B/L No. 32033499 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 TAMII 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 declared by the shipper but unknown by the carrier. IEC NUMBER 0488001382 In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, SHOLINGUR PAN NO. AAACB2533Q GSTNO:33AAACB2533Q1ZP, 631102 TAMIL NADU INDIA exceptions and conditions whether written, printed, stamped or otherwise incorporated PHONE: +91 4172307768, FAX: +91 4172262210 \* and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading
ROTTERDAM, NETHERLANDS For delivery please apply to: Vessel name/voyage no. TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) SEAMAX NO 338 OLD NO 165 **BRIDGEPORT/IS213B** 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 NR: 8858258 DELIVERY NR: 33100765 PO NO: 5700003358	8 PALLET(S)	STC:ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS: CIP CHENNAI NETTO WEIGHT 5.000KG  * CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		5150.000	11.025

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 13-04-2022	FPS Famous	Pacific Shipping
FREFAID				_ ^	PAUL BRANDS
Laden on board th	e vessel	No. of original(s) B/L 3/3		1	
ICS B/L			ORIGINAL	B	
13 Apr	2022				'n An
Original Ship	oped on board			As Agent	CIEIC LINES

DEFINITIONS
 "Carrier" means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed.
 Merchard "lockdes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person owing or entitled to the possession of the Goods or this Bill of Lading, any person having a present or future interest in the Goods or any person acting on behalf of any of the above mentioned persons.
 "Goods" includes the cargo supplied by the Menchant and includes any Container not supplied by or on behalf of the Carrier.
 "Container" includes the cargo outpile of the transportable tank life van the peaker of the cargo.

supplied by or chibes in a degree supplied by the release in a decrease any solutions in supplied by or chibes the Carriers trained by the company of the co

erea of the port so nominated.

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

'Hague-Veby Pulles' means the Hague Rules as amended by the Protocol signed at Brussels on 25th February 1988.

'COCSA' means the Carriage of Goods by Sea Act of the United States of America epproved on 18th April 1938.

'CAGGWA' means the Carriage of Goods by Water Act 1938 of Canada.

'Charges' includes twight and all expenses and money obligations incurred and payable by the Merchant.

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

# CARRIER'S TARIEF

2. CARRILLET'S IARIETT The provisions of the Carrier's applicable Tariff, if any, areincorporated herein Copiesot such provisions are obtainable from the Carrier or his agenst upon request or where applicable, from a government body with whom the Tariff has been field. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall provail.

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

NEGOTIABILITY AND TITLE TO THE GOODS

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

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

(1) The Carrier shall be entitled to sub-contract on any terms the whole or any pear. The Carriage is the Carriage in the C on and

be parises to this contract,
(3) The Merchant shall defend, indemnity 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 lightly 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.

as such claim or lability exceeds the Carrier's flability under this Bill of Lading.

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

CARRIER'S RESPONSIBILITY

(7) CLAUSE PARAMOUNT

(A) Subject to clause I shellow, this Bill of Lading insolar as it relates to sea carriage.

(A) Subject to clause I shellow, this Bill of Lading insolar as it relates to sea carriage to any top-detection making such brews or not shall have effect subject to the Hague Rules or any top-detection making such brews or not shall have effect subject to the Hague Rules or any top-detection making such brews or not shall have effect subject to the Hague Rules (and the COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules (ar COGSA or COGWA) to this Bill of Lading is subject to U.S. or Canadian law respectively) shall apply to the carriage of Goods by Inland waterways and reference to carriage by see in such Rules or legislation shall be deemed to include referenceationland waterways and fair to the Cogwa during any period prior to loading on or after discharge from the vessel the Carrier's responsibility shall instead be determined by the provisions of 6(3) below, but if such provisions are found to be invalid such responsibility and be subject to COGSA.

(5) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or initial such envisions of and exclusions from liability and all rights conferred or authorised by any applicable any provisions or section s4281 to 4287, inclusive, of the Rwissed Statutes of the United States of America and amendments thereto and where applicable to, where applicable any provisions or declarities of America and amendments thereto and where applicable only provisions or the laws of the United States of America and amendments thereto and where applicable only provisions or the laws of the Carrier shall not be liable for any

(a) COMBINED TRANSPORT Save as is otherwise provided in this Bill of Lading, the Carrier shall be liable for loss of or damage to the Goods accurring 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; (i) The Carrier shall be entitled to evil you on all exclusions from liability under the Rules or legislation that would yuson all profiled under 6(1)(A) above had the loss

This Carrier shall be envised to tray born all ordiscists from hashing cheef we falles or legislation that would have been applied under 6(1/N) above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Hague Rules for COSAS or COSWA if this Bill of Luding is subject to U.S. or Canadian law respectively. Where under (i) above, the Carrier is not liable in respect of some of the factors causing the loss or damage, he shall only be liable to the extent that those factors for which he is table have contributed to the loss or damage. Subject to 6(4)(C) below, where the Hague Rules or any legislation applying such and the Rules or the Hague-Vetty Plates Buch as OCSAS or COSWA) is not computed in applicable, the Carrier's liability shall not exceed US\$2.00 per kilo of the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of euch Goods, whichever is the leaser.

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 configured or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and qualify, at such place and time.

same kind and quality, at such place and time. ere the stage of Carriage where the loss or damage occurred can be

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

mational convention or national law of the country which provisions, cannot be departed from by private contract to the detriment of the Merchant, and

and would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular document which must be issued in order to make such immerational convention or national law applicable; (b)

a minute must be issued in order to make such international convention or vith 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 prouve transportation by carriers fone or more) and such transportation shall be subject to the inland carriers' contracts of carriage and tariffs and any law computorly applicable. The Carrier guarantees the fulliment of such Inland carriers' obligations under their contracts and tariffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by 6(3/A) above.

GENERAL PROVISIONS
Delay, Consequential Loss

(A) Delay, Consequential Lose
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 caused whatscover and howscover caused. Without prejudice to the diregoing, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the bransport.

