B/L No. 32056729 Shipper ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR PAN NO. AAACB2533Q In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, GSTNO:33AAACB2533Q1ZP exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This 631102 TAMIL NADU INDIA B/L must be surrendered duly endorsed in exchange for the goods or delivery order. PHONE: +91 4172307768 IN WHITNESS where of the number of original Bs/L have been signed. if not Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading For delivery please apply to: TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) Vessel name/voyage no. TOKYO BAY/ 2221E ROTTERDAM, NETHERLANDS NO 338 OLD NO 165 LOTUS COURT, III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8978552 DELIVERY NO.: 33263185 PO NO.: 5700003358	6 PALLET(S)	STC: ROCKWOOL MINERA FIBRE 150 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS: CIP CHENNAI NET WEIGHT: 3750,00 KGS  * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		3862.500	8.640

Prepaid	Collect	Payable at	Place and date of issue		He's house Edition to
FREIGHT PREPAID		ORIGIN	ROTTERDAM 09-06-2022	FPS Famous	Pacific Shipping
THEFT				_ ^	PAUL BRANDS
Laden on board th	ne vessel	No. of original(s) B/L 3/3		dil	
ICS B/L			DRIGINAL	B	
09 Jun	2022				's An
Original Ship	pped on board			As Agent	CIFIC LINES

1. DEFINITIONS

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

"Merchart" includes the shipper, the consigness, the moelver of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person owning a present or future interest in the Goods or any person excling on behalf of any of the above mentioned persons.

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

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

"Carriage" means the 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 Part to Port Shipment.

"Port To Por

able by the Merchant.
"Shipping Unit" includes freight unit and the term "unit" as used in the Hague Rules
and Hague-Visby Rules.
"Person" includes an individual, a perinerahip, a body corporate or other entity.

rague-visus rules.
"Person" includes an individual, a pertnership, a body corporate or other entity,
"Stuffed" includes filled, consolidated, packed, loaded or secured.

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

# 3. WARRANTY

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

A. NEGOTIABILITY AND TITLE TO THE GOODS

(1) This Bill of Lading shall be non-negotiable unless made out "to order" in which event in each of the control o third party acting in good faith.

winer mis still or Lacing has been negotiated or transferred for valuable consideration to a third party acting in good falls.

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

(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 against, any independent contractor and his servants or agents, and others by whom the whole or any part of the Carriege, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or vessel any liability whatsoever in connection with the Goods or the Carriege, and if any claim or allegation should newartheless be made to defend, indemnify and hold harmless the Carrier against all consequences thereof. Without producios 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, 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 la to hereason; and vessels and such provisions were expressly for his benefit and in entering into this contract the Carrier, to the extent of these provisions, does not only on his own behalf but also as agent or trustee for such persons and vessels and such persons and vessels shall have the benefit or be parties to this contract.

(3) The Morehant shall defend, indemnify and hold harmless the Carrier against any claim or liability (and carry expenses and limits of liability provided for in this Bill of Lading.)

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

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(3) Subject to clause 13 below, this Still of Lading insofer as it relates to see carriage by any vessel whether named harmly or not shall have effect subject to the laque Rules or any legislation making such fields or the Hague-Neby Rules compulsorily applicable (such as COGSA or COGWA) to the Still of Lading in subject to the laque Rules or applicable Regislation with sell of calend the properties herein. The Hague Rules or applicable Regislation shall be desired the properties herein. The Hague Rules or applicable Regislation shall be desired the properties herein. The Hague Rules or applicable and the sell of Lading is subject to U.S. or Canadian law respectively seen in such Rules or regislation shall be deemed to include references to land waterveys. In such Rules or regislation shall be deemed to include references to land waterveys, and to the carriage of Goods by Intand watervays and reference to carriage by seen in such Rules or regislation shall be deemed to include references to land waterveys, and so the carriage and the productions of the Harter Act of the Unitod States of America. In such a such responsibility and the such provisions of the Harter Act of the Unitod States of America. In such provisions are such to be invalid such responsibility whether the Carrier's responsibility and the provisions of the States of America. (S) The Carrier shall be entitled to got not thing in this Bill of Lading shall operate to deprive or limit such artitlement) the full benefit of, and rights to, all intrinations of and accusions from itsellity and all rights conference or authorisons by any applicable law, statute or regulation of any country (including, but not finited to, where applicable any travel and the such as a function of the States of America and americhment thereto and where appl

# (2) PORT TO PORT SHIPMENT The responsibility of the Carrier in

(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 whateover in respect of the Goods or for any other matter arising during any other part of the Carriage even though Chargas for the whole carrier has been charged by the Carrier. The Merchant constitutes the Carrier as agent to enter into contracts on beind of the Merchant with others for transport, storage, handling or any experts evenices in respect of the Goods prior to loading and subsecut to discharge of the Goods from the vessel without responsibility for any act or emission whateverselves the part of the Carrier or others and the Carrier any as such agent enter into contracts with others on any terms whatsoever including torms (see favourable than the terms in this Bill of I selfine).

into contracta with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading, [3]. COMBINED TRANSPORT S. Says 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:

The Carrier shall be erittled to rely upon all exclusions from Biability under the Rules or legislation that would have been applied under 6(1)(A) above had the loss or damage occurred at sax or, if there was no carriage by see, under the Hajoue Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian issue resortable).

Notes for COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively).

Where under 0/ above, the Carrier is not liable in respect of some of the factors causing the loss or diamage, he shall only be liable to the extent that those factors for which he is liable have contributed to the loss or diamage.

Subject to 6/9/(C) below, where the Hague Rules or any ineglatation applying such Rules or the Hague-Visby Rules (such as COGSA or COGWA) is not compulsorily applicable, the Carrier's liability shall not exceed USS2 of per bill or the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser.

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

Where the stage of Carriege where the loss or damage occurred can be execut.

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

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

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

ment which must be issued in order to make such international convention or national 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 also to subject to the inland carriers' convertes of carrierge and tariffs and any law compulsority applicable. The Carrier guarantees the tufflment of such inland carriers' obligations under their contracts and tariffs; Wheren neither (i) or (ii) above apply, any liability of the Carrier shall be determined by (SIQN) above.
GENERAL PROVISIONS
Dates Consequential Loss.

[4] GENERAL PROVISIONS
A) Delay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be liable
or direct, indirect or consequential loss or demage caused by delay or any other cause
whatsoever and howacever caused. Without prejudice to the toragoing, if the Carrier is
found lable for delay, liability shall be limited to the freight applicable to the relevant stage.

of the transport.

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

CÖGWAIs Can \$500. In o limitation amount is applicable undersuch Fules or legislation, the limitation shall be US\$500.

