules or legislation. Such limitation amount according to COGSA is US\$500 and according to COGMA is Carr\$500. If no limitation amount aid to COGSA is US\$500 and according to COGMA is a constituted to the Complex of the Comp

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

Where a Container is used to consolidate Goods and such Container is sutried by the Carrier, the number of packages or shipping units stated on the face of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units for the purpose of any limit of lability 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 things of any description whatsoever, except Goods shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto shall be the limitation provided in such convention or law which may be applicable, and in no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

Stripped in Com.

[Fig. Rust, etc.]

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

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

(F) Notice of Loss or Demogra

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

(3) Time-har

(G) Time-bar
The Carriershall be discharged of all liability unless sult is brought in the proper forum and written notice thereof received by the Carrier within twelve months after delivery of the Goods reflect 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.

(1) MERCHANT'S RESPONSIBILITY
(1) The description and particulars of the Goods setout on the face hereof 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 d value are correct.

unimbers and value are correct.

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

(3) The Merchant undertakes that the Goods are packed in a manner adequate to withestand the ordinary risks of Carriage having regard to their nature and in compliance with all laws, regulations and requirements which may be applications and requirements who may be applications and requirements who may be application with a company of the promotion of the pro

(4) No Goods which are or may become dangerous, inflarmable or damaging or which are or may become liable to damage any property or person whatsoever shall be tendered to the Carrier for Carriage without the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations and requirements. It any such articles are delivered to the Carrier's inhort such written consent and marking or if in the opinion of the Carrier the articles are or are liable to become of a dangerous, inflammable ordamaging nature, the same may at anytime bedestroyed disposed of, abandoned, or endered harmless without compensation to the Merchant and without prejudice to the Carrier's right to Charges.

compensation to the Merchant and without prejudice to the Carrier's right to Charges.

(3) The Merchant shall be liable for the loss, damage, contamination, soilling, detention or demurrage before, during and after the Carriage of property (including, but not limited to, Containers) of the Carrier or any pesson or vessel (other than the Merchant) referred to in 5(2) above caused by the Merchant or any person acting on his behalf or for which the Merchant is otherwise responsible.

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

8. CONTAINERS

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

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

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

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

(acused by the unsuitability of the Goods for carriage in Containers;

(i) 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 paragraph (iii) shall only apply if the unsuitability or defective condition areas (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

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

(iii) the Merchant shall defend, indemnify and hold harmless the Carriage axcept where the Carrier has agreed to seal the Container.

(iii) the Merchant shall defend, indemnify and hold harmless the Carriage axcept where the Carrier has agreed to seal the Container.

(iii) the Merchant shall defend, indemnify and hold harmless the Carriage axcept where the Carrier is not study above.

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

TEMPERATURE CONTROLLED CARGO

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

temperature controlled Container stuffed by or on behalf of the Merchant further undertakes tat the Container has been properly pre-cooled, that the Goods have been properly stuffed the Container and that its themostatic controls have been properly set by the Merchant effore receipt of the Goods by the Carrier. If the above requirements are not compiled with the Carrier shall not be liable for any loss

of or

If the above requirements are not complied with the Carrier shall not be liable for any loss 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 scts, derangement, breakdown, stoppage of the temperature controlling machinery, plant, aliation or any apparatus of the Container, provided that the Carrier shall before or at the inning of the Carriage exercise due diligence to maintain the refrigerated Container in an interestate.

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.

11. MATTERS AFFECTING PERFORMANCE

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

(A) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and converient, whereupon the responsibility of the Carrier in respect of south Goods shall case;

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

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

(2) The Blability of the Carrier in the Carrier of the

unstances.

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

12. METHODS AND ROLITE OF TRANSPORTATION

12. METHODS AND ROUTE OF TRANSPORTATION
(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever, load or carry the Goods on any vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another including transphilipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever, at any place unpack and remove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever, proceed at any speed and by any route in his discortion (whether or not the nearest or most direct or customany or adventised route) and proceed to or stay at any place whatsoever once or more officer, lead or unlosed 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 Discheracier commits with any orders or encommentations glusch by an extranspect of the place is an extranspect of control of Discheracier commits with any orders or encommentations glusch by any orders or encommentations an (whether or not the place is a port named on the front heteof as the intended Port of Loading or intended Port of Discharge; comply with any orders or recommendations given by any government or authority or any 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 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 carry livestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or warfiles stones and sail armed or unarmed.