[3] Package or Shippine Liable Learner.

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

[3] Packegs or Shipping Unit Limitation
Where the Hague Rules or any legislation making such Rules compulsority applicable (such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a 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 laid down by such Rules or eligislation. Such limitation amount according to COGSA is 185500 and according to COGWAN is Can Stool. Into limitation amount abouting to COGSA is 185500 and according to COGWAN is Can Stool. In the limitation shall be USS500.

[C] Ad Vationem: 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's liability may be increased to a higher value by a declaration in writing of the value of the Goods to the form 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 any partial loss or damage shall be adjusted pro rata on the basis of such declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

and any partial loss or damage shall be adjusted pro rata on the basis of such doclared 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 tor the
purpose of any limit of liability per package or shipping units provided in any international
convention or national law relating to the carriage of Goods by sea. Except as 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 package, including articles or things of any description whatsoover, 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 ewent anall anything herein be construed to be a waiver of limitation as to Goods
shipped in bulk.

[5] Rust, etc.

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

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

(C) Time-bar

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

(C) Time-bar

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

and written notice thereof received by the Carrier within twelve months after delivery or

the Goods or the date when the Goods should have been delivered. In the event that suit

three paried shall be found contrary to any convention or law computerity applicable, the

peared prescribed by such convention or law shall then apply but in that circumstance

MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the lace hereof are furnished the Merchant and the Merchant warrants to the Carrier that the description and particulars udding, but not limited to, of weight, content, measure, quantity, quality, condition, marks

by the Marchant and the Marchant warrants to the Carrier that the description and particulars including, but not limited to, or weight, content, measure, quantity, quality, condition, marks numbers and value are correct.

(2) The Marchant shall comply with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred or surflered by reason thereof cryt 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 Carriaga 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 whatsoews 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 stricks are delivered to the Carrier which the container of a great part of the contribution of the Carrier than and without prejudice to the Carrier's fight to Charges.

(5) The Merchant shall be liable for the loss, damage, contamination, soiling, detention or demurage before, during and after the Carriage of properly finduling, but not limited to, Containers) of the Carrier or any person or vessel (other than the Marchant) referred to in 5(2) above caused before, du

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

CONTAINTERS

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

(2) The terms of this Bill of Lading shell govern the responsibility of the Carrier in container to the Merchart, whether supplied for or after the Goods are received by the Carrier or delivered to the Merchart.

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

(4) the Carrier shall not be liable for loss or or demang to the Good.

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

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

(9) Caused by the unsultability of the Goods for carriage in Containers;

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(9) Caused by the unsultability of the Carrier or Container was the Carrier to the University of the Carrier of the Carrier of the West of the Carrier of the West of the Carrier of the Carri

particular type or quality.

# 9. TEMPERATURE CONTROLLED CARGO

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

emperature controlled Container stuffed by or on behalf of the Merchant further under tit the Container has been properly pre-cooled, that the Goods have been properly the Container and that its thermostatic controls have been properly set by the Me

in the Container and that its thermostatic controls have been properly stuffed to force receipt of the Goods by the Carrier.

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

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

# 10. INSPECTION OF GOODS

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

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

11. MATTERS AFFECTING PERFORMANCE
(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind fincluding the condition of the Goodd, whenseever arising (whether or not the Carriage has commenced) the the Carrier may:

(A) without notice to the Marchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the 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 Carrier's right subsequently to abandon the Carriage under
(A) above, continue the Carriage.

In any severt the Carrier shall be entitled to full Charges on Goods received for Carriage and the Marchant 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 delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such ment or authority.

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

12. METHODS AND ROLITE OF TRANSPORTATION

13. METHODS AND ROLITE OF TRANSPORTATION

14. METHODS AND ROLITE OF TRANSPORTATION

15. METHODS AND ROLITE OF TRANSPORTATION

16. The contrage whatesoever (lead or carry the Goods on any vessel whether named on the front heard of not, transfer the Goods from one conveyance to another including transpilipping or carrying the same on another vessel than that named on the front heard of roly any other means of transport whatsoever, at any slace unpack and remove Goods which have been stuffled in or or 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 meat diese or advertised rolled) and proceed in Same In any manner whatsoever, proceed at any speed and by any route in his discretion (whether or not the nearest or meat diese and whether of the process of the pro

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

13. DECK CARGO (AND LIVESTOCK)
(1) Goods of any description whether containerised or not may be stowed on or under deck without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (other than Investock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague-Nisby Rules computerity applicable (such as COGSA or COGWA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which are stated on the ford of this Bill of Lading to be carried on deck and which are so carried (and Investock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or dramage of whatsoever acture arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchanterhald defend, indemnifyand hold harmlessthe Carrieragainstall and any actra cost incurred for any reason whatsoever in connection with carriage of fivestock.

any extra cost incurrence for any reason wasterover in connection with carriage of investors.

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 shuffer in or on a Container and to store the Goods or that part thereof sharper of the order of the top of the container and to store the Goods or that part thereof sharper of the Container and to store the Goods or that part thereof sharper of the Merchant. Such storage shall constitute due delivery invesuring, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall coase.

# 15. BOTH-TO-BLAME COLLISION

15. BOTH-TO-BLAME COLLISION
If the vessed 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 the non-carrying vessel or object the non-carrying vessel or object, the Merchant vederlakes to defend, indemnity and hold respectively. The control of the non-carrying vessel or object, the Merchant vederlakes to defend, indemnity and hold selection of the non-carrying vessel or object or the non-carrying vessel or object or 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 other owners or charterers.

18. GENERAL AVERAGE

(1) The Carrier may declare General Average which shall be adjustable according to the York/Ankwerp Nulse of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by BMCO is to be considered as incomporated 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, indermity and hold harmless the Carrier in rispect of any claim (and any expense arising therefrom) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.

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

17. CHARGES

(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 behaft of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or the copy thereof and to inspect, revelly, remeasure and revalue the Goods and if the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charges (cradit being given for the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.