(C) Ad Velorem: Declared Value of Packaga or Shipping Unit The Carrier's liability may be increased to a higher value by a doclaration in writing of the value of the Goods by the shipper upon delivery to the Carrier of the Goods for shipper with higher value being inserted on the front of this Bill of Lading in the space provided and, if required by the Carrier, extra freight paid, in such case, if the actual value of the Goods and statel exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's flability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rate on the basis of such declared value.

(D) Definition of Packaga or Shipping Unit
Where a Container is used to consolidate Goods and such Container is stuffed by the Carrier, the number of packages or shipping units stated on the face of this Bill of Lading in the box provided shall be demend the number of packages or shipping units or the face of this Bill of Lading in the box provided shall be demended the number of packages or shipping units or the face of this Bill of Lading in the box provided shall be demended the package or shipping unit or violed and any international convention or national law relating to the carriage of Goods by sea. Except as aforesed the Container shall be considered the package or shipping unit or place of cargo not shipped in a package, including articles or things of any description whatsonever, accept Goods shipped in bulk, and irrespective of the weight or measurement unit employed in no event shall anything herein be constanted to be a water of limitation spiciable between shall be of the final anything herein be constanted to be a water of limitation spiciable between shall be offered in be constanted to be a water of limitation spiciable between and to the final strill one terminal to be a water of limita

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

in no event anta anytumage returns to admission of the light set of the state of th

only.

7. MERCHANT'S RESPONSIBILITY

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

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

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

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

(6) The Merchant shall be liable for the loss, damage, contamination, soling, detention or demurage before, during and after the Carriage of properly (including, but not limited to, Containers) of the Carrier

suctive caused by us intercnant or any person acting on his behalf or for which the Me is ortherwise responsible.

(8) The Marchant shall defend, indemnify and hold harmless the Carrier again (ess, damage, cleim; liability or exponse witabover arising from any breach of the proof of this clause 7 or from any cause in connection with the Goods for which the Carrier and the clause of the connection of the proof of this clause.

## 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 with other Goods.

(2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are movived 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 fable for loss of or damage to the Goods,
(6) caused by the manner in which the Container has been stuffed;
(8) caused by the unsuitability of the Goods for carriage in Containers;
(8) (6) caused by the unsuitability of defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (8) shall only apply if the unsuitability or defective condition arose (a) without any want of use difference 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;
(iv) if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.

(B) the Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, Bability or expense whatsover arising from one or more of the matters covered by (A) above except for (A)(8)(8) 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.

7 TEMPERATURE CONTROLLED CARGO

9. TEMPERATURE CONTROLLED CARGO
(1) The Merchant undertakes not to tender for transportation any Goods which require temperature control without prockusty glving written notice (and filling in the box on the front of this Bill of Lading if this Bill of Lading has been prepared by the Merchant or a person acting this behalt) of their nature and particular temperature arrange to be maintained and in the case of

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

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

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

The Carriershall be entitled, but under no oblig to open any Container or package at any time and to inspect the Goods.

to open any Container or package at any lime and to insport the Goods.

(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disackentage of any fixed finctulcing the condition of the Goods], wherevery and howsonew 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 and the Carriage nate of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cases;

(B) without prejudice to the Carriers' night subsequently to abandon the Carriage under (A) above, continue the Carriage.

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

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

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

12. METHODS AND ROUTE OF TRANSPORTATION

13. METHODS AND ROUTE OF TRANSPORTATION

14. METHODS AND ROUTE OF TRANSPORTATION

15. METHODS AND ROUTE OF TRANSPORTATION

16. The contract was a such as a such as

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 Marchant and such stowage shall not be a deviation of whatsoever nature or degree obliget to (2) below, such Goods whether carriad on deck or under deck shall participate in General Average and such Goods (orbor than fivestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Palles or any Hegislation making such Rules or the Hague-Velby Rules computationly applicable (such as COGSA or COGWA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or on Containers other than open fitts or pallets) which are stated on the firnt of this Bill of Lading to be carried on deck and which are so carried (and fivestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoewer. The Merchantshall defend, indemnify and hold harmless the Carrieragia by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoewer in connection with carriage of fivestock.

# 14. DELIVERY OF GOODS

14. DELIVERY OF GOODS if delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof if stuffer in or on a Container and to store the Goods or that part thereof abnora, alloat, in the open or under cover at the sole risk and expense of the Merchant. Such storage shall constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

Goods or that part thereof shall cases.

15. BOTH-TO-BLAME COLLISION

If the vessel on which the Goods are carried (the carying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object of the owner of, chariters of or person responsible for the non-carrying vessel or object of the owner of, chariters of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemnity and holding loss of the object or the owner of, chariters of the order against all dains by or libblity to (and any expense arising therefrom) any vessel or person in respect of any loss of, or damage to, or any obtain whatsoever of the Merchant paid or pepable to the Merchant by the non-carrying vessel or object and set-off, recoupled or recovered by such vessel, object or the non-carrying vessel or object and set-off, recoupled or recovered by such vessel, object or person(e) against the Carrier, the carrying vessel or charterers.

18. GENERAL AVERAGE

19. The Carrier may declare General Average which shall be adjustable according to the hyr/Artweep Flues of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by SMACO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.

2) Notwithstanding (1) above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any cities in fand any expense arising thereform) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.

by the Carrier in this connection, (3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Menhant.

# 17. CHARGES

17. CHARGES

II 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 adsoluted on the basis of particulars furnished by

# 18. LIEN

The Carrier shall riave a lien on Goods and any documents relating thereto for all sums whatsoewer due at any tims to the Carrier from the Merchant and for General Average controls tims to whomsower due and to the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to Merchant and at the Merchant's aspense and without any flability towards the Merchant.

# 19. VARIATION OF THE CONTRACT

No sentent or inte UANTHACT

No sentent or agent of the Carrier shall have power to waive or vary any of the terms hareof unless such waiver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier so to waive or vary.

FARTURE 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 harvin.

B/L No. 32056729 Shipper ROCKWOOL B.V. - LAPINUS **FAMOUS PACIFIC LINES** INDUSTRIEWEG 15 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR PAN NO. AAACB2533Q In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, GSTNO:33AAACB2533Q1ZP exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This 631102 TAMIL NADU INDIA B/L must be surrendered duly endorsed in exchange for the goods or delivery order. PHONE: +91 4172307768 IN WHITNESS where of the number of original Bs/L have been signed, if not Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading For delivery please apply to: TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) Vessel name/voyage no. TOKYO BAY/ 2221E ROTTERDAM, NETHERLANDS NO 338 OLD NO 165 LOTUS COURT, III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM

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09 Jun	2022		SICIONAL	1	nto
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## 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 owning or entitled to the possession of the Goods or this Bill of Lading, any person owning a present of future interest in the Goods or any person acting on behalf of any of the above mentioned persons.