(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 theraform shall be deemed to be within the contractual Carriage and shall not be a deviation of whatsoever nature or degree.

13. DECK CARGO (AND LIVESTOCK)

13. DECK CARGO (AND LIVESTOCK) (1) Goods of any description whether containerised or not may be stowed on or under 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 then livestock) shall be deemed to be within the definition of Goods for the purposes of the Heque Fulles or any legislation making such Rules or the Hague-Visby Rules computsorily applicable (such as COGSA or COGNA) to this pill of 1 serine.

making such Rules or the Hague-Visby Rules computantly applicable (such as COSAA or COSWA) to this Bill of Lading.

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

14. DELIVERY OF GOODS

14. DELIVERY OF GOODS If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when end 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 Cartainer the Goods or that part thereoff it suffel in or on a Container and to store the Goods or that part thereoff sahors, afloat, in the open or under cover at the sole risk and expense of the Merchant. Such storage shall constitute due delivery hreaunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

15. BOTH-TO-BLAME COLLISION
If the vessel or which the Goods are carried (the carring vessel) comes into collision with any other vessel or object the non-carrying vessel or object as a result of the negligence of the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undentakes to defend, indemnify and hold harmless the Carrier against all claims by or liability to feat only expense arising threntfrom) any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object or the owner of, charterer of or parson responsible for the non-carrying vessel or object and set-off, rescouped or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Carrier may doclare General Average which shall be adjustable according to the York/Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by BMCO is to be considered as incorporated herein and the Merchant shall growlde such security as may be required by the Carrier in this connection.
(2) Notwithstanding (1) above, the Mendrant shall defend, Indemnify and hold harmless the Carrier in respect of any claim (and any expense erising therefrom) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.
(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merhant.

17. CHARGES

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

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

18. LIEN

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

19. VARIATION OF THE CONTRACT No servant or agent of the Carrier shall have power to 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

20. PARTIAL INVALIDITY

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

riippoi		B/L No. 31113111	
ROCKWOOL B.V LAPINUS INDUSTRIEWEG 15		FAMOUS PACIFIC LINES	
6045 JG ROERMOND THE NETHERLANDS		OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325	
Consignee (if 'to order' is indicated) STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 TAMIL NADU 600 006 CHENNAI INDIA		RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order.	
Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. IEC NUMBER 0488001382 SHOLINGUR GSTNO:33AAACB2533Q1ZP, PAN NO. AAACB2533Q 631102 TAMIL NADU INDIA, PHONE: +91 4172307768 FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS			
Pre- carriage by	Place of Receive	IN WHITNESS where of the number of original Bs/L have been signed, if not otherwise stated above, one of which being accomplished the other (s) to be void.	
MSC ROSA M/IS147B Port of discharge CHENNAL INDIA		For delivery please apply to: FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) 5TH FLOOR, LEELAVATHY BUILDING,	
		NO. 69, ARMENIAN STREET, 600 001 CHENNAI INDIA Tel:91-44-4345-6464 Email: IMP.CHN@FBLINDIA.IN	

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8624721 DELIVERY NO.: 32814554 PO NO.: 5700003358	3 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 75 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1875.00 KGS DELIVERY TERMS: CIP CHENNAI		1931.250	4.680

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 13-12-2021	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3/3	3	
				As Agent
Copy Shippe	ed on board	<u></u>		FAMOUS PACIFIC LINES

Shipper '		B/L No. 31113111	
ROCKWOOL B.V LAPINUS INDUSTRIEWEG 15		FAMOUS PACIFIC LINES	
6045 JG ROERMOND THE NETHERLANDS		OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325	
		RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not	
Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. IEC NUMBER 0488001382 SHOLINGUR GSTNO:33AAACB2533Q1ZP, PAN NO. AAACB2533Q 631102 TAMIL NADU INDIA, PHONE: +91 4172307768 FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS			
Pre- carriage by	Place of Receive	otherwise stated above, one of which being accomplished the other (s) to be void.	
Vessel name/voyage no. MSC ROSA M/IS147B	Port of loading ROTTERDAM, NETHERLANDS	5TH FLOOR, LEELAVATHY BUILDING,	
Port of discharge CHENNAI, INDIA	Place of delivery	NO. 69, ARMENIAN STREET, 600 001 CHENNAI INDIA Tel:91-44-4345-6464 Email: IMP.CHN@FBLINDIA.IN	