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

18. LIEN The Ca 18. LIEN
The Camier 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 Genoria Average contributions to whomsover due and for the costs of recovering the same and the Carrier fatal have the right to sell the Goods and documents by public auction or private trusty, without notice to the Merchant and at the Merchant's expense and without any failability towards the Merchant.

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

So to warks or vary.

20. PARTIAL INVALIDITY

If any provision in this Bill of Lading is held to be invalid or unenforceable by any court or regulatory or self regulatory agency to body, such invalidity or unenforceablity shall 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 provides were for contained hearing.

B/L No. 32033499 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. FAX: +91 4172262210 \* B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading For delivery please apply to: Vessel name/voyage no. SEAMAX ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) BRIDGEPORT/IS213B NO 338 OLD NO 165 LOTUS COURT, III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B Place of delivery Port of discharge 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM

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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 a resent or future interest in the Goods or any person acting on behalf of any of the above mentioned persons.

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

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

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

"Combined Iransport artises where the Goods.

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

"Port to Port Shipment" arises where the Place of Receipt and the Place of Delivery indicated are ports and the Bill of Lading of it both the Place of Receipt and the Place of Believry indicated are ports and the Bill of Lading does not in the nomination of the Place of Receipt and the Place of Believry in the area of the port so nominated.

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

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

"Hague-Valvey Rules" means the H

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

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

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

(1) The Carrier shall be entitled to sub-corract on any cans use more or any permitted carriage.

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

persons and vessess and such persons and vessels shall to this extent be of bo deemed to be parties to this contract, (3) The Merchant shall defend, indemnify and hold harmless the Carrier against any claim or liability (and any expenses arising therefron) arising from the Carriage of the Goods insofar as such claim or liability exceeds the Carrier's liability under this Bill of Lading, (4) The defences and limits of feichity 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 isobility provided for in this Sill of Lading shall apply in any ton against the Carrier whether the action be found in Contract or in Tort.

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(2) Subject to clause 13 below, this Bill of Lading ineofer as it relates to see 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-Neby Rules compulsorly applicable (such as COGSA COGWN) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein, me Hague Rules or applicable legislation shall be deemed incorporated herein, and have respectively shall apply to the carriage of Ocods by Inland waterways and reference to carriage by sail in such Rules or degislation shall be deemed to include reference/inland waterways and reference to carriage by a sail in such Rules or degislation shall be deemed to include reference/inland waterways and reference to carriage by a sail in such Rules or legislation shall be deemed to include reference/inland waterways and reference to carriage by a sail such right of the Carrier's responsibility shall instead be determined by the provisions of 660 below, but for the Goods during any paried prior to loading on or after discharge from the vesself the Carrier's responsibility shall instead be determined by the provisions of 660 below, but 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 and exclusions from liability and all rights conferred or authorised by any applicable law, statute or regulation of any carrier for and dights to, all limitations of and exclusions of some accuracy of the states of America and amendments thereit and where applicable any provisions of the laws of the United States of America and the entitle to the Owner of the vessels(a) on which the Goods are carri

(2) PORT TO PORT SHIPMENT The responsibility of the Carrier in (g) PORT TO PORT SHIPMENT
The responsibility of the Carrier's limited to that part of the Carriage from and during loading onto the vessel up to and during discharge from the vessel and the Carrier shall loading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsower in respect of the Goods or for any other matter arising during any other part of the Carriage even though Changes for the whole Carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to enther into contracts on behalf of the Merchant with others for transport, storage, lararding or anywher services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without reaponability for any act or ornisation whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Ladiou.

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

[3] CONBINED TRANSPORT Save as is otherwise provided in this Bill of Lading, the Carrier shall be liable for loss of or damage to the Goods accurring from the time that the Goods are taken into his charge until the time of delivery; to the settent sat out below.

[4] Where the stage of Carriage when the loss or damage or occurred cannot be proved: The Carrier shall be entitled to rely upon all evolutions from failsifity under the Rules or legislation that would have been applied under 6(1)(4) above had the loss or damage occurred at sax or, if there was no carriage by sea, under the Heigue Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law reachash)

or carriage examples of the process of the process

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,

control to see some section of the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular document which must be issued in order to make such international convention or

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 Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the initiand carriers' contracts of carriers and such vansportation shall be subject to the initiand carriers' orderates of carriers' and supplier to such inland carriers' orderates or carriers' obligations under their contracts and traffic;
Where neither (i) or (ii) above sppty, any liability of the Carrier shall be determined by \$(3)(4) above.
GENETAL PROVISIONS
Delaw Consequential Loss.

[4] GENERAL PROVISIONS (A) Daday, Consequential Loss save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever and howsoever caused. Without prejudice to the foregoing, if the Carrier is found liable for cleay, fability shall be limited to the finglist applicable to the relevant stage. of the transport.

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

(B) Packaga or Shipping Unit Limieton
Where the Hague Pulse 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) 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 limitation as taid down by such Rules or legislation. Such limitation amount according to COGSA is US\$500 and according to COGSA is US\$500 and according to COGSA is US\$500 and according to COGSA is LOSSOO.

(C) ANY leaf common shall be US\$500.

(C) ANY leaf common shall be US\$500.

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(C) ANY leaf or the Goods by the shipper upon delivery to the Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods for shipment, such higher value being insented on the first of this Bill of Lading in the space provided and, if required by the Carrier's liability, it is such case, if the satular value of the Goods shall exceed such declared value, the value shall nevertheless be deemed to the the declared value and the Carrier's lability, fary, shall not acceed the declared value and any partial loss or damage shall be adjusted provided and, if any shall not acceed the declared value and any partial loss or damage shall be adjusted provided.

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 the 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 curriage of Goods by sea. Except as aforeseld the Container shall be considered the package or shipping unit. The words "shipping unit" shall most each physical unit or piece of cargo not shipped in a package, including articles or things of any description whatsoever, except Goods shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto shall be the limitation provided in such convention or law which may be applicable, and in no event shall anything harein be construed to be a waiver of limitation as to Goods stipped in bulk.