"Goods' includes the progression behalf of the Carrier.

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

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

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

"Carrier" innears the whole of the operations and services undertaken or performed by or on both of the good of the Coods.

"Cornier" innears the whole of the operations and services undertaken or performed by or on both of the good of the Coods.

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

"Port to Port Sipment" 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 Placeipt and the Place of Beolegic or the Place of Delivery are not indicated on the front of this Bill of Lading on it both the Place of Placeipt and the Place of Beolegic or the Place of Delivery are not life Receipt to the Place of Delivery on the Flace of Placeipt and the Place of Beolegic or the Place of Delivery on the Place of Placeipt and the Place of Beolegic or the Place of Delivery on the Place of Beolegic or the Place of Delivery on the

CARRIER'S TARIFF
 — The provisions of the Carrier's applicable Tariff, If any, are incorporated herein Coplesofs
 provisions are obtainable from the Carrier or his agenst upon nequest or, where applicable,
 a government body with whom the Tariff has been filed, in the case of inconsistency betwiths Bill of Lading and the applicable Tariff, this Bill of Lading and prevail.

## 3. WARRANTY

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

## 4. NEGOTIABILITY AND TITLE TO THE GOODS

4. NEGOTABILITY AND TITLE TO THE GOODS.
(1) This Bill of Lading shall be non-negotiable unless made out "to order" in which event it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to receive or to transfer the Goods herein 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 thirt cand varietie is now fulfil. third party acting in good faith.

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

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

(2) The Merchant underfackes that no claim or allegation shall be made against any parson or vesses 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 Carriery, whether directly or indirectly, is procured, performed or undertaken, which imposes or sittempts to impose upon any such person or assess any initiality whatsoever in connection with the Goods or the Carriega and if any dairn or allegation should newstheless be made to defend, indermify and hold harmless the Carrier against all consequences thereof. Without projective to the foregaing every such parson and vessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in antering into this contract. Because of the Carrier as all such provisions does so not only on his own behalf but also as agent or trustee for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract.

(3) The Mechant shall defend, indemnify and hold harmless the Carrier against any claim or liability (and any expense arising themotrom) arising from the Carriage of the Goods insoter as such claim or liability expenses the Carrier's tablity under this Bill of Luding.

(4) The defences and limits of liability provided for in this Bill of Luding.

(5) CARRIER'S RESPONSIBILITY

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(3) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Visby Rules compulsorly applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be determed incorporated herein. The Hague Rules or applicable legislation shall be determed incorporated herein. The Hague Rules (COGSA or COGWA) it this Bill of Lading is subject to U.S. or Caradian law respectively shall apply to the carriage of Godos by Inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include referencetions and waterways at land to the water that the provisions of the Harter Act of the United States of America 1833 would otherwise be compulsionly applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of 6(8) below, but if the Godos dump any period prior to lading on or after discharge from the vessel the Carrier's responsibility shall instead be determined by the provisions of 6(8) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(8) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operation of an exclusions from isolation and are for including, but not limited to, where applicable any provisions of or accidence 1801 to 4257, inclusion, and refull including, but not limited to, where applicable and of the United States of America and amendments thereto and where applicable any provisions or carried.

(2) PORT TO PORT SHIPMENT

(2) PORT TO PORT SHIPMENT
The responsibility of the C (2) PORT TO PORT SHIPMENT
The responsibility of the Conter is limited to that part of the Carriage from and during loading onto the wessel up to ared during discharge from the vessel and the Carrier shall not be liable for any loss or clamage wheterower in respect of the Goods er for any loss or clamage wheterower in respect of the Goods er for any other part of the Carriage even though Charges for the wheter matter arising during any other part of the Carriage even though Charges for the wheter agent to extend the carriage have been charged by the Carrier. The Merchart with others for transport, storage, anderling and subsequent to discharge of the Goods stor for to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or ornisation whatsoever on the part of the Carrier or others and the Carrier any as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of I admin.

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

(3) COMBINED TRANSPORT

Save as is otherwise provided in this Bill of Lading, the Carrier shall be liable for loss of or damage to the Goods occurring from the time that the Goods are taken into his charge until the time of delivery to the extent 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 logislation that would have been applied under 8(I/I)A above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Hague Pulse (or COSSA or COSWA if this Bill of Lading is subject to U.S. or Carradian law respectively).

Fulles for COGSA or COGNA if this Bill of Lading is subject to U.S. or Caradian law respectively. Where under 0, above, the Carrier is not liable in respect of some of the factors causing the loss or damage, he shall only be flable to the extent that those factors for which he is flablib have contributed to the loss or damage. Subject to 6(6)(C) below, where the Hague Fuldes or or policiestation applying such Rules or the Cogna of the Cogna of

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,

(a) cannot be departed from by private contract to the detriment of the Merchant, and (b) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or diamage occurred and had necked as oxidence thereof any particular document which must be issued in order to make such international convention or national law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Localing or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (noe or more) and such transportation shall be subject to the inland carriers' contracts of carriage and tariffs and any law compulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' collegations under their contracts and tariffs;

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

GENERAL PROVISIONS

Delay, Consequential Loss

(4) GENERAL PROVISIONS (A) Delay, Consequential Loss Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever and howsoever caused. Without projudice 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 transfer.

of the transport.

(B) Package or Shipping Unit Limitation

Where the Higue-Putes or any legislation making such Rules compulsorily applicable

(such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a

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

loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit limitation as lad down by such Rules or

legislation. Such limitation amount according to COGWA is US\$500 and according to

COGWA is Com. \$500.1 In the initiation amount is applicable undersuch Rules or legislation,

the limitation shall be US\$500.

the limitation shall be US\$500. (C) Ad Valorem Declared Value of Package or Shipping Unit. The Carrier's fability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier of the Goods for shipment, such higher value being inserted on the front of this Bill of Lading in the space provided and, if required by the Carrier, dark freight paid, in such cases, 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 Camier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

value.

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

Where a Container is used to consolidate Goods and such Container is stuffed by the Carrier, the number of packages or shipping units stated on the face of this Bill of Lable 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 afforesed the Container shall be considered the package or shipping unit. The words "shipping unit" shall mean each physical unit or piece of cargo not shipped in a package, including articles or things of any description whatsoever, except Goods 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 shell anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

and overtise that any immigration be constituted to be a warrar of initialization as to decode shipped in bulk.

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

(F. Notice of Loss or Demeger

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 this representative at the place of delivery before or at the time of removed of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

(G) Time-bar

The Carriershallbe-discherged of all liability unless suit is brought in the proper forum and written notice thereof received by the Carrier within twelve months after delivery of the Goods.

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the lace hereof are furnished by the Merchart and the Merchant warrants to the Gomer that the description and particulars including, but not filmited to, or weight, content, measure, quantity, quality, condition, marked numbers and value are correct.

