B/L No. 32070813 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.

The carrier, in accordance with and to the extent of the provisions contained in this CAG BRANCH, 149 GREAMS ROAD 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 GSTNO:33AAACB2533Q1ZP exceptions and conditions whether written, printed, stamped or otherwise incorporated PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA, PHONE: +91 4172307768 and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading Vessel name/voyage no. For delivery please apply to: CHENNAI EXPRESS/IEX230E ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) 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<br>Weight | СВМ   |
|--|-------------------------------|---|-----|-----------------|-------|
| ORDER NO.:<br>9090680<br>DELIVERY NO.:<br>33426591<br>PO NO.: 5700003358 | 1 PALLET(S)                   | STC: ROCKWOOL MINERAL FIBRE 25 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS:CIP CHENNAI PORT NET WEIGHT: 625,00 KGS  * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN |     | 643.750         | 1.313 |

TOTAL PACKAGES: 1, TOTAL GROSS WEIGHT: 643,750 KGS, TOTAL CBM: 1,313 LOADED INTO CONTAINER(S): CAIU4327713 WITH SEAL: HLD0710911 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    |          |                  |
|-------------------|---------------|----------------------------|----------------------------|----------|------------------|
| REIGHT<br>PREPAID |               | ORIGIN                     | RIGIN ROTTERDAM 05-09-2022 |          | Pacific Shipping |
| TREIAID           |               |                            |                            | _ ^      | PAUL BRANDS      |
| Laden on board th | ne vessel     | No. of original(s) B/L 3/3 |                            | 11       |                  |
| ICS B/L           |               |                            | DRIGINAL                   | B        |                  |
| 05 Sep            | 2022          |                            |                            |          | 10 AN            |
| Original Shi      | pped on board | 05-09-2022                 |                            | As Agent |                  |

PAGE 1 OF 1

FAMOUS PACIFIC LINES

## 1. DEFINITIONS

1. DEFINITIONS
Carrier' means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed.
Merchant' includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person leaving a present or future interest in the Goods or any person having a present or future interest in the Goods or any person acting on behalf of any of the above mentitioned persons,
"Goods" includes the cargo supplied by the Merchant and includes any Container not supplied by on behalf of the Garrier.
"Container" includes any container, trailer, transportable tank, lift van, flat, paller or any similar article of transport used to consolidate goods.
"Carriage" means the whole of the operations and services undertaken or performed by or on behalf of the Carrier in respect of the Goods,
"Combined 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 Indicated the Place of Receipt and the Place of Indicated and the Place of Indicat

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

"Hague Fulses" 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-Valvy Pulses" means the Hague Fulse as a mended by the Protocol signed at Brussels on 25th Fabruary 1988.

"COCISA" means the Carriage of Goods by Sea Act of the United States of America sportment on 18th April 1935.

sportwed on 16th April 1938.

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

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

able by the Merchant.

Shipping Junt' includes freight unit and the term "unit" as used in the Hague Rules and Hague-Visby Rules.

Person' Includes an individual, a partnership, a body corporate or other entity.

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

CARIER'S TARIF
 The provisions of the Carrier's applicable Tariff, if any, are incorporated herein Copless fsuch provisions are obtainable from the Carrier or his agens tupon request or, where applicable, from a government body with whom the Tariff has been filed, in the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading fail provail.

# 3. WARRANTY

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

•• AREAD HABILITY AND ITILE TO THE GOODS

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

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

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

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

(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatsoever, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent contractor and his cervants or agents, and all others by whom the whole or any part of the Carrieriage, whather directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or vessel any liability wetsroever in connection with the Goods or the Carriery and flay claim or allegation should nevertheless be made to defend, indermify and hold harmless the Carrier against all consequences thereol. Without prejudice to the foregoing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in 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 and in the person of the carrier against any claim or illability (and any expense arising thereform) arising from the Carrier against any claim or illability (and any expense arising thereform) arising from the Carrier against any claim or illability (and any expense and limits of liability provided for in this till of Lading shall apply in any action against the Carrier and limits of liability provided for in this till of Lading shall apply in any action against the Carrier whether the action be found in Contract or in Tort.

6. CARRIER'S REPONSIBILITY

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(1) Subject to clause 13 bolow, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Visiby Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules carry legislation making such Rules or the Hague-Visiby Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules carpiticable 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 to include referencetor inland waterways and Inference to carriage by sea in such Rules or legislation shall be deemed to include referencetor inland waterways and in the season of the Hague Rules (complex of the Carrier's responsibility shall instead be determined by the provisions of 6(5) below, but if and to the extent that the provisions of determined by the provisions of 6(5) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(8) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the hill benefit of, and rights to, all limitations of and exclusions from liability and all rights conferred or authorised by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any provisions or sections4201 to 4257, inclusive, of the Rules applicable is any provisions or sections4201 to a during discharge from the vessel on the lon

# the terms in this 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 are taken into his charge until the time of deliwary to the extent set out below:

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

(B) The Carrier shall be entitled to rely upon all exclusions from Ilability under the Hulss or legislation that would have been applied under (f(1)(A) above had the loss or damage occurred at sex or, if there was no carriage by sex, under the Hajuse Fulls (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law responsibility.)

In County of Louvey in this bill of Lading is supject to U.S. of 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(f) below, where the Hague Pulse or any legislation applying such Flules or the Hague-Visby Flules (such as COGSA or COGWA) is not compulsorily applicable, the Carrier's lability shall not exceed USS2.00 per kill of the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the leaser. The value of the Goods shall be determined according to the commodity exchange price at the place and time of delivery to the Morchart or at the place and time when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quality, at such place and time. When the stage of Carriage where the loss or damage occurred can be vect.

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

nternational convention or national law of the country which provisions.

(a) cannot be departed from by private contract to the detriment of the Merchant,

and have applied if the Merchant had made a separate and direct contract whith 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 Loading or from the Port Of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carriage and tariffs and any law compulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' obligations under their contracts and tariffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by KSI(A) above.

## GENERAL PROVISIONS

[4] GENRHAL PHOVISIANS
AD Jelay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be fieldle
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 lable for delay, liability shall be limited to the freight applicable to the relevant stage
and the consequence.

found fable for dielay, liability shall be limited to the height applicable to the relevant stage of the transport.

[8] Package or Shipping Unit Limitetion

Where the Hague Rules or any legislation making such Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a declared value has been noted in accordance with (C) below, be or become liable for any legislation. 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 in excess of the package or shipping unit in excess of the package or shipping unit in Eusten 1 to 100 to

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

Where a Container is used to consolidate Goods and such Container is stuffed by the Carrier, the number of packages or shipping units stated on the face of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units for the purpose of any limit of fability per package or shipping unit provided in any international convention or national law relating to the carriage of Goods by sea. Except as aforeseld the Container shall be considered the package or shipping unit. The words "shipping unit" shall mean each physical unit or piece of cargo not shipped in a package, including articles or things of any description whatsoever, except Goods shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto shall be the limitation provided in such convention or law which may be applicable, and in no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

aratile to the limitation provided in such conventacin or law wincin may be applicable, and in a ewent shall anything herein be construed to be a waiver of limitation as to Goods aripped in bulk.

(E) Buls, 4c.

(E)

# MERCHANT'S RESPONSIBILITY

only.

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereof are furnished by the Merchant and the Merchant varrants to the Carrier that the description and particulars including, but not limited her description and particulars including, but not limited hereign with all applicable laws, regulations and negular members. The Merchant shall comply with all applicable laws, regulations and negularenests of customs, port and other authorities and shell bear and pay all duties, taxes, firms, imposs, expenses and losses incurred orsuffered by reason thereof or by reason of any illegal, incurrect or insufficient marking, numbering or addressing of the Goods.