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

(E) Rust, etc.

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

(F) Notice of Loss or Demmega

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

(G) Time-bar

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

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, of weight, content, measure, quarity, quality, condition, marks reunbres 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, fires, imposts, expenses and losses incured or sulfared by reason thereof or tyrasson of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

(3) The Merchant undertakes that the Goods are pacied in a manner adequate to withstand the crotic and requirements which may be applicable.

(4) No Goods which are or may become dangerous, inflammable or damaging or which are or may become any property or person whatsoever shall be tendened 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 custled so as to indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations and noghrimments. If any such articles and so as to comply with all applicable laws, regulations and noghrimments. If any such articles are delivered to the Carrier thou study at anytime bedestroyed disposed of, abandoned, or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's inflint to Charges.

(5) The Merchant shall be liable for the loss, damage, contamination, solling, detention or demurage before, during and after the Carriege of property (including, but not limited to, containings) of the Merchant shall defend, indemnity and hold harmless the Carrier against and so the was expensible.

is curerwise responsions.

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

# 8. CONTAINERS

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

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

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

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

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

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

(iii) caused by the unsuitability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only apply if the unsuitability or defective condition arcas (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container has agreed to seal 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 Container.
(3) the Mexichant shall detend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (A) above except for (A)(iii)(a) above.
(4) Where the Carrier is instructed to provide a Container, in the absence of a written quest to the contrary, the Carrier is not under an obligation to provide a Container of any tricular type or quality.

TEMPERATURE CONTROLLED CARGO

The Merchant undertakes not to lender 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 in this Bill of Lading has been presented by the Merchant or a present acting on his behalf) of their nature and particular temperature range to be maintained and in the case of

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

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

If the above requirements are not compiled with the Carrier shall not be liable for any loss of or damage to the Goods carried or defect, and the Goods arising from defects, derangement, breakdown, stoppage of the temperature controlling machinery, plant, insulation or any apparatus of the Container, provided that the Carrier shall before or at the beginning of the Carriage exercise due diligence to maintain the retrigerated Container in an efficient state.

# 10. INSPECTION OF GOODS

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

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

11. MATTERS AFFECTING PERFORMANCE
(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadventage of any kind fincluding the condition of the Goods), whenseever arising (whether or not the Carriage has commenced) the the Carrier may:

(A) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any 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 safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods safe and convenient, whereupon the Carriage under (A) above, continue the Carriage.

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

circumstances.

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

# 12 METHODS AND BOUTE 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 whatsoower, 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 transploping or carrying the same on another vessel than that named on the front hereof try any other means of transport whistoever, at any place unpack and remove Goods which have been stuffed in or or a Container and forward the same in any menner whatsoever, proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever once or more often and in any order; load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof as the intended Port of Loading or intended Port of Discharget; comply with any orders or recommendations given by any govenment or authority or apy presson or body acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier for ingift to give orders or directions; permit the vessel to proceed with or without pilots, to tow or be towed or to be dry-docked; permit the vessel to carry fivestock; Goods of all kinds, dangerous or otherwise, contrabend, explosives, munitions or varifies stores and sail armed or unammed.

(2) The Breviews and wall armed or unammed.

investicin, disclose of an initial dargetions of underway, children and self-warfiles stores and self-amend or unamed.

(2) The liberities set cut in (1) above may be invoked by the Carrier for any purpo whatspower whether or not connected with the Carriage of the Goods. Anything don accordance with (1) above or any delay arising thereform shall be deemed to be willful contractual Carriage and shall not be a deviation of whatspower nature or degree.

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

13. DECK CARGO (AND LINESTOCK)
(1) Goods of any description whether containerised or not may be stowed on or under dock without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to [2) below, such Goods whether carried an deck or under dack shall participate in General Average and such Goods (other than livestock) shall be deemed to be within the defirition of Goods for the purposes of the Hague Fulles or any Hegistation making such Rules or the Hague-Velby Rules compulsority applicable (such as COGSA) or COGWA) to this Bill of Lading,

(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which are stated on the front of this Bill of Lading to be carried on deck and which are so carried (and livestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea or intend waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchantshall defend, Indemnityland hock harmlessthe Carrierageinstall and any extra cost incurred for any reason whatsoever in connection with carriage of fivestock.

# 14. DELIVERY OF GOODS

13. DELIVERY OF GOODS
14. DELIVERY OF GOODS
If delivery of the Goods or any part theroof 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 theroof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof if stuffed in or on a Container and to store the Goods or that part thereof ashors, allow, in the open or under-cover at the sole risk and expense of the Merchant. Such adrogs shall IN THE OPEN THE PROPERTY OF THE OPEN THE

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 non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indernify and holdmarks the Carrier against all claims by or liability (and any expense arising therefrom) any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of the Merchant pold 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, recoupled or neovered by such vessel, object or person(s) against the Carrier, the carrying vessel or charterers.

vessel or her owners or cnaneers.

18. GENERAL AVERAGE

(1) The Carrier may declare General Average which shall be adjustable according to the NordAntware Place 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) NotWithstanding (1) above, the Merchant shall delend, indemnify and hold harmless the Carrier in respect of any delim fined any exposes 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.

nature which may be made on the Camer and shall provide such security as may be required by the Carrier in this connection.

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

security for General Average contributions due to the werman.

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 Morchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, revelly, remeasure and revalue the Goods and if the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charges (credit being igner for the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.