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

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

(4) No Goods which are or may become dangerous, inflammable or damaging or which are or may become liable to damage any property or person whatsoewer 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 may such articles are delivered to the Carrier when the articles are delivered to the Merchant and without prejudice to the Carrier's fight to Charges.

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

(6) The Merchant shall be liable to come acting or his bodial for twish the Merchant is otherwise responsible.

(6) The Merchant shall defend, Indemnify and hold harmless the Car

# 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 with other Goods.
(2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in concern with or adding out of the supply of a Container to the Mexicant, whether supplied before or after the Goods are received by the Carrier or delivered to the Mexicant.
(3) If a Container has been stuffed by or on behalf of the Merchant.
(4) the Carrier shall not be liable for loss of or damage to the Goods.
(6) caused by the unsuitability of the Goods for carriage in Containers;
(8) caused by the unsuitability of the Goods for carriage in Containers;
(9) caused by the unsuitability of the Goods for carriage in Containers;
(9) caused by the unsuitability of the Goods for carriage in Containers;
(9) caused by the unsuitability of the Goods for carriage in Containers;
(9) and the Container has been supplied by or on behalf of the Container behalf that where the Container has been supplied by or detective condition across (a) without any want of the difference on the paint of the Carrier or (5) would have been appearent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed.
(6) If the Container is not seeled at the commencement of the Carrierge except where the Container has agreed to seal the Container.

(iv) if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Contrainer.
(iii) the Merchant shall defend, indemnity and hold harmless the Carrier against any loss, damage, claim, fability 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 contraint, the Carrier is not under an obligation to provide a Container of any particular type or quality.

particular type or quality.

9. TEMPERATURE CONTROLLED CARGO
(1) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filing in the box on the front of this Bill of Lacing filth Bill of Lacing 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 stuffled by or on bahalf 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 themostatic controlls 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 dramage to the Goods caused by such non-compliance.

[2] The Carrier shall not be liable for any loss of or dramage to the Goods sarising 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 Cartalage exercise due diligence to maintain the refrigerated Container in an

## 10. INSPECTION OF GOODS

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

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

11. MATTERS AFFECTING PERFORMANCE
(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whenseever and howseever arising fiveheither or not the Carriage has commenced the the Carrier ray:
(A) without notice to the Merchant abendon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Mortant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall clease;
(B) without prajudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage in any event the Carriar shall be entitled to full Charges on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

circumstances.

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

## 12. METHODS AND ROUTE OF TRANSPORTATION

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever, load or carry the Goods on any vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another including transpipping 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 discretion (whether or not the nearest or most direct or customary or advertised notted) and proceed to or stay at any place whatsoever once or more often and in any order; load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof as the intended Part of Discharge); comply with any oxiders or recommendations given by any government or authority or appression 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 amplicies by the Carrier for any first to give orders or directions, permit the vessel to carry fivestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or warrike stores and said armed or unamed.

(2) The Biostiess 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 thereform shall be deement to be within the contractual Carriage and shall not be a deviation of whatsoever nature or degree.

3. DECK CARGO (AND LIVESTOCK)

# 14. DELIVERY OF GOODS

14. DELIVERY OF GOODS If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof shall on or an a Container and to store the Goods or that part thereof shall on or an a Container and to store the Goods or that part thereof shall one. If the Carrier is the sole risk and expense of the Merchant. Such storage shall constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

Goods or that part threator 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) as a result of the negligence of the non-carrying vessel or object or the owner of, charter or of person responsible for the ron-carrying vessel or object, the Merchant undestyles to defend, indennify and harmless the Carrier against all claims by or listility to (and any expense arising thereton) any vessel or person in respect of any loss of, or damage to, or any claim wistboewer of the Merchant paid of payable to the Merchant by the non-carrying vessel or object or the owner of, charters 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 object and set-off, recoupled or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

vessel or her owners or charterers,

18. GENERAL AVERAGE

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

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

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

# 17. CHARGES

17. CHARGES
(1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-refurnable 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 to be concret the Merchant shall pay the Carrier to be chored to the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.
(3) All Charges shall be paid without any set-off, counter-claim, deduction or stay of execution.

Is. LEN
The Carrier shall have a lien on Goods and any documents relating thereto for all sums
whatsoever due at any time to the Carrier from the Merchant and for General Average contributions to 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 liability towards the Merchant.

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

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

B/L No. 32056729 Shipper ROCKWOOL B.V. - LAPINUS **FAMOUS PACIFIC LINES INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of 600 006 CHENNAI INDIA taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR PAN NO. AAACB2533Q 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 GSTNO:33AAACB2533Q1ZP 631102 TAMIL NADU INDIA B/L must be surrendered duly endorsed in exchange for the goods or delivery order. PHONE: +91 4172307768 IN WHITNESS where of the number of original Bs/L have been signed, if not Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading For delivery please apply to: TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) Vessel name/voyage no. TOKYO BAY/ 2221E ROTTERDAM, NETHERLANDS NO 338 OLD NO 165 LOTUS COURT, III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 8978552 DELIVERY NO.: 33263185 PO NO.: 5700003358	6 PALLET(S)	STC: ROCKWOOL MINERA FIBRE 150 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS: CIP CHENNAI NET WEIGHT: 3750,00 KGS  * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		3862.500	8.640

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 09-06-2022	FPS Famous F	acific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/3	No. of original(s) B/L 3/3		PAUL BRANDS
ICS B/L			ORIGINAL		
09 Jun	2022			1	2 AD
Original Ship	oped on board	.1		As Agent	
				FAMOUS PAC	CIFIC LINES

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

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

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CARRIER'S TARIFF
 The provisions active Carrier's applicable Tariff, if any, are incorporated herein Copiese provisions are extended and the Carrier or his agenst upon request or, where applicable a government body with whom the Tariff has been filed. In the case of inconsistency bett this Bill of Lading and the applicable Tariff, this Bill of Lading and the applicable Tariff, this Bill of Lading and the provail.

## 3. WARRANTY

3. WARRIANI I? 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.

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

CERTIAN IRGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS
 (1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage.
 (2) The Merchant undertakes that no claim or allegation shall be made signifies any person or vessel whatscover, other than the Carrier, including, but not limited to, the Carrier

person or vesses whatsoever, other than the Carrier, including, but not limited to, the Carrier's sevarats or agents, any independent contractor and his sevarants or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or vessels any liability whatsoever in connection with the Goods or the Carriage; and if any claim or allegation should nevertheless be made to defend, indemnify and hold harmless the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier as ill 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 health but allow as agent or inster for such persons and vessels and such persons and vessels shall to this extent be or be deemed to he norther.

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

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

(4) rine derences and limits of liebility provided for in this Bill of Lading shall apply in any tion against the Carrier whether the action be found in Contract or in Tort.