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8624721 DELIVERY NO.: 32814554 PO NO.: 5700003358	(-,	STC: ROCKWOOL MINERAL FIBRE 75 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1875.00 KGS DELIVERY TERMS: CIP CHENNAI		1931.250	4.680

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 13-12-2021	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3/3	3	
ICS B/L				
				As Agent
Copy Shippe	d on board			FAMOUS PACIFIC LINES

ROCKWOOL B.V LAPINUS INDUSTRIEWEG 15 6045 JG ROERMOND THE NETHERLANDS Consignee (if 'to order' is indicated) STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 TAMIL NADU 600 006 CHENNAI INDIA Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. IEC NUMBER 0488001382 SHOLINGUR GSTNO:33AAACB2533Q1ZP, PAN NO. AAACB2533Q 631102 TAMIL NADU INDIA, PHONE: +91 4172307768 FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS		B/L No. 31113111 FAMOUS PACIFIC LINES OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325		
		RECEIVED the goods in apparent good order and condition and, as far as ascertaine 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 thi B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations exceptions and conditions whether written, printed, stamped or otherwise incorporate 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		
Vessel name/voyage no. MSC ROSA M/IS147B	Port of loading ROTTERDAM, NETHERLANDS	For delivery please apply to: FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) 5TH FLOOR, LEELAVATHY BUILDING,		
Port of discharge CHENNAI, INDIA	Place of delivery	NO. 69, ARMENIAN STREET, 600 001 CHENNAI INDIA Tel:91-44-4345-6464 Email: IMP.CHN@FBLINDIA.IN		

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8624721 DELIVERY NO.: 32814554 PO NO.: 5700003358	3 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 75 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1875.00 KGS DELIVERY TERMS: CIP CHENNAI		1931.250	4.680

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 13-12-2021	FPS Famous Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/3	3	
ICS B/L				
				As Agent
Copy Shippe	ed on board			FAMOUS PACIFIC LINES





For attn of

Date

26-11-2021

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

8624721

Product:

Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty:

1.875 kg

Batch no. Batch Qty:

47229973 - 1.875 kg

Kind regards

Customer Services

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

cs@lapinus.com www.lapinus.com

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



Test report Date

: 28-10-2021

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

1.

Prod. Date: 27-10-2021

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 (Results (micron) Min. Max.		Limits (micron) Min. Max.	
47229973		113,00	125,00	100	150	

Batch no.	Shotcontent	Results (%wt)		Limits (%wt)	
		Min.	Max.	Max.	
47229973	Shot > 125 μm	0,47	0,72	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

This document is automatically generated and therefore contains no signature.

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

163769107 / 25.11.2021

Order no. / date:

Your reference:

8624721 / 11.11.2021 5700003358

Contactperson:

Invoice no. / date:

Corina Hendriks

P.O. Box 1160 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

Page 1 / 1

biimports@brakesindia.co.in

Sholingur GST: 33AAACB2533Q1ZP

Quantity Price Amount Number 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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

29508

1.875,00

KG

1.875,00

KG

2.075,00 1.000 KG

3.890,63

Stat. No.: 68061000

Delivery No/Date: 32814554 / 30.11.2021

Country of origin: NL

Freight Cost

Amount excl. VAT **Output Tax**

0,00 %

4,433,63 0,00

543,00

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

EUR

4.433.63

Delivery date: Terms of delivery: 30.11.2021 -CIP Chennai Port

Payment term: 60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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



INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

Part of the ROCKWOOL Group

631102 TAMIL NADU

INDIA

Page 1 / 1

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:

163769107 / 25.11,2021

8624721 / 11.11.2021

Order no. / date: Your reference:

5700003358

Contactperson:

Corina Hendriks

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

 Item
 Material
 Number
 Quantity
 Price
 Amount

 Material description
 Unit
 Unit
 Unit

 Country of origin: The Netherlands
 The Netherlands
 The Netherlands

ORIGINAL

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

1.875,00

KG

1.875,00

KG

2.075,00 1.000 KG 3.890,63

Stat. No.: 68061000

Delivery No/Date: 32814554 / 30.11.2021

Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

0.00 %

4.433,63

543,00

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

EUR

4,433,63

Delivery date:

30.11.2021 -

Terms of delivery: Payment term: CIP Chennai Port 60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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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

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:

163769107 / 25.11.2021

ORIGINAL

8624721 / 11.11.2021

Order no. / date: Your reference:

5700003358

Contactperson:

Corina Hendriks

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

Price Amoun Quantity Number 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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

29508

1.875,00

1.875,00 2.075,00 3.890,63

KG

KG

1.000 KG

Stat. No.: 68061000

Delivery No/Date: 32814554 / 30.11.2021

Country of origin: NL

Freight Cost

543,00

Amount excl. VAT

Output Tax

0,00 %

4.433,63 0,00

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

EUR

4.433,63

Delivery date:

30.11.2021 =

Terms of delivery: Payment term:

CIP Chennai Port 60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

Delivery address: 15577 Brakes India Pvt. Ltd.

IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP Tamil Nadu 631102

India

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



INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

Part of the ROCKWOOL Group

631102 TAMIL NADU

INDIA

Page 1 / 1

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:

163769107 / 25.11.2021

8624721 / 11.11.2021

Order no. / date: Your reference:

5700003358

Contactperson:

Corina Hendriks

P.O. Box 1160 6040 KD/Roermond The Netwerlands

Price Amount Quantity Number 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

1.875,00

KG

1.875,00

KG

2.075,00 1.000 KG 3.890,63

Stat. No.: 68061000

Delivery No/Date: 32814554 / 30.11.2021

Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

0,00 %

4.433.63 0,00

543,00

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

EUR

4.433,63

Delivery date:

30.11.2021 -CIP Chennai Port

Terms of delivery: Payment term:

60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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



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

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:

163769107 / 25.11.2021

8624721 / 11.11.2021

Order no. / date: Your reference:

5700003358

Contactperson:

Corina Hendriks

P.O. Box 1160 6040 KD/Roermond The Netherlands

Quantity Price Amount Number ltem Material Unit Unit Material description Unit

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

1.875,00

KG

1.875,00

KG

2.075,00 1.000 KG

3.890,63

Stat. No.: 68061000

Delivery No/Date: 32814554 / 30.11.2021

Country of origin: NL

Freight Cost

Output Tax

Amount excl. VAT

4.433.63

0,00 %

0,00

543,00

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

EUR

4.433,63

Delivery date:

30.11.2021 -CIP Chennai Port

Terms of delivery: Payment term:

60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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



INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

COPY

Invoice no. / date:

163769107 / 25.11.2021

Page 1 / 1

Order no. / date:

8624721 / 11.11.2021

Your reference:

5700003358

Contactperson:

Corina Hendriks

P.O. Box 1160 6040 KD/Roermond The Netherlands

Part of the ROCKWOOL Group

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 Amount Quantity Number 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

1.875,00

KG

1.875,00

KG

2.075,00 1.000 KG

3.890.63

Stat. No.: 68061000

Delivery No/Date: 32814554 / 30.11.2021

Country of origin: NL

Freight Cost

543,00

Amount excl. VAT

Output Tax

0,00 %

4,433,63 0,00

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

EUR

4.433,63

Delivery date:

30.11.2021 -

Terms of delivery:

CIP Chennai Port 60 days net

Payment term:

1.931,250 / 1.875 KG

Gross/Nett weight: Transp. volume:

5,625 M3

Delivery address: 15577 Brakes India Pvt. Ltd.

IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

Rockwool B.V. Industrieweg 15

6045 JG Roermond / The Netherlands

Our ordernr : 8624721

Delivery nr : 32814554

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

11 Lapinus

Shipment nr.: 0006580955

Your ordernr: 5700003358

Container nr

ORIGINAL DETAILED PACKING LIST

	Lapinus® RB250, bag 25 25,0	Product and dimensions
	RB250, bag 25 kg -pallet 625 kg -pal	Type and number of packages
	1,00	Contents per package in m1/m2/kg
TOTAL:	1875,00	Total quantity per item in m¹/m²/kg
1875,000 Kgs	1875,000	Total net weight per item kgs
1931,250 Kgs	1931,250	Total gross weight per item kgs
	1210,00	Dime
	1000,00	Dimensions in m per package
	1300,00	

Date: 25-11-2021

PACKED ON 3 PALLETS

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

Our ordernr : 8624721

Delivery nr : 32814554

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382

For: Brakes India Pvt. Ltd.

631102 Tamil Nadu

ORIGINAL

⚠ Lapinus®

DETAILED PACKING LIST

Your ordernr: 5700003358

Shipment nr.: 0006580955 Container nr

_	K1 H 1	
	Lapinus® RB250, bag 25 25,0 0,1	Product and dimensions
	kg -pallet 625 75 bags	Type and number of packages
	1,00	Contents per package in m¹/m²/kg
TOTAL:	1875,00	Total quantity per item in m¹/m²/kg
1875,000 Kgs	1875,000	Total net weight per item kgs
1931,250 Kgs	1931,250	Total gross weight per item kgs
	1210,00	Dimen per
	1000,000	Dimensions in m per package
	1300,00	

Date: 25-11-2021

PACKED ON 3 PALLETS

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

Our ordernr : 8624721

Delivery nr : 32814554

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

11 Lapinus

 Your ordernr:
 5700003358

 Shipment nr.:
 0006580955
 Container nr :
 .

ORIGINAL

DETAILED PACKING LIST

	Lapinus® RB250, bag 25 25,0 0,1	Product and dimensions
	kg -pallet 625	Type and number of packages
	1,00	Contents per package in m ¹ /m ² /kg
TOTAL:	1875,00	Total quantity per item in m ¹ / m ² / kg
1875,000 Kgs	1875,000	Total net weight per item kgs
1931,250 Kgs	1931,250	Total gross weight per item kgs
	1210,00 1	Dimensi per pa
	1000,00	Dimensions in m per package
	0 1300,00	,

Date: 25-11-2021

PACKED ON 3 PALLETS

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

Delivery nr : 32814554

Our ordernr : 8624721

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu India



Your ordernr: 5700003358

Container nr :

Shipment nr.: 0006580955

DETAILED PACKING LIST

Date: 25-11-2021

PACKED ON 3 PALLETS

Rockwool Mineral Fibre

TOTAL:

1875,000 **Kgs**

1931,250 **Kgs**

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

Our ordernr : 8624721

Delivery nr : 32814554

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu



Shipment nr.: 0006580955 Container nr.:

Your ordernr: 5700003358

S S

DETAILED PACKING LIST

	Lapinus® RB250, bag 25	Product and dimensions
	25 kg -pallet 625 kg 0,1 75 bags	Type and number of packages
	g 1,00	Contents per package in m ¹ /m ² /kg
TOTAL:	1875,00	Total quantity per item in m ¹ /m ² /kg
1875,000 Kgs	1875,000	Total net weight per item kgs
1931,250 Kgs	1931,250	Total gross weight per item kgs
·	1210,00	Dir
	1000,00	Dimensions in m per package
	1300,00	

Date: 25-11-2021

PACKED ON 3 PALLETS

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

Shipment nr.: 0006580955

Container nr :

Our ordernr : 8624721

Delivery nr : 32814554

Your ordernr: 5700003358

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

India

COPY



DETAILED PACKING LIST

	Lapinus® RB250, bag 25 kg -pallet 625	Product and dimensions
		Type and number of packages
	1,00	Contents per package in m ¹ /m ² /kg
TOTAL:	1875,00	Total quantity per item in m¹/m²/kg
1875,000 Kgs	1875,000	Total net weight per item kgs
1931,250 Kgs	1931,250	Total gross weight per item kgs
	1210,00 1000,00	Dimensions in m per package
	1300,00	3

Date: 25-11-2021

PACKED ON 3 PALLETS