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

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 sell the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

19. VARIATION OF THE CONTRACT No servant or agent of the Carrier shall have power to waive or vary any of the terms hereal unless such waiver or variation is in writing and its 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

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

B/L No. 32033499 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 GSTN0:33AAACB2533Q1ZP, 631102 TAMIL NADU INDIA PHONE: +91 4172307768, FAX: +91 4172262210 \* exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading Vessel name/voyage no. For delivery please apply to: SEAMAX ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) NO 338 OLD NO 165 BRIDGEPORT/IS213B 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 NR: 8858258 DELIVERY NR: 33100765 PO NO: 5700003358	8 PALLET(S)	STC:ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS: CIP CHENNAI NETTO WEIGHT 5.000KG  * CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		5150.000	11.025

TOTAL PACKAGES: 8, TOTAL GROSS WEIGHT: 5150,000 KGS, TOTAL CBM: 11,025 LOADED INTO CONTAINER(S): NUMBER MSMU5090894 WITH SEALNR CTG1139974 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 13-04-2022	FPS Famous	Pacific 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		B	
13 Apr	2022			1	2 An
Original Ship	pped on board	- I		As Agent	

FAMOUS PACIFIC LINES

# 1. DEFINITIONS

1. DEFINITIONS

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

"Merchant" includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person having a present or future interest in the Goods or any person acting to behalf of any of the above mentioned persons.

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

"Container" includes any container, trailer, transportable tank, lift van, flat, pallel or any similar article of Irunsport 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.

similar article of Iransport used to consolidate goods.

"Carriage" means the whole of the operations and services undertaken or performed by or on behalf of the Gardie of the operations and services undertaken or performed by or on behalf of the Gardie of the Gardie.

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

"Port to Port Shipment arises where the Place of Receipt and the Place of Delivery are not indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery and the Place of Delivery and the Bill of Lading does not in the nomination of the Place of Receipt or the Place of Delivery on the front hereof specify any place or spot within the area of the port so committed.

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

"Hague Rules" means the Carriage of Goods by Sea Act of the United States of America exproved on 16th April 1936.

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

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"Shipping Unit" includes theight unit and the term "unit" as used in the Hague Rules and Hague-Vlaby Rules.

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

"Stuffer Includes Rule, consolidated, packed, loaded or secured.

"Shipping on interest and Hague-Neby Rules, a partnership, a body corporate or other entity, "Person" includes an individual, a partnership, a body corporate or other entity, "Stuffed" includes filled, consolidated, packed, loaded or secured.

CARRIER'S TARIFF
 The provisions of the Carrier's applicable Tariff, if any, are incorporated herein Copiess
provisions are obtainable from the Carrier or his agens tupon request or, where applicable
a government body with whom the Tariff has been filed. In the case of inconsistency be
this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

# WARRANTY

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

4. NEGOTIABILITY AND TITLE TO THE GOODS (1) This Bill of Lading shall be non-negotiable unless made out "to order" in which event it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described. (2) This Bill of Lading shall be primar facile evidence or the taking in charge by the Carrier of the Goods as herein described. However, proof to the contrary shall not be admissible when this Bill of Lading shall be not been negotiated or transferred for valuable consideration to a third party acting in good faith.

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

(1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriago.
(2) The Morchant 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 senents or agents, any independent contractor and his servents or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or vessel ary liability whatsoever in connection with the boods or the Carriage, and if any claim or allegation should nevertheless be made to defend, indomnify and hold harmless the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and exassel 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 trusted for such persons and vessels all his contract, the contract to be deemed to be parties to this contract.

persons and vessels and such persons and vessels area to this owner to the parties to this contract.

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

(4) The defences and limits of ideality 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 logislation making such Rules or the Hague-Velby Rilecs computsorily 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 (COGSA or COGWA) to this Bill of Lading is subject to U.S. or Canadian law respectively shall apply to the carriage of Goods by Inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed in Autor Act of the United States of America 1833 would otherwise be computisorily applicable to regulate the Carrier's responsibility of the Goods during any portoyisions of the Anter Act of the United States of America 1833 would otherwise be computisorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of 6(S) below, but if such provisions are found to be invalid such responsibility shall be entitled to (and nothing in this Bill of Lading shall operate to desprive or limit such entitlement (the full benefit of, and rights to, all limitations of and exclusions from liability and all rights conterned or authorised by any applicable any provisions or sections-4251 to 4267, inclusive, of the Revised Statutes of the United States of America and amendments thereto and where applicable any provisions or sections-4251 to 4267, inclusive, of the Revised Statutes of the Livide Goods are carriade.

Cooks are carried. On Inguistors available to the twine to the vesseley of which the Cooks are carried.

(2) PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during leading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage have been charged by the Carrier. The Merchant continuities the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, storage, hardling or anywhore services in respect of the Goods prior to loadings and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in 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 accurring 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 damage roccurred cannot be proved: The Carrier shall be entitled to rely upon all exclusions from liability under the Fulse 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 sax, under the Hague Fulses for COGSA or COGWA if this Bill of Lading is subject to U.S. or Caradian law reserved.

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

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

Subject to 64(C) below, where the Hague Fulse or any legislation applying such Rules or the Hague-Visby Fulse (such as COGSA or COGWA) is not computantly applicable, the Carrier's liability shall not exceed USS2.00 per full 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 lesses.

The value of the Goods shall be determined according to the commodity exchange price at the place and time of delivery to the Machart or at the place and time of delivery to the Machart or at the place and time of delivery to the Machart or at the place 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.

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

emational convention or national law of the country which provisions, cannot be departed from by private contract to the detriment of the Merchant,

(b) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had neceived as evidence thereof any particular occurrent which must be issued in order to make such international convention or national less applicable; with respect to the transportation in the United States of America or in Canada to the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the infland carriers' contracts of carriers and transportation shall be subject to the infland carriers' contracts of carriers and such transportation shall be subject to the infland carriers' contracts of carriers and such transportation and the subject to the infland carriers' contracts of carriers of such inland carriers' contracts and tarriers.

law compassionly appuration: the carrier guarantees are folialment of soon manu-carriers' obligations under their contracts and tariffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by 6(3)(a) above.

(4) (A)

(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 whatsoover and howsover caused. Without projudces to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the fields applicable to the relevant stage

found liable for dealsy, 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 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 bosome 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 in interests of the package or shipping unit in interests of the package or shipping unit in ground the stage of the package or shipping unit in splicable undersuch Rules or legislation. Such limitation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500. It no limitation encount is applicable undersuch Rules or legislation, the limitation shall be US\$500. The Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier's liability and the stage of the Carrier's liability in the spectory of the value of the Goods by the shipper upon delivery to the Carrier's liability, if any, shall not chass, if the actual value of the Goods and carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

and any partial loss or damage shall be adjusted pro rata on use uses to sour declarative.