CARRIER'S RESPONSIBLITY

(1) CLAUSE PARAMOUNT

(2) Subject to clause 13 below, this Bill of Lading insofer as it relates to sea carriage by any vessed whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or fire Hague-Ruby Rules computerly applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed in a complete to U.S. or Canadian law respectively) shall apply to the carriage of Goods by Inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include reference to fland waterways. If and to the extent that the provisions of the Harter Act of the United States of America 1859 would otherwise be compulsorily applicable to regulate the Carrier's responsibility to the Goods during any period prior to loading on or after discharge from the vessel the Carrier's responsibility and instead be determined by the provisions of 8(5) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(3) The Carrier's shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all imitations of and exclasions from liability and all rights conference or authorised by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any travisions or sections4281 to 4427, inclusine, producion to the generality of the Grogoling also any law, statute or regulation available to the Owner of the

(2) PORT TO PORT SHIPMENT The responsibility of the Conference

[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 vessels and the Carrier shall not be fable for any lose 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 Merchart this 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 and the Carrier may as such aport enter into contracts with others or any terms whatsoever including terms less favourable than the terms in the Bill of Lading.

(3) COMBINED TRANSPORT

(3) COMBINED TRANSPORT
Save as is otherwise provided in this Bill of Lading, the Carrier shall be liable for loss of or damage to the Goods occurring from the time in that the Goods are taken into his charge until that 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 Pulses or logislation that vould have been applied under 6(1)/4) above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Hogue Rules for COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian is ween carrier where it is the complex of th

Fulles (or COGSA or COGWA if this Bill of Luding is subject to U.S. or Canadian law respectives, 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 64(C) below, where the Hague Fulles or any legislation applying such Fulles or the Hague-Visby Fulles (such as COGSA or CCOGWA) is not compulsorily applicable, the Carrier's liability shall not exceed USS2.00 per file of the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser. The value of the Goods shall be determined according to the commodity exchange price at the place and time of delivery to the Merchant or at the place and time of when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quality, at such place and time.

Where the stage of Carriage where the loss or demage occurred can be vect.

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

onal convertion or national law of the country which provisions. not be departed from by private contract to the detriment of the Merchant,

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

national law applicable;
with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Olscharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carriage and tariffs and any law zompulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' collegations under their contracts and tariffs;
Where neither (i) or (ii) above apply, any liability of the Carrier shall be determinded by \$(3)(A) above.
GENEFAL PROVISIONS
Doday, Consequential Lew

by (6)(A) across.

(4) GENERAL PROVISIONS

(A) Delay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be
for direct, indirect or consequential loss or damage caused by delay or any other of
whatsoever and howsoever caused. Without prejudice to the foregoing, if the Can
fourd liable for delay, liability shall be limited to the freight applicable to the relevant.

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

(B) Package or Shipping Unit Limietion. Where the Higgs Package or Shipping Unit Limietion. Where the Higgs Riules or any legislation making such Riules 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 bocome liable for any loss or damage to or in connection with the Goods in an amount per package or shipping unit in excesses of the package or shipping unit in interests of the package or shipping unit in excesses of the package or shipping unit in accordance of the package or shipping unit in secesses and the package or shipping unit to the COGWA is LaG 8500. It no limitation amount is applicable undersuch Pales or legislation, the limitation shall be US\$500.

(C) Ad Valicorem: Declared Value of Package or Shipping Unit The Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier of the Goods for shipment, such higher value being inserted on the into of this Bill of Lading in the space provided and, if required by the Carrier's liability, if any shall not exceed the declarad value and the Carrier's liability, if any, shall not acceed the declarad value and any partial loss or damage shall be adjusted pro rata on the basis of such declarad value.

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

(D) Definition of Package or Shipping Unit

Where a Container is used to consolidate Goods and such Container is stuffed by the Carrier, the number of packages or shipping units stated on the face of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units for the purpose of any limit of liability per package or shipping unit provided in any international convention or national law relating to the carriage of Goods by sea. Except as aforesed the Container shall be considered the package or shipping unit.

The words "shipping unit" shall mean each physical unit or place of cargo not shipped in a package, including articles or things of any description whatsoowe, except Goods shipped in bulk, and irrespective of the weight or measurement unit employed in calculating right; thanges. 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 ewent shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

[8] Rust, etc.

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

(F) 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 advowledgement of neeight of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like old not exist on receipt.

(F) Notice of Loss or Demege

The Carrier shall be deemed prima face to have delivered the Goods as disscribed 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, shall hely thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

[3] Time-bar

The Carriershall be discharged of all liability unless suit is brought in the proper from 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 interese price of shall be found contrary to any convention or law compulsionly applicable, the period prescribed by such convention or law shall then apply but in that circumstance only.

MERCHANT'S RESPONSIBILITY

only.

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereof are furnished by the Merchart and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, or weight, content, measure, quartify, quality, condition, marker 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, lines, imposts, expenses and losses incurred orsuffered by reason thereof crity reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

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

(4) No Goods which are or may be 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 Container or other covering in which the Goods are to be transported and the Goods training distinctly marked on the outside so as to indicate the nature and characters of any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles and so as to comply with all applica distinctly marked on the outside so as to indicate the nature and character of any such art and so as to comply with all applicabileave, requisitions and negliciments. It any such art are delivered to the Carrier without such written consent and marking or if in the opinion or Carrier the articles are or are labid to become of a dangerous, inflammable ordemaging rat the same may at anytime bedestroyed disposed of, abandoned, or rendered harmless with compensation to the Merchant and without prejudice to the Carrier's right to Charges.

(b) The Merchant shall be liable for the loss, damage, contamination, solling, deter or demurrage before, during and after the Carriege of property (including, but not including contamination) and the Carrier or any person or vessel (other than the Merchant) referred to in above caused by the Merchant or any person or vessel (other than the Merchant) referred to in above caused by the Merchant or any person acting on his behalf or for which the Merciant or any person acting on his behalf or for which the Merciant or any person acting on his behalf or for which the Merciant or any person acting on the state of the cause of the Merchant and the merciant or any person acting on his behalf or for which the Merciant or any person acting on the state of the state of the merciant or any person acting on the cause of the merciant or any person acting on the state of the merciant or any person acting on the state of the merciant or any person acting on the state of the merciant or any person acting on the state of the merciant or any person acting on the state of the merciant or any person acting on the state of the merciant or any person acting on the state of the merciant or any person acting on the state of the merciant or any person acting on the state of the merciant or any person acting on the state of the merciant or any person acting on the state of the merciant or any person acting on the state of the merciant or any person acting on the state of the merciant or any person acting

is otherwise responsible.

(8) The Misrcharit shall defend, indemnify and hold harmless the Carrier against any loss, damage, dainn, 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 responsible.