(3) The Merchant undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having negard 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 faithful the Carriage shall be seen to be transported and the Goods heir of Carriage Newfords expenses oncern tin writing and without the Carrier's express consent in writing and intervent and writing of the Carrier's right to Charges.

(5) The Merchart st

is otherwise responsible.

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

# 8. CONTAINERS

ds 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 conscious with or arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.

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

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

(acused by the manner in which the Container has been stuffed;
(acused by the unsultability of the Goods for carriage in Containers;
(iii) caused by the unsultability of the Goods for carriage in Containers provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (ii) shall only apply if the unsultability or defective condition arose (a) without any warf of the difference on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;
(iv) if the Container is not assisted to seal the Contrainer.

(w) If the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.
(B) the Merchant shall defend, indemnify and hole harmless the Carrier against any loss, charage, claim, liability or expense whatsoeaver arising from one or more of the matters covered by (A) above except for (A)(iii)(a) above.
(d) Where the Carrier is instructed to provide a Container, in the absence of a written uset to the contrary, the Carrier is not under an obligation to provide a Container of any features are accusable.

particular type or quality.

9. TEMPERATURE CONTROLLED CARGO
(1) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filing in the box on the front of this Bill of Lading in this Bill of Lading has been propared 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 Merchart further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its themosastate corricted have been properly set by the Merchart before necept of the Goods by the Carrier.

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

(2) The Carrier shall not be liable for any loss of or damage to the Goods arising from defects, derangement, treakforw, 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 oblig to open any Container or package at any time and to inspect the Goods.

## 11. MATTERS AFFECTING PERFORMANCE

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

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

famous.

The liability of the Carrier in respect of the Goods shall cease on the delivery or sposition of the Goods in accordance with the orders or recommendations given by remment or authority or any person acting or purporting to act as or on behalf of such

## 12. METHODS AND ROUTE OF TRANSPORTATION

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever, load or cany, the Goods on any vessel whether ramed on the front hered 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 hered or by any other means of transport whatsoever, at any place unpack and remove Goods which have been stuffed in or on a Container and forward the same in any meaner whatsoever; proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised note) and proceed to or stay at any place whether content and in any order; load or unfoad the Goods from any conveyance at any place (whether or not the place is a port named on the front hered at the Interface Port of Loading or intended Port of Discharge; comply with any orders or recommendations given by any government or authority or any preson or body acting or purporting to act as or on behalf of such government or authority or any preson 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 amployed by the Carrier for any can be active to the conveyance and such as a such as

# 13. DECK CARGO (AND LIVESTOCK)

13. DECK CARGO (AND LIVESTOCK)

(1) Goods of any description whether containerised or not may be stowed on or under deck without notice to the Merchant and such stowage shall not be a deviation of whetsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck shell participate in General Average and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague-Vistby 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 fists or callests) which are stated on the front of this Bill of Lading to be carried without responsibility on the part of the Carrier for loss or dramage of whatsoever rature arising during carriage by see or inland waterway whether caused by unseaworthingen for engineers or any other cause whatsoever. The Merchantshall defend, indemnifyand hold harmlessthe Carrieragainstall and any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

# 14. DELIVERY OF GOODS

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

Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

If the vessel on which the Goods are carried (the carying vessel) comes into collision with any criter vessel or object (the non-carrying vessel or object or the owner of, charters of or person responsible for the non-carrying vessel or object or the owner of, charters of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemntly and hold harmless the Carrier against all claims by or labslity to (and any expense arising therefron) any vessel or person in respect of any loss of, or damage to, or any claim whatsoewer of the Merchant paid or psyable to the Merchant by the non-carrying vessel or object and set-off, recoupled or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

# 18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approach by BIM COI to be considered as inexponsated 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 defend, indemrify and hold harmless the Carrier in respect of any claim (and any expense arising thereform) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.
(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merham.

security for deniaral average commounts due to the Memiant.

17. CHANGES

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

(2) The Charges have been calculated on the basis of particulars furnished by or not hehalf 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 Membart shall pay the Carrier the correct Charges (predit being given for the Charges charged) and the costs incurred by the Carrier the self-billishing the correct particulars.

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

# 18. LIEN

18. LIEM. 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 whomsover due and for the costs of recovering the same and the Carrier shall have the right to salt the Goods and documents by public auction or private treaty, without node to the Merchant and tath Merchant scepmes and without any liability towards the Merchant.

19. VARIATION OF THE CONTRACT
No sonant or agent of the Carrier shall have power to waive or vary any of the ferms hereof unless such walver or variation is in writing and is specifically authorised or ratified in writing hand 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.

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

B/L No. 32070813 Shipper ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU 600 006 CHENNAI INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations. SHOLINGUR GSTNO:33AAACB2533Q1ZP exceptions and conditions whether written, printed, stamped or otherwise incorporated PAN NO. AAACB2533Q, 631102 TAMIL NADU and in particular to the terms overleaf as if they were all signed by the merchant. This INDIA, PHONE: +91 4172307768 \* B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading For delivery please apply to: Vessel name/vovage no. ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) CHENNAI EXPRESS/IEX230E 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<br>Weight | СВМ   |
|--|-------------------------------|---|-----|-----------------|-------|
| ORDER NO.:<br>9090680<br>DELIVERY NO.:<br>33426591<br>PO NO.: 5700003358 | 1 PALLET(S)                   | STC: ROCKWOOL MINERAL FIBRE 25 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS:CIP CHENNAI PORT NET WEIGHT: 625,00 KGS  * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN |     | 643.750         | 1.313 |

TOTAL PACKAGES: 1, TOTAL GROSS WEIGHT: 643,750 KGS, TOTAL CBM: 1,313 LOADED INTO CONTAINER(S): CAIU4327713 WITH SEAL: HLD0710911 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<br>PREPAID          |               | ORIGIN                     | RIGIN ROTTERDAM 05-09-2022 |          | Pacific Shipping |
|                             |               |                            |                            | _ ^      | PAUL BRANDS      |
| Laden on board the vessel N |               | No. of original(s) B/L 3/3 |                            | 11       |                  |
| ICS B/L                     |               |                            | DRIGINAL                   | B        | 225              |
| 05 Sep                      | 2022          |                            |                            |          | 12 An            |
| Original Shir               | nned on board | 05-09-2022                 |                            | As Agent |                  |

FAMOUS PACIFIC LINES

1. DEFINITIONS

"Carrier" means the Company stated on the front of this Bill of Lading as being the Cerrier 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 on behalf of any of the above mentioned persons,

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

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

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

"Combined Transport" arises where the Carriage called for by this Bill of Lading is not a Port to Port Shipment, arises where the Place of Receipt and the Place of Delivery are not indicated on the firm of this Bill of Lading or it both the Place of Roceipt and the Place of Delivery indicated are ports and the Bill of Lading loses not in the nomination of the Place of Delivery on the Place of the Place of the Deliver on the front the receipt of the Place o erea of the port so nominated.

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

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

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

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

"COGWA" means the Carriage of Goods by Water Act 1936 of Canada.
"Charges" includes freight and all expenses and money obligations incurred and payable by the Monchant.
"Shinging list" fewters for the contract of the Common Common

able by the Merchant.

"Shipping Jinti" Includes freight unit and the term "unit" as used in the Hague Rules and Hague-Visby Rules.