(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 aforeseld
the Container shall be considered the package or shipping unit.

The words "shipping unit" shall mean each physical unit or plece of cargo not
shipped in package, including articles or things of any description whatsoever, except
Goods shipped in bulk, and irrespective of the weight or measurement unit employed in
calculating right charges. As to Goods shipped in bulk, the limitation applicable thereto
shall be the limitation provided in such convention or law which may be applicable, and
in no event shall anything herein be construed to be a waiver of limitation as to Goods
shipped in bulk.

in no event shall anything herein be constitued to be a waver of limitation as to goods shipped in bulk.

(E) Rust, etc.

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

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

(C) Time-Barr

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

# MERCHANT'S RESPONSIBILITY

only.

7. MERCHANTS 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 by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but will be controlled to controlled to controlled the controll

is orientwise responsible.

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

# 8. CONTAINERS

ods 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 neceived 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 liable for loss of or damage to the Goods.

(aussed by the manner in which the Container has been stuffed;
(ii) caused by the unsulfability of the Goods for carriage in Containers;
(iii) caused by the unsulfability of the Goods for carriage in Containers;
(iii) caused by the unsulfability of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (ii) shall only apply if the unsulfability or defective condition arcse (ii) without any want of due diligence on the part of the Carrier or (ii) 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 Carriege except where the Carrier has agreed to seal the Container.

(v) If the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.
(B) the Merchart shall defend, indeamily 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)fillip) above.
(d) Where the Carrier is instructed to provide a Container, in the absence of a written usest to the contrary, the Carrier is not under an obligation to provide a Container of any significant tense causing.

particular type or quality

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

a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its them

# 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 Carminge is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whensever and betweenever arising (whether or not the Carminge has commenced the the Carming was executed by the condition of the Goods and where reasonably possible place the Goods or any upon to them at the Morchant's disposal at any place which the Carming may doem safe and convenient, whereupon the responsibility of the Carming in respect of such Goods shall cases;
(8) without prejudice to the Carming fight subsequently to abandon the Carming under (4) above, continue the Carming.

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

(2) The liability of the Carrier in respect of the Goods and shall charge and the Morchant shall pay any additional costs resulting from the above mentioned circumstances.

crounstances.

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

# 12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever, load or cany, the Goods on any vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another including transpipping or canying the same on another vessel than that named on the front hereof or hot, transfer the Goods from one conveyance to another including transpipping or canying 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 stuffeed in or on a Contialer and forward the same in any manner whistoever; proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whistoever 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 authority or any person or body acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier for hight to give control or to be dry-docked; permit the vessel to proceed with or without pilots, to tow or be towed or to be dry-docked; permit the vessel to carry fleetock, Goods of all kinds, dangearous or otherwise, contrabend, explosives, munificions or warlike stores and sail armed or unammed.

(2) The liberies 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 assing therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation of whatsoever nature or degree.

13. DECK CARGO (AND LIVESTOCK)
(1) Goods of any description whether containerded or not may be stowed on or under dock without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (whether carried on deck or under deck shall participate in General Average and such Goods (whether tain livestock) eithell be deemed to be within the definition of Goods for the purposes of the Hague Publes or any legislation making such Rules or the Hegue-Velby Rules compulsorily applicable (such as COGSA or COGWN) to this Bill of Lading.
(2) Goods fort being Goods stuffed in or on Containers other than open flats or calledly which are stated on the front of this Bill of Lading to be carried on deck and which are so carried (and livestock, whether or not carried on deck] are carried without responsibility on the part of the Carrier for loss or damage of whatsoever rature arising during carriage by see or inland waterway whether caused by unsaarworthiness or negligence or any often cause whatsoever. The Merchant shad federal, indumnifyand hold namelessate Carrieragalissisland any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

# 14. DELIVERY OF GOODS

14. DELIVERY OF GOODS.
If allways 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.
In Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof if stuffed in or on a Container and to store the Goods or that part thereof ashrore, aftorat, in the open or under cover at the sole risk and expenses 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 cause.

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) as a result of the negligence
of the non-carrying vessel or object of the owner of, chartere of or person responsible for
the non-carrying vessel or object, the Merchant undertakes to defend, indemnity and hold
harmless the Carrier against all claims by or libelity to (and any expense arising therefron)
any vessel or person in respont of any loss of, or damage to, or any claim whatsoever of
the Merchant paid or payable to the Merchant by the non-carrying vessel or object or the
owner of, charterer of or person responsible for the non-carrying vessel or object and set-off,
recoupted 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 Fules of 1974 at any piace at the option of the Carrier and the Amended Jason Clauses 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) Notwithstanding (1) above, the Menchant shall defined, indemrify and hold harmless the Carrier in respect of any claim fand any expense arising thereform) of a General Average anature which may be marie 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 whatssever to collect 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.

shall be paid and non-returnable in any event.

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

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

18. LEN
The Carrier shall have a fien on Goods and any documents relating thereto for all sums
whatscoewr due at any time to the Carrier from the Merchant and for General Average contributions to whomscoewr due and for the costs of recovering the same and the Carrier shall have the
right to sall the Goods and documents by public auction or private trashy, without notice to the
Merchant and at the Merchant's expense and without any liability towards the Merchant.

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

# 20. PARTIAL INVALIDITY

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

B/L No. 32033499 Shipper **ROCKWOOL B.V. - LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 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 GSTNO:33AAACB2533Q1ZP, 631102 TAMIL NADU INDIA PHONE: +91 4172307768, FAX: +91 4172262210 \* exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This 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. Vessel name/voyage no. Port of loading For delivery please apply to: ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) SEAMAX NO 338 OLD NO 165 BRIDGEPORT/IS213B 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 NR: 8858258 DELIVERY NR: 33100765 PO NO: 5700003358	8 PALLET(S)	STC:ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS: CIP CHENNAI NETTO WEIGHT 5.000KG * CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		5150.000	11.025

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 13-04-2022	FPS Famous Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/3		
				As Agent
Copy Shippe	ed on board			FAMOUS PACIFIC LINES

Shipper B/L No. 32033499 **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, FAX: +91 4172262210 \* B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading For delivery please apply to: Vessel name/voyage no. **SEAMAX** ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) BRIDGEPORT/IS213B NO 338 OLD NO 165 LOTUS COURT, III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B Place of delivery Port of discharge 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 NR: 8858258 DELIVERY NR: 33100765 PO NO: 5700003358	, ,	STC:ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS: CIP CHENNAI NETTO WEIGHT 5.000KG  * CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		5150.000	11.025

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 13-04-2022	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L	3/3	
				As Agent
Copy Shipped on board				FAMOUS PACIFIC LINES

B/L No. 32033499 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 GSTNO:33AAACB2533Q1ZP, 631102 TAMIL NADU INDIA PHONE: +91 4172307768, FAX: +91 4172262210 \* excepting and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. Pre- carriage by Port of loading For delivery please apply to: Vessel name/voyage no. SEAMAX ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) BRIDGEPORT/IS213B 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 NR: 8858258 DELIVERY NR: 33100765 PO NO: 5700003358	8 PALLET(S)	STC:ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS: CIP CHENNAI NETTO WEIGHT 5.000KG  * CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		5150.000	11.025

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 13-04-2022	FPS Famous Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/3	3	
				As Agent
Copy Shipped on board			FAMOUS PACIFIC LINES	



# **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

ltem

Paver: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 hiimports@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

ROCKWOOL B.V.

P.O. Box 1160 6040 KD Roermond The Netherlands

Invoice no. / date:

163817560 / 28.03.2022 8858258 / 10.03.2022

Order no. / date:

Your reference: Corina Hendriks Contactperson:

5700003358

Material description

Material

Number Unit

Page 1 / 1

Quantity Unit Price Unit Amount

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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

29508

5.000.00

5.000,00

11.410,00

KG

KG

Stat. No.: 68061000

Delivery No/Date: 33100765 / 25.03.2022

Container Number: 10BSJ9 Country of origin: NL

Freight Cost

1.462,00

2.282,00

1.000 KG

Amount excl. VAT **Output Tax** 

0.00 %

12.872.00 0.00

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

FUR

12.872,00

Delivery date: Terms of delivery: Payment term:

25.03.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

15 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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# **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

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

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INDIA

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

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

163817560 / 28.03.2022

8858258 / 10.03.2022

Your reference:

5700003358

Contactperson:

Corina Hendriks

ltem

Number

Quantity

Price

Amoun1

Material description

Page 1 / 1

Country of origin: The Netherlands

Country of acquisition: The Netherlands

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

Unit

Unit

10

Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

Material

5.000,00

KG

5.000,00

KG

2.282.00 1.000 KG 11.410.00

Stat. No.: 68061000

Delivery No/Date: 33100765 / 25.03.2022

Container Number: 10BSJ9 Country of origin: NL

Freight Cost

**Output Tax** 

Amount excl. VAT

0,00 %

12.872,00

0,00

1.462,00

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

**EUR** 

12.872,00

Delivery date: Terms of delivery: 25.03.2022 -CIP Chennai Port

Payment term:

60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

15 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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# ORIGINAL

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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

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

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP 631102 TAMIL NADU

Part of the ROCKWOOL Group

INDIA

Page 1 / 1

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

Price

Unit

Invoice no. / date:

Order no. / date:

Your reference: Contactperson: 163817560 / 28.03.2022

8858258 / 10.03.2022

5700003358

Corina Hendriks

Material description

Material

Country of origin: The Netherlands

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

5,000,00

KG

Number

Unit

5.000.00

KG

Quantity

Unit

2.282.00 1.000 KG 11.410,00

Amoun

Stat. No.: 68061000

Delivery No/Date: 33100765 / 25.03.2022

Container Number: 10BSJ9 Country of origin: NL

Freight Cost

**Output Tax** 

Amount excl. VAT

0.00 %

12.872,00 0,00

1.462.00

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

**EUR** 

12.872,00

Delivery date:

25.03.2022 -CIP Chennai Port

Terms of delivery: Payment term:

60 days net

5.150 / 5.000 KG

Gross/Nett weight: Transp. volume:

15 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Paver: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 hiimports@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

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631102 TAMIL NADU

INDIA

Page 1 / 1

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

Invoice no. / date:

163817560 / 28.03.2022

8858258 / 10.03.2022

Order no / date: Your reference:

5700003358

Contactperson:

Corina Hendriks

Item Material Material description

Quantity Unit

Price

Amount

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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

29508

5.000.00

KG

Number

Unit

5.000.00

KG

2.282,00 1,000 KG

Unit

11.410,00

Stat. No.: 68061000

Delivery No/Date: 33100765 / 25.03.2022

Container Number: 10BSJ9 Country of origin: NL

Freight Cost

1.462,00

Amount excl. VAT **Output Tax** 

0.00 %

12.872,00 0,00

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

**EUR** 

12.872,00

Delivery date:

25.03.2022 -CIP Chennai Port

Terms of delivery: Payment term:

60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

15 M3

Delivery address: 15577 Brakes India Pvt. Ltd.

IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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# COPY

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Payer: 15577 Brakes India Pvt. Ltd.