# CONTAINERS

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

8. CONTAINERS
(1) Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods.
(2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchard, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchard.
(3) If a Container has been stuffed by or on behalf of the Merchard.
(4) the Carrier shall not be listle 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 of the Goods for carriage in Containers;
(8) caused by the unsuitability of the Goods for carriage in Containers;
(8) paragraph (8) shall only apply if the unsuitability or deflective condition arcas (a) without any want of due diligence on the part of the Carrier or (b) excell have been apparent upon reasonable inspection by the Merchard at or prior to the time when the Container was stuffed;
(6) if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.
(8) the Merchard shall defend, Indemnify and hold harmless the Carrier gainst any loss, damage, client, facility or experse whatescener arising from one or more of the matters covered by (4) above except for (A)(8)(8) above.
(4) Where the Carrier is net 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 perfectuler types or quality.

particular type or quality

9. TEMPERATURE CONTROLLED CARGO (1) The Mercharit undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filing in the box on the front of this Bill of Lading if this Bill of Lading has been prepared by the Merchart or a person acting on this behalf of their nature and persicular 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 suffed in the Container and that its thermostatic controls have been properly set by the Merchant between receipt of the Conditional by the control have been properly set by the Merchant between receipt of the Conditional by the control of the Confidence of the Confi

## 10. INSPECTION OF GOODS

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

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

11. MATTERS AFFECTING PERFORMANCE
(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind finducting the condition of the Goods), whereever are indexencever arising (whether or not the Carriage has commenced the the Carrier may:
(A) without notice to the Marchant abendon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease;
(B) without prejudice to the Carriage and the Section of the Carriage and the Merchant shall be entitled to full Charges on Goods received for Carriage and the Merchant shall per any additional costs resulting from the above mentioned circumstances.

urnstances.

(2) The liability of the Carrier in respect of the Goods shall cease on the delivery or or disposition of the Goods in accordance with the orders or recommendations given by government or authority or any person acting or purporting to act as or on behalf of such errument 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 conveyence to another including transploping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whitsoever, at any place unpack and remove Goods which have been stuffed in or on a Containvar and forward the same in any manner whatsoever, proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised note) and proceed for or stay at any place whatsoever once or more often and in any order; load or unload the Goods from any conveyance at any place (whether or 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 present 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 are employed by the Carrier the right to give orders or directions; permit the vessel to carrow without pilots, to tow or be towed or to be dity-docked, permit the vessel to carrow without pilots, to tow or be towed or to be dity-docked, permit the vessel to carrow walks stores and sail armed or unamvise, contrabante, explosives, munificance or walks stores and sail armed or unamvise, contrabante, explosives, munificance or walks stores and sail armed or unamvise, contrabante, explosives, munificance or walks actores and sail and the loading attended by the Carrier for any purposes.

(2) The identical carrier and sail and the loading of the Goods. Arything done in accordance with the contrabant of the loading attended to be within the contrabant of the sail and the loading attended to be within the contrabant with the contrabant and the 12. METHODS AND HOUTE OF TRANSPORTATION
(1) The Carrier may at any time and without notice

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 or deck or under deck shall participate in General Average and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague-Visby Rules computionly applicable (such as COGSA) or COGWA) to this Bill of Lading.

2) Goods frot 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 sated on the form of this Bill of Lading to be carried on deck and which are sated on the form of this Bill of Lading to be carried on deck and which are sate or the part of the Carrier for loss or demage of whatsoever nature arising during carriage by see or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchanthsheld defend, indemnity and told harmlesster Garrieragian isalial and any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

# 14. DELIVERY OF GOODS

14. DELIVERY OF GOODS

If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof if stufficin or on a Container and to store the Goods or that part thereof and the part thereof and the part thereof and the carrier in a container and to store the Goods or the Merchant. Such storage shall constitute due delivery hreunder, and interupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

If the vessel or which the Goods are carried (the carying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object 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 or the owner of, charterer of or person responsible for the non-carrying vessel or object or the owner of, charterer vegense arising therefron) any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of the Merchant paid or psyable to the Merchant by the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object and set-off, recouped or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or object and set-off, recouped or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

vassed or her owners or charterens.

18. GENERAL AVERAGE

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

(2) Notwithstanding (1) above, the Metchart shall defend, Indemnity and hold harmless the Carrier in respect of any claim (and any expense arising therefrom) of a General Average mature which may be made on the Carrier and hall provide such security as may be required by the Carrier in this connection.

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

security for General Average contributions due to the Merhant.

17. CHARGES

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

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

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

18. LEN

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

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

# 20. PARTIAL INVALIDITY

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

B/L No. 32056729 Shipper ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) **BRAKES INDIA PVT. LTD.** for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR PAN NO. AAACB2533Q In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, GSTNO:33AAACB2533Q1ZP exceptions and conditions whether written, printed, stamped or otherwise incorporated 631102 TAMIL NADU INDIA and in particular to the terms overleaf as if they were all signed by the merchant. This PHONE: +91 4172307768 \* 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: TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) Port of loading Vessel name/voyage no. ROTTERDAM, NETHERLANDS TOKYO BAY/ 2221E NO 338 OLD NO 165 LOTUS COURT , III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 8978552 DELIVERY NO.: 33263185 PO NO.: 5700003358	6 PALLET(S)	STC: ROCKWOOL MINERA FIBRE 150 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS: CIP CHENNAI NET WEIGHT: 3750,00 KGS  * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		3862.500	8.640

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 09-06-2022	FPS Famous Pacific Shipping	
Laden on board the vessel		No. of original(s) B/L 3/3			
				As Agent	
Copy Shipped on board			FAMOUS PACIFIC LINES		

B/L No. 32056729 Shipper ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, SHOLINGUR PAN NO. AAACB2533Q 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 GSTNO:33AAACB2533Q1ZP 631102 TAMIL NADU INDIA PHONE: +91 4172307768 \* B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) Vessel name/voyage no. Port of loading ROTTERDAM, NETHERLANDS TOKYO BAY/ 2221E NO 338 OLD NO 165 LOTUS COURT, III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAL INDIA Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8978552 DELIVERY NO.: 33263185 PO NO.: 5700003358	6 PALLET(S)	STC: ROCKWOOL MINERA FIBRE 150 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS: CIP CHENNAI NET WEIGHT: 3750,00 KGS  * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		3862.500	8.640

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 09-06-2022	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3/3	<b>B</b>	
ICS B/L				
				As Agent
Copy Shipped on board			FAMOUS PACIFIC LINES	

B/L No. 32056729 Shipper ROCKWOOL B.V. - LAPINUS **FAMOUS PACIFIC LINES INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR PAN NO. AAACB2533Q In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, GSTNO:33AAACB2533Q1ZP exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This 631102 TAMIL NADU INDIA B/L must be surrendered duly endorsed in exchange for the goods or delivery order. PHONE: +91 4172307768 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: TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) Vessel name/voyage no. Port of loading ROTTERDAM, NETHERLANDS TOKYO BAY/ 2221E NO 338 OLD NO 165 LOTUS COURT, III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 8978552 DELIVERY NO.: 33263185 PO NO.: 5700003358	6 PALLET(S)	STC: ROCKWOOL MINERA FIBRE 150 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS: CIP CHENNAI NET WEIGHT: 3750,00 KGS  * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		3862.500	8.640

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 09-06-2022	FPS Famous Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/3		
ICS B/L				
				As Agent
Copy Shipped on board			FAMOUS PACIFIC LINES	



# Part of the ROCKWOOL Group

For attn of

Date

30-05-2022

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

Client

Brakes India Pvt. Ltd.