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

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

## CARRIER'S TARIFF

2. CARMENTS IARIET The provisions of the Carrier's applicable Tariff, if any, are incorporated 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 filed. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

# WARRANTY The Merchant

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

# 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 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.

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

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

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

or liability (and any exposes arising thereform) arising from the Carriage of the Goods insofar as such claim or liability exceeds the Carriar liability notes that Bill of Lading. (4) The defences and limits of liability revolved 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 detences and imms or liability provided for in mis still or Liability shall shall grain apply in any tion against the Carrier whether the action be found in Contract or in Tort.

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(A) Subject to clause 13 below, the Bif of Ladring insolar as it relates to sea carriage by any reassel whether named havein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Visty Rules compulsorily applicable (such as COSSA or COSWA) to this Bill of Ladring and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (COSSA or COSWA) if this Bill of Ladring 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 Puties or legislation shall be deemed to include referencetion land waterways and reference to arriage by sea in such Puties or legislation shall be deemed to include referencetion land waterways and the subject of America 1833 would otherwise be compulsantly applicable to regulate the Carrier's responsibility shall instead the determined by the provisions of 16(3) below, but wessel the Carrier's responsibility shall instead the determined by the provisions of 6(3) below, but of the CosSA.

(5) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all limitations of and exclusions from liability and all rights conferred or authorised by any applicable law provisions or sections428 is to 4287, Inclusive, of the Revised Statutes of the United States of America) and without prejudice to the generality of the foregoing also any law, statute or regulation of any country including but not limited to the water applicable any provisions of the laws of the United States of America) and without prejudice to

of the United States of America) and without prejudice to the generality of the foregoing also any law, statute or regulation available to the Owner of the vassal(a) on which the Goods are carried.

2) PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during leading onto the vassal up to and during discharge from the vassel 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 even though Charges for the whole Carriage have been charged by the Carrier. The Merchant the others for transport, storage, handling or anyother services in respect of the Goods prior to loading and subsequent to discharge of the Goods nor the bear of the Goods may be consistent whatsoever on the part of the Carrier and the Carrier may as such agent entering on the Goods are discharged to the Goods are taken into his Sill of Lading.

3) COMBINED TRANSPORT

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

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

(5) The Carrier shall be entitled to rely upon all exclusions from liability under the Rules or deplisation that would have been applied under (I)(I)(A) above has the less or damage to the COGSA or COGWA if this Bill of Lading is subject to U.S. or Carrier is on the status of the factors.

A leasing course of the State o

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

nal convention or national law of the country which provisions. of be departed from by private contract to the detriment of the Merchant,

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

ment wanch must be issued in order to make such international convention or national law applicable;

(ii) with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers contracts of carriage and tarifies and any law computedly applicable. The Carrier guarantees the fulfilment of such inland carriers obligations under their confracts and tarifies.

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

(4) GENERAL PROVISIONS

(3) Delay, Consequential Loss Save as cherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequentials uses or damage caused by delay or any other cause whatsoever and howsoner causeds. Without prejudice to the foregoing, it the Carrier Islaudi liable for delay, liability shall be limited to the freight applicable to the relevant stage of the transport.

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

(3) Package or Shipping Unit Limietion Where the Hague Rules or any legislation making such Rules compulsorily applicable (such as COSSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a declared vatile has been noted in accordance with (C) below, be or become liable for rules are loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit limitation as laid down by such Rules or legislation. Such limitation amount according to COGSA to USS500 and according to COGWAN is Can SSOO. In a limitation amount is applicable undersuch Rules or legislation, the limitation shall be USS500.

(C) Ad Velorem: Declared Value of Package or Shipping Unit The Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier of the Goods resignment, such higher value being inserted on the front of this fill 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 and particulations of the Carrier's liability may be declared value and the Carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

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

(D) Definition of Peckage or Shipping Unit Where a Container is stuffed by the Carrier, the number of packages or shipping units strated 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 a direased the Container shall be considered the package or shipping unit. The words "shipping unit" shall mean each physical unit or piece of cargo not shipped in a package, including articles or things of any description whatsoever, except Goods shipped in bulk, and Irrespective of the weight or measurement unit employed in calcutaing freight charges. As to Goods shipped in bulk, the Ilritation applicable thereto hall be the imitation provided in such convention or law which may be applicable, and in no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

(E) Rust, etc. It is agreed that superficial rust, exidation or any file condition due to moisture, is not

(E) Rust, stc.

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 or neceipt.

(F) Notice of Loss or Demege

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

(C) Time-bar

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

MERCHANT'S RESPONSIBILITY

 The description and particulars of the Goods setout on the face hereof are furnished by the Merchant and the Merchant warrants to the Cerrier that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, condition, marks

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

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

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

(4) No Goods which are or may become dengerous, inflammable or damaging or which are or may become libite to damage any property or person whistosever shall be tendered to the Carrier for Carriage without the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the articles are or are justiced are or are justiced and comply with all applicable laws, regulations and requirements. If any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier than a delivered to the Carrier without such written consent and marking or if in the opinion of the carrier than a delivered to the Carrier without such written consent and marking or if in the opinion of the same many at anytime bedestroyed disposed of, abandoned, or rendered harmless without the same may at anytime bedestroyed disposed of, abandoned, or rendered harmless without or elements of the Carrier or any person or vessel (othe

is otherwise responsible.

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

# 8. CONTAINERS

CONTAINERS

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

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

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

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

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

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

3) 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 delective condition arcse (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent upon reasonable irrespection by the Merchant at or prior to the time when the Container was stuffed: apparent upon reasonable inspection by the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;
(iv) if the Container was stuffed;
(iv) if the Container is not seeded at the commencement of the Carriege except where the Carrier has agreed to seal the Container.

(3) the Merchant shall cleanly, indemnify and hoth harmless the Carrier against any loss, damaga, claim, liability or expense whatsoever arising from one or more of the matters covered by (A) above axought for (A(fi)(a) above axought for (A(fi)(a) above axought container, in the absence of a written uset to the contrary, the Carrier is instructed to provide a Container, in the absence of any ticular type or quality.

# 9. TEMPERATURE CONTROLLED CARGO

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

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

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

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

## 10 INSPECTION OF GOODS

The Carrier or any person authorised by the Carrier shall 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 tikely to be affected by any hindrance, risk, delay, difficulty or disedurantage of any kind finculturing the condition of the Goods), whensoever and howevover arising (whether or not the Carriage has commenced) the the Carrier may.
(A) without notice to the Merchant absention 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 down safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease;
(B) without prefudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carrier shall be entitled to full Charges on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

(2) The liability of the Carrier in merced of the Carrier.

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.

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

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever, load or carry the Goods on any vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another including transpipping or carrying the same on another vessel than that named on the front hereof or hot, transport whatsoever, at any place surpack and remove Goods which have been stuffed in or on a Containter are hot served to the same and provided and transport or a containter and the served and remove Goods which have been stuffed in or on a Containter are his descent the served and remove Goods which have been stuffed in or on a Containter and proceed to a stay of the served and the served at any speed and branch or total proceed to a stay at any place whatsoever once or recording and in any orders or load or unload the Goods from any conveyances at any pace (whether or not the place is a port named on the front hereof as the intended Port of Leading or intended Port of Dischargely; comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such

contractual Carriage and an extraction of the Contractual Carriage and an extraction of whatsoever and an extraction of whatsoever

(I) 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 whatever deck without notice to the Merchant and such stowage shall not be a deviation of whatever ansure or degree Subject to (2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods forther than 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-Visby Rules computernly applicable (such as COGSA) or COGWA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or on Containers other than open filet or pallets) which are stated on the front of this Bill of Lading to be carried an deck and which are so carried (and fivestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or dramage of whistoever nature arising during carriage by sea or infand waterway whether caused by unsaaworthiness or negligence or any other cause whatoever. The Merchant shall defend, indemnity and hold harmings the Carrier for loss or almaged of whatsoever nature arising during carriage by sea whatoever. The Merchant shall defend, indemnity and hold harmings shall carried to the form of the first of the cause of the carrier of the c

any state a Cost activity of GOODS

If delivery of the Goods or any part thereof is not taken by the Merchant at the time and base 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 it stuffed in or on a Container and to store the Goods or that part thereof ashore, affoat, in the open or under cover at the sole risk and depends of the Merchant. Such storage shall constitute due delivery threumdur, and thereupon the fability of the Carrier in respect of the Goods or that part thereof shall cease.

# 15. BOTH-TO-BLAME COLLISION

15. BOTH-TO-BLAME COLLISION
If the vessel on which the Goods are carried (the carying vessel) comes into collision with
any other vessel or object (the non-carrying vessel or object) as a result of the negligence
of the non-carrying vessel or object or the owner of, charters or of preson responsible for
the non-carrying vessel or chiect, the Merchart undertakes to defend, indemnify and hold
harmless the Carrier against all claims by or liability to fand any expense arising therefrom)
any vessel or person in respect of any loss of, or damage to, or any daint whatsoever of
he Morchart paid or payable to the Merchart by the non-carrying vessel or object or the
owner of, charterer of or person responsible for the non-carrying vessel or object and set-off,
recouped or recovered by such vessel, object or person(s) against the Carrier, the carrying
vessel or howners or charterers.

# 18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Carter may declare General Average which shall be adjustable according to the York/Antwerp Bludes of 1974 at any place at the option of the Cartier and the Amended Jason Clause as approved by BIMC of is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Cartier in this connection.
(2) Novelthreatriding (1) above, the Merchant shall defined, indemnify and hold harmless the Cartier in respect of any claim (and any expense arising therefrom) of 8 General Average nature which may be made on the Cartier and shall provide such society as may be required by the Cartier in this connection.
(3) The Cartier and the outer no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merhant.

# 17, CHARGES

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

# 18. LIEN

18. LLEN
The Carrier shall have a lien on Goods and any documents relating thereto for all surns whatsoever due at any 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 at the Merchant's expense and without any flability towards the Merchant.

19. VARIATION OF THE CONTRACT

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

# 20. PARTIAL INVALIDITY

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

Shipper B/L No. 32070813 ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as BRAKES INDIA PVT. LTD. IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, SHOLINGUR GSTNO:33AAACB2533Q1ZP exceptions and conditions whether written, printed, stamped or otherwise incorporated PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA, PHONE: +91 4172307768 \* 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/vovage no. TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) CHENNAI EXPRESS/IEX230E 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<br>Weight | CBM   |
|--|-------------------------------|---|-----|-----------------|-------|
| ORDER NO.:<br>9090680<br>DELIVERY NO.:<br>33426591<br>PO NO.: 5700003358 | 1 PALLET(S)                   | STC: ROCKWOOL MINERAL FIBRE 25 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS:CIP CHENNAI PORT NET WEIGHT: 625,00 KGS  * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN |     | 643.750         | 1.313 |

TOTAL PACKAGES: 1, TOTAL GROSS WEIGHT: 643,750 KGS, TOTAL CBM: 1,313 LOADED INTO CONTAINER(S): CAIU4327713 WITH SEAL: HLD0710911 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Davable at

Colloct

D-----

| Prepaid                              | Collect   | Payable at                | Place and date of issue |             |                  |
|--------------------------------------|-----------|---------------------------|-------------------------|-------------|------------------|
| FREIGHT<br>PREPAID                   |           | ORIGIN                    | ROTTERDAM 05-09-2022    | FPS Famous  | Pacific Shipping |
|                                      |           |                           |                         | _ ^         | PAUL BRANDS      |
| Laden on board the                   | he vessel | No. of original(s) B/L 3/ | /3                      | 11          |                  |
| ICS B/L                              |           |                           | ORIGINAL                | D           |                  |
| 05 Sep                               | 2022      |                           | OTTION TO               |             | nto              |
| Original Shipped on board 05-09-2022 |           |                           | As Agent                | CIFIC LINES |                  |

Place and date of issue

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.
 "Membant" includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person wowing 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 or behalf of any of the above mentioned persons.
 "Goods" includes the carge supplied by the Merchant and includes any Container not supplied by or on behalf of the Carrier.
 "Container" includes any container, trailer, transportable tank, lift van, flat, pallet or any similar article of transports.

supplied by or on behalf of the Carrier.

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

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

"Combined Transport" arises where the Carriage called for by this Bill of Lading is not a Port to Port Shipmant" arises where the Place of Receipt and the Place of Celivery are not indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery indicated are ports and the Bill of Lading of the soft in the nomination of the Place of Receipt or the Place of Receipt and the Place of Receipt or the Place of Receipt and the Place of Receipt or the ordination of the Place of Receipt or the Place of Delivery indicated are ports and the Bill of Lading does not in the nomination of the Place of Receipt or the Place of Delivery on the front hereof specify any place or spot within the area of the port on oministed.

erea 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-Visby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23dr February 1968.

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

"COGWA" means the Carriage of Goods by Water Act 1836 of Canada.
"Charges" includes freight and all expenses and money obligations incurred and payable by the Marchant.
"Shipping Unit' includes freight unit and the term "unit" as used in the Hague Rules and Hague-Visby Rules.
"Person" includes rain individual, a partnership, a body comporate or other archive.

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

## CARRIER'S TARIFF

FF a Carrier's applicable Tariff, if any, are incorporated herein Copies of such a Carrier's applicable, from request or, where applicable, from In provisions ormac arms applicable laim, in any, are non-portated ment obsessors provisions are obtainable from the Carrier or its agenst upon request or, where applicable, from a government body with whom the Tarrif has been filed. In the case of inconsistency between this Bill of Lading and the applicable Tarrif, his Bill of Lading shall prevail.

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

# NEGOTIABILITY AND TITLE TO THE GOODS

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

CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS

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

(2) The Morchant undertakes that no claim or allegation shall be made against any person or vessel whistoever, other than the Carrier, including, but not limited to, the Carrier's servants or egents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriers, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or vessel any liability whatsoever in connection with the Goods or the Carrierage, and jury claim or allegation should nevertheless be made to defend, indeemily and hold harmless the Carrier against all consequences thereof. Which or populates to the foregoing were such person and vessel shall be benefit and in entering into this contract the Carrier as the such provisions were expressly for his benefit and in entering into this contract. Carrier as the extent of these provisions, does so not only on his own behalf but also as agent or insiste for such persons and vessels of this contract.

(a) The Marchant shall defend, indemnify and hold harmless the Carrier against any claim or ilability (and any expense arising therefrom) arising from the Carriage of the Goods insofar as such claim or liability exceeds the Carrier's flability under this Bill of Lading,

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

6. CARRIERERS RESPONSIBILITY

# CARRIER'S RESPONSIBILITY (1) CLAUSE PARAMOUNT

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(1) Subject to clause 13 below, this Bill of Lading insolar 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 Haguer-Maby Rules compulsorily 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 Haguer Rules or applicable legislation shall be deemed incorporated herein. The Haguer Rules or COGSA or COGWA it this Bill of Lading is subject to U.S. or Canadian law respectively shall apply to the carriage of Gods by Inland waterways and reterence to carriage by see in such Rules or legislation shall be deemed includer reterenceation land waterways and Island to the certain that the provisions of the Harter Act of the United States of America 1838 would otherwise be compulsorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of 6(3) below, but if such provisions are tound to be invalid such reposable to, and injust he subject to COGSA.

(3) The Carrier 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 ell rights conferred or authorised by any applicable law, provisions or actions4251 to 4827 (notusive, of the Revised Statutes ofthe United States of America and amendments thereto and where applicable to the generality of the foregoing also any law, statute or regulation of any country (including, but not limited to, where applicable any provisions of the laws of the laws of the United States of America and amendments thereto and where applicable to the generality of the foregoing also any law, statute or regulation of any country (including applicable to the Goods are carried and amendments thereto).

or the United States of Americal) and without projudice to the generality of the foregoing sits oarly law, statute or regulation available to the Owner of the vessel(s) on which the Goods are carried.

[2] PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vessel up to and during discharge from the vessels 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 even though Charges of the whole Carriage have been charged by the Carrier. The Merchant with others for transport, storage, handling or anyother son-loss in respect of the Goods prior to loading and subsequent to discharge of the Goods not health of the Merchant with others for transport, storage, handling or anyother son-loss in respect of the Goods prior to loading and subsequent to discharge of the Goods not met vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent entering contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

[3] COMBINED TRANSPORT

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

(4) When the stage of Carriering from the time that the Goods are taken into his charge until the time of delivery to the extent set out below:

(4) When the stage of Carriering from the time applied under (fl/h) above had the loss or damage to the glisation that would have been applied under (fl/h) above had the loss or damage coccurred at sets or, if the Bill of Lading is subject to U.S. or Canadian law respectively).

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

(ii) Where under (i) above, the Carrier is not liable in respect of some of the factors causing the leas or damage, he shall only be liable to the extent that those factors for which he is liable have contributed to the lease or damage and property of the liable of the things of the liable of the lague visible of the lease or damage applying such Rules or the Hague-Nesty Rules (such as COGSA or COGMA) is not compulsorily applicable, the Carrier's liablity shall not exceed US\$2.00 per kilo of the gross weight of the Goods lost, damaged or in espect of which the daim arises or the value of such Goods, whichever is the lesser.

(iv) The value of the Goods lost, damaged or in espect of which the daim arises or the value of such Goods, whichever is the lesser.

(iv) The value of the Goods lost, damaged or in coldivared or if there is no such price and time when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quality, at such place and time.

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

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

nriational convention or national law of the country which provisions.

cannot be departed from by private contract to the detriment of the Merchant,
and

(a) cannot be departed from by private contract to the detriment of the Merchant, and (b) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular document which must be Issued in order to make such international convention or national law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Dischange, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carriage and rafts and any away compulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' obligations under their contracts and tarriffs.
Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by KGI(A) above.
GENERAL PROVISIONS
Dolay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be liable

(A) Delay, Consequential Loss
was 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
whatscower and howacever caused. Without prejudice to the foregoing, if the Carrier's et
found liable for delay, liability, at all be Initial to the regist application to the relevant stage

measurement of the dealy, liability shall be limited to the threight applicable to the relevant stage of the transport.

(B) Packege or Shipping Unit Limitation
Where the Hague Paules or any legislation making such Rules compulsonly applicable (such as OGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a declared value has been noted in accordance with (C) below, be or become liabile for any legislation with the Goods in an amount per package or shipping unit in excess of the package or shipping unit in excess of the package or shipping unit in excess of the package or shipping unit in excess the third that the common shall be USSSOO.

(C) Ad Veloram: 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 for the shipping unit in the third that the USSOO.

(C) Ad Veloram: 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 for the shipper upon delivery to the Carrier of the Goods for shippent upon delivery to the Carrier of the Goods for shippent upon delivery to the Carrier at the Goods for shippent upon delivery to the Carrier at the Goods for shippent upon delivery to the Carrier's liability, ris any, shall not excess the declared value and the Carrier's liability, ris any, shall not exceed the declared value and the Carrier's liability, ris any, shall not exceed the declared value and the Carrier's liability, ris any, shall not exceed the declared value and the Carrier's liability, ris any, shall not exceed the declared value and the Carrier's liability, ris any, shall not exceed the declared value and the Carrier's liability, ris any.

The work shall be considered to the consideration of the consideration o

(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 raceipt. (F) Notice of Loss or Damage The Carter shall be desemble prima facile to have delivered the Goods as described.

The Carrier shall be deemed per in sect to rave occurrent the Cocks as described in this Bill of Lading unless noted per in sect to rave occurrent the Cocks as described general nature of such loss or damage, shall have been given in writing its control to the rapresentative at the place of delivery before or at the time of removal of the Carrier or to this representative at the place of delivery before or at the time of removal of the Carrier or the less or damage is not apparently. Within three consecutive days thereafter.

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

only.

MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face 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, conction, marks

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

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

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

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

(5) The Merchant shall be liable to the loss, darmage, contamination, solling, detention or denurrage before, during and after the Carriage of property (including, but for thing to the Carrier and any the Carrier and the transport o

is otherwise responsible.

(6) The Morchart shall defend, Indemnify and hold harmless the Carrier against any loss, damage, dainn, liability or expense whatscover 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

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

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

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

(4) In Garrier shall not be liable for loss of or demage to the Goods.

(5) 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 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 arose (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent upon resonable inspection by the Merchant at or prior to the time when the Container was stuffed;

(ii) if the Container was stuffed;

(iii) if the Container was stuffed;

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

(3) he Merchant shall defend, indemnity and hold harmiless the Carrier against any loss, damage, claim, liability or expense whatesover arising from one or more of the matters covered by (A) above excent for (A)(iii) above.

(4) Where the Carrier is instructed to provide a Container, in the absence of a written request to the contrain; the Carrier is not under an obligation to provide a Container of any particular type or quality.

## TEMPERATURE CONTROLLED CARGO 9.

10 The Merchant undertakes not to tender for transportation any Goods which require perature control without previously giving written notice (and filing in the box on the front of 30 Iol Lading if the Bill of Lading has been prepared by the Merchant or a person acting on whalf) 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 undertat that the Container has been properly pre-cooled, that the Goods have been properly stuf in the Container and that its thermostatic controls have been properly set by the Merch

in the Container and that its thermostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier. If the above requirements are not complied with the Carrier shall not be liable for any loss of or demage to the Goods caused by such non-compliance.

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

## 10. INSPECTION OF GOODS

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

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

11. MATTERS AFFECTING PERFORMANCE

(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any hind fincluding the condition of the Goods), whenseever and howsover 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 shall cease;
(B) without projudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage.

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

(2) The liability of the Carrier in respect of the Goods and the Goods.

circumstances.

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

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, lead or carry the Goods on any vessel whether named on the front hereof or not; transfer the Goods from one conveyance to another including transpipping or carrying the same on another vessels than that named on the front hereof or put yet on the property of the Carrier for its light to give orders or directions; permit the vessel to property instance, Goods of all kinds, changerous or otherwise, contraband, explosives, munitions or wantlike stores and sail amend or unamed.

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

DECK CARGO (AND LIVESTOCK)

13. DECK CARGO (AND LIVESTOCK)

14. Cards of any description whether containerised or not may be stown in the container of the

13. DECK CARROD (AND LIVECTION)

(1) Goods of any description whether containerised or not may be stowed on or under dook 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 liveatock) shall be deemed to be within the definition of Goods for the purposes of the Hague Fulles or any legislation making such Rules or the Hague-Valsty Rules compusionly applicable (such as COSSA or COSWA) to this Bill of Lading.

(2) Goods (not being Goods stuffled in or on Containers other than open flats or pallsts) 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 danage of whatsoever nature arising during carriage by sea or inland waterway whether caused by unsasworthiness or negligence or any of their cause whatsoever. The Merchant Shall detend, Indemnifyshall only a marries stin Carrieraga plantal and any exits cost incurred for any reason whatsoever in connection with carriage of livestock.

\*\*PET INTER\*\* JPET (JOSSA\*\*\*)

any state a Cost Inchrete York GoODS

If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part hereof if stuffed in or on a Container and to store the Goods or that part hereof on the common that the commo

# 15. BOTH-TO-BLAME COLLISION

15. BOTH-TO-BLAME COLLISION
If the vessel on which the Goods are samied (the carying vessel) comes into collision with
any other vessel or object (the non-carrying vessel or object) as a result of the regiligence
of the non-carrying vessel or object or the owner of, chartaer of or person responsible for
the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold
harmless the Oamer against all claims by or liability to (and any express ensing therefrom)
any vessel or person in respect of any loss of, or demage to, or any claim whatsoewer of
the Morchant paid of psyshels to the Merchant by the non-carrying vessel or object or the
owner of, charteer of or person responsible for the non-carrying vessel or object and set-off,
recouped or recovered by such vessel, object or person(s) against the Carrier, the carrying
vessel or her owners or charteers.

# 18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the Yar/Anhwerp Fluise of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approach 59 BMC of 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) Norwhitestanding (1) above, the Merchant shall defend, Indemnify and hold harmless the Carrier in respect of any claim fand any expense arising therefrom) of a General Average nature which may be marked our the Carrier and shall provide such security as may be required by the Carrier in this connection.
(3) The Carrier in this connection.
(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merhant.

17. CHARGES

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

(2) The Charges have been calculated on the basis of particulars furnished byor on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reveigh, 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 (redif being given for the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.

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

# 18. LIEN

The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoewer due at any time to the Carrier from the Morchant and for General Average continions to whomsower due and for the costs of recovering the same and the Carrier shall have the right to sall the Goods and documents by public auction or private treaty, without notice to Merchant and at the Merchant's expense and without any liability towards the Merchant.

19. WARATION OF THE CONTRACT

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

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

B/L No. 32070813 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 declared by the shipper but unknown by the carrier. IEC NUMBER 0488001382 SHOLINGUR GSTNO:33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated PAN NO. AAACB2533Q, 631102 TAMIL NADU and in particular to the terms overleaf as if they were all signed by the merchant. This INDIA, PHONE: +91 4172307768 \* B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading
ROTTERDAM, NETHERLANDS For delivery please apply to: Vessel name/vovage no. TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) CHENNAI EXPRESS/IEX230E 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<br>Weight | СВМ   |
|--|-------------------------------|---|-----|-----------------|-------|
| ORDER NO.:<br>9090680<br>DELIVERY NO.:<br>33426591<br>PO NO.: 5700003358 | 1 PALLET(S)                   | STC: ROCKWOOL MINERAL FIBRE 25 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS:CIP CHENNAI PORT NET WEIGHT: 625,00 KGS  * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN |     | 643.750         | 1.313 |

TOTAL PACKAGES: 1, TOTAL GROSS WEIGHT: 643,750 KGS, TOTAL CBM: 1,313 LOADED INTO CONTAINER(S): CAIU4327713 WITH SEAL: HLD0710911 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<br>PREPAID               |          | ORIGIN                     | ROTTERDAM 05-09-2022    | FPS Famous Pacific Shipping |
| Laden on board th                | e vessel | No. of original(s) B/L 3/3 |                         |                             |
| CS B/L                           |          |                            |                         |                             |
|                                  |          |                            |                         | As Agent                    |
| Copy Shipped on board 05-09-2022 |          |                            |                         | FAMOUS PACIFIC LINES        |

| Chippor   |  | B/L No. 32070813  |  |  |
|---|--|---|--|--|
| ROCKWOOL B.V. – LAPINUS<br>INDUSTRIEWEG 15  |  | FAMOUS PACIFIC LINES  |  |  |
| 6045 JG ROERMOND<br>THE NETHERLANDS   |  | OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325   |  |  |
| Consignee (if 'to order' is indicated) STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 TAMIL NADU 600 006 CHENNAI INDIA  Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. IEC NUMBER 0488001382 SHOLINGUR GSTNO:33AAACB2533Q1ZP PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA, PHONE: +91 4172307768 * |  | RECEIVED the goods in apparent good order and condition and, as far as ascertain by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in the B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time taking the goods in charge to the place and time of delivery and accepts responsibilities. |  |  |
|   |  | for such transport and such services.  Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier.  In accepting this B/L the merchant expressly accepts and agrees to all its stipulation exceptions and conditions whether written, printed, stamped or otherwise incorporat and in particular to the terms overleaf as if they were all signed by the merchant. Thi B/L must be surrendered duly endorsed in exchange for the goods or delivery order.  |  |  |
| Pre- carriage by  | Place of Receive                       | IN WHITNESS where of the number of original Bs/L have been signed, if not otherwise stated above, one of which being accomplished the other (s) to be void.   |  |  |
| Vessel name/voyage no.<br>CHENNAI EXPRESS/IEX230E   | Port of loading ROTTERDAM, NETHERLANDS | For delivery please apply to: TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) NO 338 OLD NO 165   |  |  |
| Port of discharge<br>CHENNAI, INDIA   | Place of delivery                      | LOTUS COURT , III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B<br>600001 CHENNAI INDIA<br>Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM  |  |  |

| Marks and numbers  | Quantity and kind of packages |   |  | Gross<br>Weight | СВМ   |
|--|-------------------------------|---|--|-----------------|-------|
| ORDER NO.:<br>9090680<br>DELIVERY NO.:<br>33426591<br>PO NO.: 5700003358 | 1 PALLET(S)                   | STC: ROCKWOOL MINERAL FIBRE 25 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS:CIP CHENNAI PORT NET WEIGHT: 625,00 KGS  * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN |  | 643.750         | 1.313 |

TOTAL PACKAGES: 1, TOTAL GROSS WEIGHT: 643,750 KGS, TOTAL CBM: 1,313 LOADED INTO CONTAINER(S): CAIU4327713 WITH SEAL: HLD0710911 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<br>PREPAID               |            | ORIGIN                     | ROTTERDAM 05-09-2022    | FPS Famous Pacific Shipping |
| Laden on board t                 | the vessel | No. of original(s) B/L 3/3 |                         |                             |
| ICS B/L                          |            |                            |                         |                             |
|                                  |            |                            |                         | As Agent                    |
| Copy Shipped on board 05-09-2022 |            |                            | FAMOUS PACIFIC LINES    |                             |

B/L No. 32070813 Shipper ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES INDUSTRIEWEG 15 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods. 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as BRAKES INDIA PVT. LTD. IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, SHOLINGUR GSTNO:33AAACB2533Q1ZP PAN NO. AAACB2533Q, 631102 TAMIL NADU exceptions and conditions whether written, printed, stamped or otherwise incorporated INDIA, PHONE: +91 4172307768 \* and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) Vessel name/voyage no. Port of loading ROTTERDAM, NETHERLANDS **CHENNAI EXPRESS/IEX230E** 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<br>Weight | СВМ   |
|--|-------------------------------|---|-----|-----------------|-------|
| ORDER NO.:<br>9090680<br>DELIVERY NO.:<br>33426591<br>PO NO.: 5700003358 | 1 PALLET(S)                   | STC: ROCKWOOL MINERAL FIBRE 25 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 DELIVERY TERMS:CIP CHENNAI PORT NET WEIGHT: 625,00 KGS  * FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN |     | 643.750         | 1.313 |

TOTAL PACKAGES: 1, TOTAL GROSS WEIGHT: 643,750 KGS, TOTAL CBM: 1,313 LOADED INTO CONTAINER(S): CAIU4327713 WITH SEAL: HLD0710911 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 | 0,000                       |
|--------------------|---------------|----------------------------|-------------------------|-----------------------------|
| FREIGHT<br>PREPAID |               | ORIGIN                     | ROTTERDAM 05-09-2022    | FPS Famous Pacific Shipping |
| Laden on board th  | ne vessel     | No. of original(s) B/L 3/3 | 3                       |                             |
|                    |               |                            |                         | As Agent                    |
| Copy Shippe        | ed on board ( | 05-09-2022                 |                         | FAMOUS PACIFIC LINES        |





For attn of

Date 05-08-2022

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 9090680

Product: Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty: 625 kg

Batch no. Batch Qty: 53319569 - 625 kg

Kind regards

**Customer Services** 

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

cs@lapinus.com www.lapinus.com

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





Test report Date

: 7-6-2022

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

1.

Prod. Date : 6-6-2022

Product : Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

# 2. Testresults

| Batch no. | Fibre length | Results (micron) |        | Limits ( micron ) |      |
|-----------|--------------|------------------|--------|-------------------|------|
|           |              | Min.             | Max.   | Min.              | Max. |
| 53319569  |              | 113,00           | 125,00 | 100               | 150  |

| Batch no. | Shotcontent   | Results<br>Min. | (%wt)<br>Max. | Limits (%wt)<br>Max. |
|-----------|---------------|-----------------|---------------|----------------------|
| 53319569  | Shot > 125 μm | 0,42            | 0,90          | 1.0                  |

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

Site

Telephone number

Contact

Fax number

Roermond

+31 475 353354

**Customer Service** 

+31 475 353677

This document is automatically generated and therefore contains no signature.

LF007/F03 / June 1994



# **ORIGINAL**

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Item

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. AAACB25330

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Page 1 / 1

**L'apinus** 

P.O. Box 1160 6040 KD Roermond The Netherlands

Price

Unit

Invoice no. / date:

Order no. / date:

Your reference: Contactperson:

Material description

163842947 / 04.08.2022

9090680 / 11.07.2022

5700003358 Corina Hendriks

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

625,00 KG

Number

Unit

625,00 KG

Quantity

Unit

2.464,56 1.000 KG 1.540,35

437.00

1.977,35

Amount

Stat. No.: 68061000

Delivery No/Date: 33426591 / 04.08.2022

Container Number: 95-BNR-9

Country of origin: NL

Freight Cost

**Output Tax** 

Amount excl. VAT

1.977,35 0,00 % 0,00

.,..

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

EUR

Delivery date: Terms of delivery: Payment term: 04.08.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

643,750 / 625 KG

Transp. volume: 1,875 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

The general terms and conditions of ROCKWOOL BV, as filed with the Chamber of Commerce The Netherlands, are applicable to all our offers and agreements and the execution thereof, more specifically they apply to this order and the execution thereof. You have received a copy of the general terms and conditions of ROCKWOOL BV with the quotation. On your first request we will send you a new copy. Transport cost may be subject to change, actual cost will be invoiced.



# ORIGINAL

# 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

INDIA

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

INDIA

Page 1 / 1

OOL B.V. 1160 40 KD Roermond Netherlands

Invoice no. / date:

Order no. / date:

Your reference: Contactperson:

163842947 / 04.08.2022

9090680 / 11.07.2022

5700003358 Corina Hendriks

Price Amount Quantity Number 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

625,00 2.464,56 625.00 29508 1.000 KG KG KG

Stat. No.: 68061000

Delivery No/Date: 33426591 / 04.08.2022

Container Number: 95-BNR-9

Country of origin: NL

437,00 Freight Cost

Amount excl. VAT **Output Tax** 

0,00 %

0,00

1.977,35

1.540,35

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

1.977,35 **EUR** 

Delivery date: Terms of delivery:

Payment term:

04.08.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

643,750 / 625 KG

Transp. volume:

1.875 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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# ORIGINAL

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

631102 Tamil Nadu

INDIA

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Page 1 / 1

OOL B.V. 1160

0 KD Roermond Netherlands

Price

Invoice no. / date:

Order no. / date:

Your reference: Contactperson:

163842947 / 04.08.2022

9090680 / 11.07.2022

5700003358 Corina Hendriks

| ltem | Material  | Number | Quantity | Pnce | Amount |
|------|---|--------|----------|------|--------|
|      | Material description  | Unit   | Unit     | Unit |        |
|      | Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres Official email id: biimports@brakesindia.co.in |        |          |      |        |

Number

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

625.00 KG 625.00 KG

Quantity

2.464,56 1.000 KG 1.540,35

Amount

Stat. No.: 68061000

Delivery No/Date: 33426591 / 04.08.2022

Container Number: 95-BNR-9

Country of origin: NL

|              | 407.00 |
|--------------|--------|
| Freight Cost | 437,00 |

Amount excl. VAT

**Output Tax** 

0,00 %

1.977,35 0,00

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

**EUR** 

1.977,35

Delivery date: Terms of delivery: 04.08.2022 -CIP Chennai Port 60 days net

Payment term:

643,750 / 625 KG

Gross/Nett weight: Transp. volume:

1,875 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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# COPY

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

Sholingur GST: 33AAACB2533Q1ZP

Invoice no. / date:

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

163842947 / 04.08.2022 Page 1 / 1

Order no. / date: 9090680 / 11.07.2022

Your reference: 5700003358
Contactperson: Corina Hendriks

Ordered by: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382

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

Sholingur GST: 33AAACB253301ZP

631102 TAMIL NADU

AIGNI

INVOICE

ROCKWOOL B.V.
P.O. Box 1160
60 40 KD Roermond
The Netherlands

Item Material Number Quantity Price Amount
Material description Unit Unit Unit

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508 625,00 625,00 2.464,56 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33426591 / 04.08.2022

Container Number: 95-BNR-9 Country of origin: NL

Freight Cost

Amount excl. VAT
Output Tax 0,00 %

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

EUR 1.977,35

1.540.35

437,00

1.977,35

0.00

Delivery date: Terms of delivery: Payment term: 04.08.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

643,750 / 625 KG

Transp. volume:

1,875 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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# COPY

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Payer: 15577
Brakes India Pvt. Ltd.
IEC Number 0488001382
biimports@brakesindia.co.in

PAN NO. AAACB2533Q Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Page 1 / 1

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

e Netherlands

Price

Unit

Amount

1.977,35

0,00

Invoice no. / date:

Order no. / date:

Your reference: Contactperson: 163842947 / 04.08.2022

9090680 / 11.07.2022

5700003358 Corina Hendriks

Item Material Number Quantity
Material description Unit Unit

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508 625,00 625,00 2.464,56 1.540,35 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33426591 / 04.08.2022

Container Number: 95-BNR-9

Country of origin: NL

Freight Cost 437,00

Amount excl. VAT

Output Tax 0,00 %

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

EUR 1.977,35

Delivery date: Terms of delivery: 04.08.2022 -CIP Chennai Port 60 days net

Payment term:

643,750 / 625 KG

Gross/Nett weight: Transp. volume:

1.875 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

The general terms and conditions of ROCKWOOL BV, as filed with the Chamber of Commerce The Netherlands, are applicable to all our offers and agreements and the execution thereof, more specifically they apply to this order and the execution thereof. You have received a copy of the general terms and conditions of ROCKWOOL BV with the quotation. On your first request we will send you a new copy. Transport cost may be subject to change, actual cost will be invoiced.



Number

625.00

KG

Unit

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

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

631102 Tamil Nadu

**INDIA** 

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Quantity

625,00

KG

Unit

Page 1 / 1

OOL B.V. 1160 40 KD Roermond Netherlands

Price

Unit

2.464,56

1.000 KG

Invoice no. / date:

Order no. / date:

Your reference: Contactperson:

163842947 / 04.08.2022

9090680 / 11.07.2022

5700003358 Corina Hendriks

| Material description                          |
|---|
| Country of origin: The Netherlands            |
| Country of acquisition: The Netherlands       |
| Description of goods: Bockwool mineral Fibres |

Official email id: biimports@brakesindia.co.in

Lapinus® RB250 10

Material

bag 25 kg - pallet 625 kg

29508

Stat. No.: 68061000

Delivery No/Date: 33426591 / 04.08.2022

Container Number: 95-BNR-9

Country of origin: NL

437.00 Freight Cost

Amount excl. VAT Output Tax

0,00 %

1.977,35 0,00

Amount

1.540,35

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

1.977,35 **EUR** 

Delivery date: Terms of delivery: 04.08.2022 -CIP Chennai Port 60 days net

Payment term:

643,750 / 625 KG

Gross/Nett weight: Transp. volume:

1.875 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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

Shipment nr.: 0007038135

Container nr; .

Our ordernr : 9090680

**Delivery nr** : 33426591

Your ordernr: 5700003358

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

ORIGINAL



# DETAILED PACKING LIST

| Lapinus® RB250, bag 25 kg -pallet 625<br>25,0 0,1 25 BAGS | Product<br>and dimensions           |
|---|-------------------------------------|
|   | Type and number of packages         |
| 1,00  | Contents per package in m¹/m²/kg    |
| 625,00  | Total quantity per item in m¹/m²/kg |
| 625,000   | Total net weight<br>per item kgs    |
| 643,750   | Total gross weight per item kgs     |
| 1210,00   | Dim.                                |
| 1000,00   | Dimensions in m<br>per package      |
| 1300,00   |                                     |

Date: 04-08-2022

TOTAL:

625,000 **Kgs** 

643,750 **Kgs** 

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

Shipment nr.: 0007038135

Container nr

Our ordernr: 9090680

Delivery nr : 33426591

Your ordernr: 5700003358

For: Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382

631102 Tamil Nadu



# DETAILED PACKING LIST

| N   1   0   0  |                                     |
|--|-------------------------------------|
| Tapinus® RB250, bag 25 kg -pallet 625 kg 25,0 0, 25 BAGS | Product<br>and dimensions           |
| kg -pallet 625 b<br>25 BAGS                              | Type and number of packages         |
| g 1,00   | Contents per package in m1/m2/kg    |
| 625,00   | Total quantity per item in m¹/m²/kg |
| 625,000  | Total net weight per item kgs       |
| 643,750  | Total gross weight per item kgs     |
| 1210,00 1000,00  | Dimensions in m<br>per package      |
| ,00 1300,00  | n m<br>e                            |

Date: 04-08-2022

TOTAL:

625,000 **Kgs** 

643,750 **Kgs** 

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

Our ordernr: 9090680

Your ordernr: 5700003358

Delivery nr : 33426591

For Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382

631102 Tamil Nadu

India



# **DETAILED PACKING LIST**

| Product Type and number Contents per package and dimensions of packages in m¹/m²/kg Total quantity per item per item kgs per item kgs per item kgs | Total gross weight per item kgs |
|--|---------------------------------|
| Lapinus® RB250, bag 25 kg -pallet 625 kg   | 643,750                         |
|  |                                 |

Date: 04-08-2022

TOTAL:

625,000 **Kgs** 

643,750 **Kgs** 

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

Shipment nr.: 0007038135

Container nr :

Our ordernr : 9090680

Delivery nr : 33426591

Your ordernr: 5700003358

For: Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382

631102 Tamil Nadu

COPY



# DETAILED PACKING LIST

| Lapinus® RB250, bag 25 kg -pallet 625<br>25,0 0,1 25 BAGS | Product<br>and dimensions             |
|---|---------------------------------------|
| kg -pallet 625 )<br>25 BAGS                               | Type and number of packages           |
| 1,00  | Contents per package in m¹/m²/kg      |
| 625,00  | Total quantity per item in m¹/ m²/ kg |
| 625,000   | Total net weight per item kgs         |
| 643,750   | Total gross weight per item kgs       |
| 1210,00   | Dimen<br>per                          |
| 1000,00   | Dimensions in m<br>per package        |
| 1300,00   |                                       |

Date: 04-08-2022

TOTAL:

625,000 **Kgs** 

643,750 **Kgs** 

Rockwool B.V. Industrieweg 15

6045 JG Roermond / The Netherlands

Shipment nr.: 0007038135

Container nr

Our ordernr : 9090680

Delivery nr : 33426591

Your ordernr: 5700003358

IEC Number 0488001382

F S

Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

COPY



# DETAILED PACKING LIST

|                    | Lapinus® RB250, bag 25 kg -pallet 625<br>25,0 0, 25 BAGS | Product and dimensions              |
|--------------------|--|-------------------------------------|
|                    | A-2-2  | Type and number of packages         |
|                    | 1,00   | Contents per package in m¹/m²/kg    |
| TOTAL:             | 625,00   | Total quantity per item in m¹/m²/kg |
| 625,000 Kgs        | 625,000  | Total net weight per item kgs       |
| 643,750 <b>Kgs</b> | 643,750  | Total gross weight per item kgs     |
|                    | 1210,00 1000,00  | Dimensions in m<br>per package      |
|                    | 1300,00  |                                     |

PACKED ON 1 PALLET

Date: 04-08-2022

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

Shipment nr.: 0007038135

Container nr

Delivery nr : 33426591

Our ordernr : 9090680

For: Brakes India Pvt. Ltd. IEC Number 0488001382



# Your ordernr: 5700003358 631102 Tamil Nadu Sholingur GST: 33AAACB2533Q1ZP

COPY

DETAILED PACKING LIST

|  | Lapinus® RB250, bag 25 k<br>25,0 0,1           | Product<br>and dimensions                                       |
|--|--|---|
|  | RB250, bag 25 kg -pallet 625 kg<br>0,1 25 BAGS | Type and number of packages                                     |
|  | 1,00   | Contents per package<br>in m¹/m²/kg                             |
|  | 625,00   | Total quantity per item in m <sup>1</sup> / m <sup>2</sup> / kg |
|  | 625,000  | Total net weight per item kgs                                   |
|  | 643,750  | Total gross weight per item kgs                                 |
|  | 1210,00  | Din<br>p  |
|  | 1000,00  | Dimensions in m<br>per package                                  |
|  | 1300,00  |   |

Date: 04-08-2022

TOTAL:

625,000 **Kgs** 

643,750 **Kgs**