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

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

Part of the ROCKWOOL Group

631102 TAMIL NADU

INDIA

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

Invoice no. / date: Order no. / date: 163817560 / 28.03.2022

8858258 / 10.03.2022

Your reference:

5700003358

Contactperson:

Corina Hendriks

item

Material Number Quantity Price Amount
Material description Unit Unit Unit

Page 1 / 1

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

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

10

Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

5.000,00

KG

5.000,00

KG

2.282,00 1.000 KG 11.410,00

Stat. No.: 68061000

Delivery No/Date: 33100765 / 25.03.2022

Container Number: 10BSJ9 Country of origin: NL

Freight Cost

1.462,00

Amount excl. VAT

Output Tax 0,00 %

12.872,00 0,00

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

EUR

12.872,00

Delivery date:

25.03.2022 -

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

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

15 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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# Part of the ROCKWOOL Group

# INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

ΙΝΙΠΙΔ

Paver: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 hiimports@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

Page 1 / 1

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

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

163817560 / 28.03.2022

8858258 / 10.03.2022

Your reference:

5700003358

Contactperson:

Corina Hendriks

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

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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

29508

5.000,00

KG

5.000.00

KG

2.282.00 1.000 KG

11,410,00

Amoun

Stat. No.: 68061000

Delivery No/Date: 33100765 / 25.03.2022

Container Number: 10BSJ9 Country of origin: NL

> 1.462,00 Freight Cost

Amount excl. VAT **Output Tax** 

0.00 %

12.872,00 0,00

12.872,00

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

**EUR** 

Delivery date:

25.03.2022 -CIP Chennai Port

Terms of delivery: Payment term:

60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

15 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

Our ordernr : 8858258

**Delivery nr** : 33100765

Your ordernr: 5700003358

Container nr: 10BSJ9

Shipment nr.: 0006794460

India

For Brakes India Pvt, Ltd,

IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu

ORIGINAL



# DETAILED PACKING LIST

Dimensions in m per package	1210,00 1000,00 1300,00	
Total gross weight per item kgs	5150,000	S Y
Total net weight per item kgs	5000,000	y coo
Total quantity per item in m <sup>1</sup> / m <sup>2</sup> / kg	5000,00	TOTAL
Contents per package in m¹/m²/kg	1,00	
Type and number of packages	bag 25 kg -pallet 625 k	
Product and dimensions	Lapinus® RB250, bag 2525,0	

Date: 25-03-2022

Packed on 8 pallets

Rockwool Mineral Fibre

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 8858258

Delivery nr : 33100765

Your ordernr: 5700003358

Container nr: 10BSJ9

Shipment nr.: 0006794460

India

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

631102 Tamil Nadu

# A Lapinus

# DETAILED PACKING LIST

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

Date: 25-03-2022

Packed on 8 pallets

Rockwool Mineral Fibre

Kgs

5150,000

5000,000 Kgs

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 8858258

**Delivery nr** : 33100765

Your ordernr: 5700003358

Container nr: 10BSJ9

Shipment nr.: 0006794460

For: Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382 631102 Tamil Nadu

ORIGINAL

India



# **DETAILED PACKING LIST**

Type and number Contents per package of packages in m <sup>1</sup> /m <sup>2</sup> /kg
1,00

Date: 25-03-2022

Packed on 8 pallets

Rockwool Mineral Fibre

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

Our ordern: 8858258

**Delivery nr** : 33100765

Your ordernr: 5700003358

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India



# DETAILED PACKING LIST

COPY

		1300,00
	Dimensions in m per package	1000,00
	Dimens per p	1210,00
	Total gross weight per item kgs	5150,000
COPY	Total net weight per item kgs	5000,000
	Total quantity per item in m <sup>1</sup> / m <sup>2</sup> / kg	5000,000
10BSJ9	Contents per package in m <sup>1</sup> /m <sup>2</sup> /kg	1,00
460 Container nr :	Type and number of packages	kg -pallet 625 200 Bags
Shipment nr.: 0006794460	Product and dimensions	Lapinus® RB250, bag 25255,0 0,1

Date: 25-03-2022

Packed on 8 pallets

Rockwool Mineral Fibre

Kgs

5150,000

5000,000 Kgs

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 8858258

Delivery nr : 33100765

Your ordernr: 5700003358

Container nr: 10BSJ9

Shipment nr.: 0006794460

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

COPY

# Lapinus Lapinus

DETAILED PACKING LIST

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

Date: 25-03-2022

Packed on 8 pallets

Rockwool Mineral Fibre

Kgs

5150,000

5000,000 Kgs

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 8858258

Delivery nr : 33100765

Your ordernr: 5700003358

Container nr: 10BSJ9

Shipment nr.: 0006794460

For: Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382 631102 Tamil Nadu

India

Lapinus
 Lapinus

# **DETAILED PACKING LIST**

COPY

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Dimensions in m per package			
	1210,00		
ight	5150,000		
Total gross weight per item kgs	515		
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Total net weight per item kgs	20		
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Fotal quantity per item in m1/m2/kg			
Total c			
ckage .g	1,00		
Contents per package in m1/m2/kg			
Conter	۵	 1	
lber s	ags ags		
Type and number of packages	kg -pallet 625 200 Bags		
Type			
	apinus <sup>®</sup> RB250, bag 25		
Product and dimensions	B250,		
Prc and din	nus® R		
	Lapir 25,0		

Date: 25-03-2022

Packed on 8 pallets

Rockwool Mineral Fibre

Kgs

5150,000

5000,000 Kgs



# Part of the ROCKWOOL Group

For attn of

Date

28-03-2022

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

8858258

Product:

Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty:

5.000 kg

Batch no. Batch Qty:

51186163 - 5.000 kg

Kind regards

**Customer Services** 

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

cs@lapinus.com www.lapinus.com

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Test report Date : 14-3-2022

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

1.

Prod. Date: 11-3-2022

Product: Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

# Testresults

Batch no.	Fibre length	Results	( micron )	Limits (	micron)
		Min.	Max.	Min.	Max.
51186163		113,00	125,00	100	150

Batch no.	Shotcontent	Results Min.	(%wt) Max.	Limits (%wt) Max.
51186163	Shot > 125 μm	0,45	0,78	1.0

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

Site	Telephone number	Contact	Fax number
Roermond	+31 475 353354	Customer Service	+31 475 353677

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LF007/F03 / June 1994