Client-orderno

5700003358

Lapinus orderno

8978552

**Product:** 

Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty:

3.750 kg

Batch no. Batch Qty:

52772907 - 3.750 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

: 24-5-2022

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

1.

Prod. Date : 21-5-2022

Product : Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

# 2. Testresults

Batch no.	Fibre length	Results ( micron )		Limits ( micron )	
		Min.	Max.	Min.	Max.
52772907		113,00	125,00	100	150

	Batch no.	Shotcontent	Results Min.	(%wt) Max.	Limits ( %wt ) Max.
j	52772907	Shot > 125 μm	0,42	0,83	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%.
- 5 Country of origin: The Netherlands

Site Telephone number Contact Fax number

Roermond +31 475 353354 Customer Service +31 475 353677

This document is automatically generated and therefore contains no signature.

LF007/F03 / June 1994



# Part of the ROCKWOOL Group

# **ORIGINAL**

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

Sholingur GST: 33AAACB2533Q1ZP

**631102 TAMIL NADU** 

INDIA

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

631102 Tamil Nadu

163829825 / 27.05.2022

INDIA

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

**631102 TAMIL NADU** 

INDIA

ROCKWOOL B.V.
P.O. Box 7160
6040 KD Roermond

The Netherlands

Amount

8978552 / 10.05.2022

Page 1 / 1

Your reference: Contactperson:

Invoice no. / date:

Order no. / date:

5700003358 Corina Hendriks

 Item
 Material
 Number
 Quantity
 Price

 Material description
 Unit
 Unit
 Unit

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508 3.750,00 3.750,00 2.282,00 8.557,50 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33263185 / 25.05.2022

Container Number: 89BLH4
Country of origin: NL

Freight Cost 1.140,00

Amount excl. VAT 9.697,50
Output Tax 0,00 % 0,00

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

EUR 9.697,50

Delivery date: Terms of delivery: 25.05.2022 -CIP Chennai Port

Payment term:

60 days net

Gross/Nett weight:

3.862,500 / 3.750 KG

Transp. volume:

11,250 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

# **ORIGINAL**

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

The Metherlands

163829825 / 27.05.2022 Page 1 / 1 8978552 / 10.05.2022

Order no. / date: Your reference: Contactperson:

Invoice no. / date:

5700003358 Corina Hendriks

Item Material Number Quantity Price Amount
Material description Unit Unit Unit

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508 3.750,00 3.750,00 2.282,00 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33263185 / 25.05.2022

Container Number: 89BLH4
Country of origin: NL

Freight Cost 1.140,00

Amount excl. VAT
Output Tax

0,00 %

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

EUR 9.697,50

8.557,50

9.697.50

0,00

Delivery date: Terms of delivery: 25.05.2022 -CIP Chennai Port 60 days net

Payment term:

3.862,500 / 3.750 KG

Gross/Nett weight: Transp. volume:

11,250 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.



# ORIGINAL

# **INVOICE**

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Item

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

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

Part of the ROCKWOOL Group

631102 TAMIL NADU

INDIA

Page 1 / 1

ROCKWOOL B.V. O. Bby 1160 6040 KD Roermond The Netherlands

Invoice no. / date:

Order no. / date:

Your reference:

Contactperson:

Material description

163829825 / 27.05.2022

8978552 / 10.05.2022

5700003358 Corina Hendriks

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

Lapinus® RB250 10

Material

bag 25 kg - pallet 625 kg

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

29508

3.750,00

KG

Number

Unit

3.750,00

KG

Quantity

Unit

2.282,00 1.000 KG

Price

Unit

8.557,50

Amoun

Stat. No.: 68061000

Delivery No/Date: 33263185 / 25.05.2022

Container Number: 89BLH4 Country of origin: NL

Freight Cost

Amount excl. VAT

**Output Tax** 

0.00 %

1,140,00

9.697,50

0.00

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

**EUR** 

9.697,50

Delivery date: Terms of delivery:

25.05.2022 -CIP Chennai Port

Payment term:

60 days net

Gross/Nett weight:

3.862,500 / 3.750 KG

Transp. volume:

11,250 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.



# COPY

# **INVOICE**

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

Part of the ROCKWOOL Group

631102 TAMIL NADU

INDIA

Page 1 / 1

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

Invoice no. / date:

Order no. / date:

Your reference: Contactperson: 163829825 / 27.05.2022

8978552 / 10.05.2022

5700003358 Corina Hendriks

 Item
 Material
 Number
 Quantity
 Price
 Amount

 Material description
 Unit
 Unit
 Unit

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

3.750,00

KG

3.750,00 KG 2.282,00 1.000 KG 8.557,50

Stat. No.: 68061000

Delivery No/Date: 33263185 / 25.05.2022

Container Number: 89BLH4
Country of origin: NL

Freight Cost 1.140,00

Amount excl. VAT
Output Tax

0,00 %

9.697,50 0,00

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

EUR 9.697,50

Delivery date: Terms of delivery: Payment term: 25.05.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

3.862,500 / 3.750 KG

Transp. volume:

11.250 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

# COPY

Invoice address: 15577
Brakes India Pvt. Ltd.
IEC Number 0488001382
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PAN NO. AAACB25330
Sholingur GST: 33AAACB2533Q1ZP

Sholingur GST: 33AAACB2533Q1Z

631102 TAMIL NADU

INDIA

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PAN NO. AAACB2533Q

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631102 Tamil Nadu

INDIA

INVOICE

Ordered by: 15577
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IEC Number 0488001382
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PAN NO. AAACB2533Q

Sholingur GST: 33AAACB2533Q1ZP

**631102 TAMIL NADU** 

**INDIA** 

Page 1 / 1



Invoice no. / date:

Order no. / date:

Your reference: Contactperson: 163829825 / 27.05.2022

8978552 / 10.05.2022

5700003358 Corina Hendriks

Item Material Number Quantity Price Amount
Material description Unit Unit Unit

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

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508 3.750,00 3.750,00 2.282,00 8.557,50 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33263185 / 25.05.2022

Container Number: 89BLH4
Country of origin: NL

Freight Cost 1.140,00

Amount excl. VAT 9.697,50
Output Tax 0,00 % 0,00

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

EUR 9.697,50

Delivery date: Terms of delivery:

Payment term:

25.05.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

3.862,500 / 3.750 KG

Transp. volume:

11,250 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.



# COPY

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Brakes India Pvt. Ltd.
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biimports@brakesindia.co.in
PAN NO. AAACB25330

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

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PAN NO. AAACB2533Q

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631102 Tamil Nadu

INDIA

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

ROCKWOOL B.V.

P.O. Box 1160 6040 KD Roermond The Netherlands

Invoice no. / date:

Order no. / date:

Your reference: Contactperson: 163829825 / 27.05.2022

8978552 / 10.05.2022

5700003358 Corina Hendriks

Item	Material	Number	Quantity	Price	Amoun
	Material description	Unit	Unit	Unit	

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508 3.750,00 3.750,00 2.282,00 8.557,50 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33263185 / 25.05.2022

Container Number: 89BLH4
Country of origin: NL

Freight Cost 1.140,00

Amount excl. VAT

Output Tax 0,00 %

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

EUR 9.697,50

9.697,50

0,00

Delivery date: Terms of delivery:

Payment term:

25.05.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

3.862,500 / 3.750 KG

Transp. volume:

11,250 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.

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

Our ordernr : 8978552

Delivery nr : 33263185

Your ordernr: 5700003358

Container nr:

Shipment nr.: 0006915795

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

India

A Lapinus

# DETAILED PACKING LIST

# ORIGINAL

	0	
Dimensions in m per package	1210,00 1000,00 1300,00	
Total gross weight per item kgs	3862,500	3862,500 <b>Kgs</b>
Total net weight per item kgs	3750,000	3750,000 <b>Kgs</b>
Total quantity per item in m <sup>1</sup> / kg	3750,00	TOTAL:
Contents per package in m <sup>1</sup> / kg	1,00 T	
Type and number of packages	kg -pallet 625 3750 Kilogra	
Product and dimensions	Lapinus® RB250, bag 25	

Date: 27-05-2022

Industrieweg 15 6045 JG Roermond / The Netherlands

Our ordernr : 8978552

Delivery nr : 33263185

Your ordernr: 5700003358

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

631102 Tamil Nadu

ORIGINAL India

A Lapinus

# **DETAILED PACKING LIST**

# Container nr: Shipment nr.: 0006915795

Dimensions in m per package	1210,00 1000,00 1300,00	
Total gross weight per item kgs	3862,500	
Total net weight per item kgs	3750,000	
Total quantity per item in m¹/m²/kg	3750,00	
Contents per package in m <sup>1</sup> /m <sup>2</sup> /kg	g n 1,00	
Type and number of packages	kg -pallet 625 kg	
Product and dimensions	Lapinus® RB250, bag 25 25,0	

Date: 27-05-2022

Kgs

3862,500

3750,000 Kgs

TOTAL:

Industrieweg 15 6045 JG Roermond / The Netherlands

Our ordernr : 8978552

Delivery nr : 33263185

Your ordernr: 5700003358

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

A Lapinus

# DETAILED PACKING LIST

# ORIGINAL

		•
		1300,00
	ons in m ckage	1000,00
	Dimensions in m per package	1210,00 1
-		1210
	ight	3862,500
	Total gross weight per item kgs	88 8
	Total	
	ight Js	3750,000
	Total net weight per item kgs	37
	<u> </u>	0
	ber item kg	3750,00
	Total quantity per item in m1/m2/kg	
	Total	0
	package / kg	1,00
	Contents per package in m <sup>1</sup> /m <sup>2</sup> /kg	
nr :	Co	ram ram
Container nr :	number	-pallet 625 kg
	Type and number of packages	
157		0,1 0,1
5900	suo	o, bag
t nr.: 0	Product and dimensions	® RB250,
Shipment nr.: 0006915795	Ü	Lapinus® 25,0
ळ		ÄÄ

Date: 27-05-2022

Kgs

3862,500

3750,000 Kgs

TOTAL:

Industrieweg 15 6045 JG Roermond / The Netherlands

Our ordernr : 8978552

Delivery nr : 33263185

Your ordernr: 5700003358

Container nr:

Shipment nr.: 0006915795

For Brakes India Pvt Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India



# **DETAILED PACKING LIST**

	1300,00	
Dimensions in m per package	1000,00	
Dimen	1210,00	
Total gross weight per item kgs	3862,500	
Total net weight per item kgs	3750,000	
Total quantity per item in m <sup>1</sup> / m <sup>2</sup> / kg	3750,00	
Contents per package in m <sup>1</sup> /m <sup>2</sup> /kg	1,00	
Type and number of packages	kg -pallet 625 kg 1 3750 Kilogram	
Product and dimensions	Lapinus® RB250, bag 25 25,0	

Date: 27-05-2022

Kgs

3862,500

3750,000 Kgs

TOTAL:

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordern: 8978552

Delivery nr : 33263185

Your ordernr: 5700003358

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

India

A Lapinus

# DETAILED PACKING LIST

# COPY

		1300,00
	Dimensions in m per package	1000,00
	Dime	1210,00
	Total gross weight per item kgs	3862,500
COPY	Total net weight per item kgs	3750,000
	Total quantity per item in m <sup>1</sup> / m <sup>2</sup> / kg	3750,00
	Contents per package in m¹/m²/kg	1,000
5795 Container nr :	Type and number of packages	kg -pallet 625 3750 Kilogr
Shipment nr.: 0006915795	Product and dimensions	Lapinus® RB250, bag 25255,0 0,1

Date: 27-05-2022

Kgs

3862,500

3750,000 Kgs

TOTAL:

Industrieweg 15 6045 JG Roermond / The Netherlands

Our ordernr : 8978552

Delivery nr : 33263185

Your ordernr: 5700003358

Container nr

Shipment nr.: 0006915795

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

# Lapinus<sup>®</sup>

# DETAILED PACKING LIST

COPY

			8			
	Dimensions in m	per package	1210,00 1000,00 1300,00			
THE REPORT OF	Total gross weight	per item kgs	3862,500	V		
	Total net weight		3750,000			
	Total quantity per item in m¹/ m²/ kg		3750,00			
	Contents per package in m¹/m²/kg	5	1,00			
	Type and number of packages	bag 25 kg -pallet 625 kg	1 3750 Kilogra			
Droduce	and dimensions	nus® RB250,	0,0			

Date: 27-05-2022

Kgs

3862,500

Kgs

3750,000

TOTAL: