B/L No. 32023398 Shipper **ROCKWOOL B.V. - LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated)
STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the 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 ÍNDIA PVT. LTD. 631102 TAMIL NADU INDIA declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, IEC NUMBER: 0488001382 SHOLINGUR PAN NO. AAACB2533Q exceptions and conditions whether written, printed, stamped or otherwise incorporated GSTNO: 33AAACB2533Q1ZP * 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: EMU LINES PVT. LTD (CHENNAI) NO 120 THAMBU CHETTY STREET 4TH FLOOR Port of loading Vessel name/voyage no. ROTTERDAM, NETHERLANDS MSC ALIYA/IS208B AKABAR TOWER Port of discharge Place of delivery 600 001 CHENNAI INDIA CHENNAI, INDIA Tel:91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NR: 8803197 DELIVERY NR: 33034798 PO NO: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2500.00 KGS DELIVERY TERMS: CIP CHENNAI * PHONE: +91 4172307768 FAX: +91 417262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	5.544

TOTAL PACKAGES: 4, TOTAL GROSS WEIGHT: 2575,000 KGS, TOTAL CBM: 5,544 LOADED INTO CONTAINER(S): NUMBER WITH SEALNR INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 15-03-2022	FPS Famous	Pacific Shipping
				_ ^	PAUL BRANDS
Laden on board th	he vessel	No. of original(s) B/L 3/3	3	1	
ICS B/L			ORIGINAL	M	
		•	JINGHAL	11/2	MI
15 Mai	r 2022				12 20
				As Agent	
Original Ship	pped on board			FAMOUS PA	CIFIC LINES

Diana and data of income

1. DEFINITIONS

1. DEFINITIONS

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

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

"Condot" includes the cargo supplied by the Merchant and includes any Contierine applied by or on behalf of the Carrier.

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

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

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

Combined Transport arises where the Misco of Receipt and the Place of Delivery are not folder on the front Shipment.

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

of Receipt or the Place of Delivery on the front nereor spessing any phase of area of the port so nominated.

"Hagine 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,

"Hagine-Verby Rules" means the Hagine Rules as amended by the Protocol signed at Brussels on 23rd February 1968,

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

approved on 16th April 1395, "COGWA" means the Carriage of Goods by Water Act 1336 of Canada, "Charges" includes freight and ell expenses and money obligations inc able by the Merchart. "Shipping Unit" includes freight unit and the term "unit" as used in th

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

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

CARRIER'S TARIFF

2. CARMENTS IARIET
The provisions of the Carrier's applicable l'ariff, if any, areincorporated herein Copiesof such
provisions are obtainable from the Carrier or his agenst upon request or, where applicable, from
a government body with whom the Tariff has been filed. In the case of inconsistency between
this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

WARRANTY
 The Merchant warrants that in agreeing to the terms hereof he is or is the agent of and has
 he euthority 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.

who has a present or future interest in 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 conceitable the 1 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 be seen 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 theC

(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 whatscever, 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 Carrier's, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or or seesal any liability whatsower in connection with the Goods or the Carriage; and if any claim or allegation should nevertheless be made to defend, indemnify and hold harmless the Carrier against all consequences thereof. Without prejudice to the foregoing every such person all exessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in artering into this contract. the Carrier, to the extent of these provisions, does so not only on his own benefit but allows a segent or trusted for such persons and vessels shall to this extent be or be deemed to be partite to this contract.

(8) The Merchant shall defend, indemnify and hold harmless the Carrier against any claim of liability (and any expense arising therefrom) arising from the Carriage of the Goods insofter

or liability fand any expense arising thereform, and not narmess the varient against any casm or liability fand any expense arising thereform) arising from the Carriage of the Goods insofar as such claim or liability exceeds the Carrier's liability runder this fill of Lading, (4) The defences and limits of liability provided for in this fill of Lading shall apply in any action against the Carrier whether the action be found in Contract or in Tort.

CARRIER'S RESPONSIBILITY

CARPIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(1) Subject to clause 13 below, this Bill of Lading insofar as it relates to eas carriage by any ussael whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or supplicable legislation shall be deemed incorporated herein. The Hague Rules are supplicable to COGSA or COGWA it this Bill of Lading is subject to U.S. or Canadian taw respectively) shall apply to the carriage of Goods by inland waterways and reference to carriage by satisfication of the state of registration shall be deemed to include reference to indicate and waterways. If and to the extent that the provisions of the Harter Act of the United States of America 1853 would otherwise be compulsionly applicable to regulate the Carrier's responsibility for the Goods during any period prior to loading on or after discharge from the vessel the Carrier's responsibility and instance be determined by the provisions of 8(5) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(B) The Carrier shall be entitled to (and nothing in this Bill or Lading shall operate to deprive or limit such artitlement) the full benefit of, and rights to, all imitations of and eculisions from liability and all rights conference or authorised by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any involvious or sections428 to 4287; inclusive, or ofthe Newised Statutes of the United States of America and amendments thereto and where applicable any provisions of the laws of the United States of America) and without prejudice to the generality of the foregoing also any law, statute or regulatio

on me united states or armencal and without prejudice to the generality of the foregoing also any law, stantae or negliation available to the Owner of the vessel(s) on which the Goods are carried.

[2] PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during leading onto the vessel 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 for the whole Carriage have been charged by the Carrier. The Merchant with others for transport, storage, handling or anyother services in respect of the Goods prior to loading and subsequent to discharge of the Goods rom the vessel which tresponsibility for any act or onlession whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

[3] COMBINED TRANSPORT

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

(a) When the Stage of Carriege where the loss or damage recoursed carrond to proved:

(b) The Carrier shall be entitled to rely upon all exclusions from liability under the Bules or legislation that would have been applied under (1)(A) above had the loss or damage occurred at sea or, if there was no carriage by see, under the Hague Rules or GOSSA or COSWA! It his Bill of Lading is subject to U.S. or Carrolina law respectively.

Pulse for COSSA or COGWA it this Bill of Lading is subject to U.S. or Canadian Isu respectively.

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

(iii) Subject to (64(C) below, where the Hague Pulses or any legislation applying such Rules or in the Hague-Vistry Rules (such as COSSA or COSWA) is not compulsorily applicable, the Carrier's Islability shall not exceed US\$2.00 per kill or the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser.

(iv) The value of the Goods shall be determined according to the commodity exchange price at the place and time of tellivery to the Merichart 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 or preference to the normal value of Goods of the same kind and quality, at such place and time or provisions contained to the proved:

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

- international convention or national law of the country which provisions.
 (a) cannot be departed from by private contract to the detriment of the Merchant, and
 (b) would have applied if the Merchant had made a separate and direct contract
- man use varies in respect of the particular stage of Carriage where the loss of damage occurred and had received as evidence thereof any particular docu-ment which must be issued in order to make such international convention of national law applicable; ect of the particular stage of Carriage where the loss or
- milita witch mass to be about a mational test and policiable, 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 carriege and tariffs and any law compulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' collegations under their contracts and fartifis;
 Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined.

(iii) Where heither (i) or (ii) above apply, any liability of the Carner shall be determinded by 6(3)(4) above.
[4] GENERAL PROVISIONS
(A) Delay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatseever and howsoever caused. Without prefuido to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the branches.

warsteseer and novesteer causest. without prejudicity to the funging in the Carne flower fordisty, liability and the finding happlicable to the relevant stage of the transport.

[8] Package or Shipping Unit Limitation

Where the Hague Fulles or any legislation making such fulles compulsorily applicable (such as COSSA or COSWA) to this Bill of Lading apply, the Carnier 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 peckage or shipping unit in excess of the package or shipping unit limitation as laid down by such Rules or eligislation. Such ilmitation amount according to COSSA is US\$500 and according to COSWA is Can \$500. It no limitation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500.

(C) Ad Valorem: Declared Value of Package or Shipping Unit The Carnier'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 Carnier of the Goods sor shipment, such higher value being inscreted on the front of this fill of Lading in the space provided and, if required by the Carnier, extra freight paid. In such case, if the actual value of the Goods value and the Carnier's liability, if any, shall not exceed the deelered value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

(D) Definition of Package or Shipping Unit

(D) Definition of Package or Shipping Unit

value.

(D) Definition of Packago or Shipping Unit
Where a Container is used to consolidate Goods and such Container is stuffed by the
Carrier, the number of packages or shipping units started on the face of this Bill of Lading
in the box provided shall be deemed the number of packages or shipping units for the
unpose of any plint of liability per package or shipping units provided in any international
convention or national law relating to the carriage of Goods by sea. Except as aforeseld
the Container shall be considered the package or shipping unit; considered the package or shipping unit.

The words "shipping unit" shall mean each physical unit or ploce of cargo not
chipped in package including articles or things of any description whatagoew, accept
Goods shipped in bulk, and insepective 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 overst shall anything herein be construed to be a waiver of limitation as to Goods
shipped in bulk and the 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
it is agreed that superficial rust, oxidation or any like condition due to moisture, is not
a condition of damage but is inherent to the nature of the Goods and acknowledgement
for leading unless or Lass or Demanet good order and condition is not a representation that
such conditions of rust, oxidation or the like did not oxist on receipt.

(P) Nutice of Lass or Demonetor of leas of, or damage to, the Goods, inclicating the
this Bill or Lading unless notice of leas of, or damage to, the Goods, inclicating the

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

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

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

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hersof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars functions, but not limited to, or weight, content, measure, quantity, quality, conction, marks numbers and value are corned.

(2) The Merchant shall comply with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay all duries, taxes, fines, imposts, expenses and losses incurred orratifered by reason thereof orly reason of any illegal, incorned or instificient 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 equitionents which may be applicable.

(4) No Goods which are or may be some 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 consert 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 surface are one 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 the surface are or any purson or vessel (other than the Merchant) referred to in 5(2) active the surface of the projection of the Carrier's expression or vessel (other than the Merchant) referred to in 5(2) active the surface of the projection of the Carrier and after the Carrier agains

is otherwise responsible.

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

CONTAINERS

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

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

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

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

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

3) caused by the unsurfability of the Goods for carriage in Containers;

3) caused by the unsulfability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (fil) shall only apply if the susfability or defective condition arose (a) without any want of due diligence on the part of the Carrier of the wolf have been appearent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed: without any want of due diligence on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed,

(v) if the Container was stuffed,

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

(B) the Metchant shall defend, indemnity and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (N) above except for (A)(iii)(a) above.

(4) Where the Carrier is instructed to provide a Container, in the absonce of a written least to the contrary, the Carrier is not under an obligation to provide a Container of any localer type or quality.

9. TEMPERATURE CONTROLLED CARGO

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

a temperature controlled Container stuffed by or on behalf of the Morchant 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 noeight of the Goods by the Carrier.

If the adverse excellent experience is the container of the Container of the Goods by the Carrier.

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 durings to the Goods caused by such non-compliance.

The Carrier shall not be liable for any loss of orderings 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 works of the derivers to maintain the refrigerated Container in an experiment of the Carriage works of the derivers to maintain the refrigerated Container in an

10. INSPECTION OF GOODS
The Carrier or any person au arrier or any person authorised by the Carriershall be entitled, but under no obligation, ny 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 tikely to be affected by any hindrance, risk, delay, difficulty or desdevantage of any lived (including the condition of the Goods), whensoewer and howsoewer arising (whether or not the Carriage has commenced) the the Carrier may:
(A) without notice to the Merchant absorbon 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 does nate and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall casse;
(B) without prejudice to the Carriage and convenient, whereupon the responsibility of Jobove, confinite the Carriage is a supplied to the Carriage and the Merchant shall be entitled to full Charges on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

circumstances.

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

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

12. METHODS AND ROUTE OF TRANSPORTATION
(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever; load or cany the Goods on any vessel whether named on the front hereof or not transport for storage and the Goods from one conveyance to another including trans-shipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever; and place unpack and namove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever; proposed at any speed and by any route in his discretion (whether or not the nearest or most differed or customary or advertised route) and proceed to or stay at any place whatsoever once or more office and in any orders, lead or supporting to act as or on behalf of carrier for the following control 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 goods from the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without pilots, to tow to be towed or to be dry-docked; permit the vessel to proceed with or without pilots, to tow or be towed or to be dry-docked; permit the vessel to proceed with or without pilots, to tow or be towed or to be dry-docked; permit the vessel to proceed with or without pilots, to tow or be towed or to be dry-docked; permit the vessel to proceed with or without pilots, to tow or be towed or to be dry-docked; permit the vessel to proceed with or without pilots, to tow or be towed or to be dry-docked; permit the vessel to proceed with or without pilots, to tow or helder or or of the event of the Goods. Anything done in accordance with (1) above or any delay arising therefrom shall be deemed to be within the contractual Carriage and shal

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

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

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

any extra cost thourset for any reason winterceiver in connection with carriege of investock.

If delinery 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 shell be entitled without notice to remove from a Container the Goods or that part thereof after in or on a Container and to store the Goods or that part in the order that thereof after the container the Goods or that part in the order that thereof after and the store the Goods or that part thereof after and the store the Goods or the Americant. Such storage shell constitute due delivery hereunder, and thresupon the fiability of the Carrier in respect of the Goods or that part thereof shell 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 vesso's 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 characters of opportune proposals for the notice carrying vessel or object on the owner of characters of other proposals for the notice carrying vessel and the control of characters of operation responsible for the non-carrying vessel or object and set-off, recoupled or recovered by such vessel, object or person(e) against the Carrier, the carrying vessel or her owners or characters.

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 approved by BIM Col is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.
(2) Notwithstanding (1) shows, the Menchant shall defend, indeemily and hold harmless the Carrier in respect of any claim fend any expense arising therefron) 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 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 Merteral.

17, CHARGES

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

17. Changes shall be deemed fully earned on receipt of tine sources by shall be paid and non-returnable in any event.

(2) The Changes 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, evenly, remeasure and revalue the Goods and if the particulars are found by the Carrier to be incorrect that men and revalue the Goods and the correct Changes (credit being given for the Charges changed) and the costs incumed by the Carrier to be incorrect.

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

18. LIEN

The Carrier shall have a lien on Goods and any documents relating thereto for all sur-whatsoever due at any time to the Carrier from the Menchant and for General Average contrib-tions to whomsever due and for the costs of recovering the same and the Carrier shall have right to sell the Goods and documents by public auction or private treaty, without not less the Merchant and at the Merchant's expense and without any liability towards the Merchant.

19. VARIATION OF THE CONTRACT No servant or agent of the Carrier shall have power to waive or vary any of the te Nered fundess exch valve or variation is in writing and is specifically authorised or ratin writing by a director or officer of the Carrier who has the actual authority of the Casto to waive or vary.

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

B/L No. 32023398 Shipper **ROCKWOOL B.V. - LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as 631102 TAMIL NADU INDIA declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, IEC NUMBER: 0488001382 exceptions and conditions whether written, printed, stamped or otherwise incorporated SHOLINGUR PAN NO. AAACB2533Q and in particular to the terms overleaf as if they were all signed by the merchant. This GSTNO: 33AAACB2533Q1ZP * B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: EMU LINES PVT. LTD (CHENNAI) Port of loading Vessel name/vovage no. MSC ALIYA/IS208B ROTTERDAM, NETHERLANDS NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER Port of discharge Place of delivery 600 001 CHENNALINDIA CHENNAI, INDIA Tel:91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NR: 8803197 DELIVERY NR: 33034798 PO NO: 5700003358	4 PALLET(S)	* PHONE: +91 4172307768 FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	5.544

TOTAL PACKAGES: 4, TOTAL GROSS WEIGHT: 2575,000 KGS, TOTAL CBM: 5,544 LOADED INTO CONTAINER(S): NUMBER WITH SEALNR INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 15-03-2022	FPS Famous	Pacific Shipping
					PAUL BRANDS
Laden on board t	he vessel	No. of original(s) B/L 3/3		11	
ICS B/L			RIGINAL	M.	
15 Ma	r 2022		MONAL	1/2	Mer
15 Ma	1 2022				
				As Agent	
Original Shi	pped on board			FAMOUS PA	CIFIC LINES

Disease and date of income

1. DEFINITIONS
"Carrian" means the Company stated on the front of this Bill of Lading as being the Carrior and on whose behalf this Bill of Lading has been signed.
"Merchant" includes the shipper, the consigness, the neceiver 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 thurse 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 Carriac.
"Container" includes are possibled prostrainer, trailer, transportable tank, lift van, flat, pallet or any similar article of transport used to consolidate goods.
"Carriage" means the whele of the operations and services undertaken or performed by or on behalf of the Carriar in respect of the Goods.
"Carriage" means the whele of the operations and services undertaken or performed by or on behalf of the Carriar in respect of the Goods.
"Combined Transport" arrises where the Carriage called for by this Bill of Lading is not a Port to Port Shipment.
"Port to Port Shipment.
"Port to Port Shipment."
"Port

seels on 23rd February 1869.
"COGSA" means the Carriage of Goods by Sea Act of the United States of America mued on 18th April 1863.
"COGNA" means the Carriage of Goods by Watter Act 1836 of Canada.
"Chargee" Includes freight and all expenses and money obligations incurred and pey-

able by the Merchant.

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

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

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

CARRIER'S TARIFF

2. CARRIER'S TARIFF
The provisions of the Carrier's applicable Tariff, if any, are incorporated herein Coples of 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 Luding and the applicable Tariff, this Bill of Luding shall prevail.

WARRANTY The Merchant t warrants that in agreeing to the terms hereof he is or is the agent of and has ority of the person owning or entitled to the pos a present or future interest in the Goods.

A NEGOTIABILITY AND TITLE TO THE GOODS

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

(2) This Bill of Lading shall be prima facia 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 pass been negotiated or transferred for valuable consideration to a tiniciparity 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 the Carriage.
(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatsoeve, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or avessel any liability whatsoever in connection with the Goods or the Carriage, and if any claim or altergation should nevertheless be made to defend, indemnify and hold harnless the Carrier against all consequences thereof. Without preducing to the foregoing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in entering into this contract the Carrier, to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such persons and vessels shall to this extent to or he deemed to be parties to this contract.
(3) The Merchant shall defend, indemnity and hold harmless the Carrier against any claim.

be parties to this contract,

(3) The Merchant shall defend, inclemnify and hold harmless the Carrier against any claim or liability (and any expense arising therefrom) arising from the Carriage of the Goods insoler as such claim or liability exceeds the Carrier's liability under this Bill of Lading,

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

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(2) Subject to clause 13 below, this Bill of Lading insofar as it reletes 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-Ruley Rules compulsonly applicable (such as COSAS or COSWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or OCSAS or COSWA) 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 reference to inland waterways.

If and to the extent that the provisions of the Harter Act of the United States of America 1883 would otherwise be compulsorily applicable to regulate the Carrier's responsibility for the Goods during any period prior to loading on or after discharge from the vessel the Carrier's responsibility and instead be determined by the provisions of (6) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(B) The Carrier's shall be entitled to (and not fine the side States of America and exclusions from liability and ell rights conference or untimized by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any provisions or sections 428 to 4487, inclusive, of the Herised Statutes of the United States of America and amendments thereto and where applicable any provisions of the Carriar's responsibility and linear the sections and the carriar of the Carriage from any law statute or regulation available to the Owner of the vessel(s) on which the Goods are carried.

(2) PORT TO PORT SHIPMENT

The Reponsibility of the Carrier

(2) PORT TO BORT SHIFMENT
The responsibility of the Carrier is limited to that part of the Carriege from and during loading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whateover in respect of the Goods or for any other matter arising during any other part of the Carriage even though Charges for the whole Carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, storage, hearding or anywher services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or orniscion whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

[3] COMBINED TRANSPORT

the terms in this Bill of Lading.

(3) COMBINED TRANSPORT

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

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

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

(i) 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 flaible to the extent that those factors causing the loss or damage, he shall only be flaible to the extent that those factors (ii) Subject to (6)(1) below, where the Hague Rules or any legislation applying such Rules or the Hague-Visby Rules (such as COGSA or COGWA) is not compulsorily applicable, the Carrier's liability shall not exceed USS2.Op par kill of the gross weight of the Goods (st, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser.

(iv) The value of the Goods shall be determined according to the commodity exchange price at the place and time of elivery to the Merchant or at the place and time when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quality, at such place and time of the normal value of Goods of the same kind and quality, at such place and time of the stage of Carriage where the loss or damage occurred can be proved:

(i) the liability of the Carrier's hall be determined by the provisions contained in any

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

international convention or national law of the country which provisions.

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

cannot be departed from to private and a separate and direct contract would have applied if the Merchart had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular document which must be issued in order to make auch international convention or rational law applicable;

(f) with respect to the transportation in the United Status 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 Irransportation by carriers (one or more) and such transporta-tion shall be subject to the inland carriers' contracts of carriage and tariffs and any law computorly applicable. The Carrier quarantees the fulfilment of such inland

law compusionly applicable. The careful guarantees the furnition of social manu-carriers' obligations under their contracts and fartiffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by 6(3)(A) above.

(4) GENERAL PROVISIONS (A) Dolay, Consequential Loss Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatscover and howsoever caused. Without projudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the transport.

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

(B) Package or Shipping Unit Limitation
Where the Higuse Pulse or any legislation making such Rules compulsority applicable
(such as COSSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a cadearder 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 intention as laid down by such Rules or legislation. Such limitation amount according to COGSA is US\$500 and according to COGSA is US\$500 and according to COGSA is US\$500 and according to the limitation shall be US\$500. It no initiation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500. It no initiation amount is applicable undersuch Rules or legislation for the Codes of the South Rules 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 Garding in the space provided and, if required by the shipper upon delivery to the Carrier Garding in the space provided and, if required by the Carrier's liability final, in such case, if the actual value of the Goods shall exceed such declared value, the value and any partial loss or damege shall be adjusted pro rata on the basis of such declared value.

valus.

[D] Definition of Package or Shipping Unit

Where a Container is used to consolidate Goods and such Container is stuffed by the
Carrier, the number of packages or shipping units stated on the face of this Bill of Lading
in the box provided shall be deemed the number of packages or shipping units for the

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 afcressful the Container shall be considered the package or shipping unit. The words "shipping unit" shall mean each physical unit or place of cargo not shipped in a package, including articles or things of any description whatsoever, except Goods shipped in bulk, and respective of the weight or measurement unit employed in calculating relight charges. As to Goods shipped in lovit, the inhaltation applicable thereto shall be the limitation provided in such convention or law which may be applicable, and in no event shall anything herein be construind to be a waker of limitation as to Goods shipped in bulk.

(E) Flust, etc.

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

(F) Notice of Loss or Demage

The Carrier shalt 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 person entitled to delivery thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

(S) Time-Day

(in 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 period shall be found contrary to any convention or law compulsorily applicable period prescribed by such convention or law shall then apply but in that circumsonly.

period prescribed by such convention or law shall then apply but in that circumstance only.

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereof are furnished by the Merchant and the Merchant warrants to the Camer that the description and particulars including, but on the merchant and the Merchant warrants to the Camer that the description and particulars including, but will be made a comerchant of the control of t

is otherwise responsible.

(ii) 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

CONTAINERS

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

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

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

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

(4) the Carrier shall not be fisible for loss of or dismage to the Merchant.

(5) caused by the unsuitability of the Goods for damage to the Goods.

(6) caused by the unsuitability or defective condition of the Container provided that when the Container has been stuffed.

(8) caused by the unsuitability or defective condition of the Container provided that when the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only apply if the unsuitability or defective condition arises (a) without any want of due diffigence 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.

(vi) if the Container is not seeled at the commencement of the Carrier geaxcept where the Carrier has agreed to seal the Container.

(E) the Merchant shall defend, indomrnity and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (A) above except for [A)(iii) above.

(4) Where the Carrier is instructed to provide a Container, in the absence of a written uses to the contrary, the Carrier is not under an obligation to provide a Container of any riccular year or quality.

particular type or quality.

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

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 necepit 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 actived by each non-compliance.

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

10. INSPECTION OF GOODS

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

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

11. MATTERS AFFECTING PERFORMANCE

(1) If any time the Carriage is or is likely to be affected by any hindrance, riak, delay, difficulty or disadvantage of any kind (including the condition of the Goods), wheresoever and howesoever arising (whether or not the Carriage has acommenced) the the Carrier may:

(A) without notice to the Merchard 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 cases;

(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, confinue the Carrier's hall be entitled to full Charges on Goods received for Carriage and the Merchant's ability by any additional costs resulting from the above mentioned circumstances.

(2) The liability of the Carrier in respect of the Goods shall cases on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority.

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 whatsover; load or capt the Goods on any vessel whether named on the front hereof or not, transfer the Condoctrom on conveyance to senother including transport or storage whatsover; load or capt the Goods on the vessel whether named on the front hereof or not, transfer the Goods of the conveyance of the Condoctrom on conveyance to another including transport or senother than the conveyance of the Condoctrom on the Condoctrom o

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

13. DECK CARGO (AND LIVESTOCK)

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

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

4 DELIVERY OF GOODS

any active costs incurred on any reason will account in commensor with carriege of investigation.

A. GELVERY OF GOODS.

It delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof if stuffer in or on a Confainer and to storve the Goods or that part thereof absort, afford, in the open or under cover at the sole risk and expense of the Marchant. Such storage shall constitute due delivery hereunding, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

15. BOTH-TO-BLAME COLLISION
If the vessel on which the Goods or the vessel comes into collision with any other vessel or object the non-carrying vessel or object the non-carrying vessel or object the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defined, indemnity 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 claim whatbeever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object and set-off, recoupled or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

vessel or her owners or charterers,

18. GENERAL AVERAGE

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

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

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

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 by or on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, revelgh, remeasure and revolue the Goods and if the particulars are found by the Carrier to be incorrect the Merchant shall gay the Carrier the correct Charges (credit being given for the Charges charged) and the costs Incurred by the Carrier the although the Carrier the Incurred the Carrier the Solid Solid Carrier the Carrier the Carrier the Solid Solid Carrier the Carrier to Solid Carrier the Solid Solid Carrier the Carrier to Solid Carrier the Solid

18. LEN
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 Merchant and for General Average contributions to whomsoewer due and for the costs of recovering the same and the Carrier shall have the
right to sell the Goods and documents by public auction or private treaty, without notice to the
Merchant and at the Merchant's expense and without any liability towards the Merchant.

The WARLATION OF THE CONTRACT

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

So to wares or vary.

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

B/L No. 32023398 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 NADII to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. 631102 TAMIL NADU INDIA In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, IEC NUMBER: 0488001382 SHOLINGUR PAN NO. AAACB2533Q exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This GSTNO: 33AAACB2533Q1ZP * B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading For delivery please apply to: Vessel name/vovage no. MSC ALIYA/IS208B ROTTERDAM, NETHERLANDS **EMU LINES PVT. LTD (CHENNAI)** NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER Port of discharge Place of delivery 600 001 CHENNAI INDIA CHENNAI, INDIA Tel:91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NR: 8803197 DELIVERY NR: 33034798 PO NO: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2500.00 KGS DELIVERY TERMS: CIP CHENNAI * PHONE: +91 4172307768 FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	5.544

Prepaid	Collect	Payable at	Place and date of issue		III.
FREIGHT PREPAID		ORIGIN	ROTTERDAM 15-03-2022	FPS Famous	Pacific Shipping
				0	PAUL BRANDS
Laden on board th	ne vessel	No. of original(s) B/L 3/3	3	11	
ICS B/L			ORIGINAL	B	
15 Mar	2022		SKIOIKAL		into
Original Ship	oped on board			As Agent	CIEIC LINES

1. DEFINITIONS

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

**Merchart" includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person owing or entitled to the possession of the Goods or this Bill of Lading, any person having a present or 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, paller or any similar article of Iransport used to consolidate goods.

**Carrisiner* means the whole of the operations and services undertakan or performed by or on behalf of the Garrier in respect of the Goods.

Combined Fransort urses where the Garriece called for by this Bill of Lading is not

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

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

of Receipt or the Place of Delivery on the front hereor speciny any privace of special properties of the part of the part on nominated.

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

"Rague-Visby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23ff February 1988.

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

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

"Charges" includes treight and ell expenses and money obligations incurred and payable but the Metchant.

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

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

"Person' Includes an Individual, a partnership, a body corporate or other entity, "Stuffed" Includes filled, consolidated, packed, loaded or secured.

2. CARRIER'S TARIFF

2. CARRIER'S TARIEF The provisions of the Carrier's applicable 1 artiff, if any, are incorporated herein Copiesc tsuch provisions are obtainable from the Carrier or his agenct upon request or, where applicable, from a government body with whom the Tariff has been filed. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

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

A. NECOTABILITY 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 reache or to transfer the Goods herein described.
(2) This Bill of Lading shall be prima facia evidence of the taking in charge by the Carrier of the Goods as herein described, However, proof to the contrary shall not be edmissible when this Bill of Lading has been negotiated or transferred for valuable consideration to a timit party acting in good latin.

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's shall be ensured to sour-contract on any service the 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 Carriery, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or ressel any liability whatsoever in connection with the Goods or the Carriery, and find you called the contractor and his servants or agents. All others are all the contract of the carriery and have been or alterpain and hold harmless the Carrier and sequences thereoff. Without producing to the foreign given youth person and vessel shall have the benefit of all provisions herein benefiting the Carrier as it such provisions were expressly for his benefit and in ortering into this contract. He Carrier, to the extent of these provisions, does so not only on his own behalf but also as agent or fursitee for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract. be parties to this contract

be parties to this contract.

(3) The Merchant shall defend, indemnify and hold harmless the Carrier against any claim or fisalitify (and any expense arising therefrom) arising from the Carriage of the Goods insofar as such claim or isability exceeds the Carrier's liability under this Bill of Lading.

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

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(2) Subject to clause 13 below, this Bill of Lading insofer 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-Naby Rules compulsority applications (such as COGSA or COGWA) to this Bill of Lading in subject to U.S. or Carrieda Rules (or COGSA) or COGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COGSA or COGWA) to this Bill of Lading is subject to U.S. or Carrieda lave respectively) shall apply to the carriage of Goods by Inland waterways and reference to carriage by seal in such Rules or legislation shall be deemed to include reference-to-inland waterways. If and to the extent that the provisions of the Harter Act of the United States of America 1893 would otherwise be compulsorily applicable to regulate the Carrier's responsibility for the Goods during any period prior to loading on or after discharge from the vessel the Carrier's responsibility shall instead be determined by the provisions of 6(5) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(8) The Carrier's shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all irritations of and exclusions from liability and all rights conference or authorised by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any provisions or sections421 to 4457, inclusive, or the Polived Statutes of the United States of America and amendments thereto and where applicable any provisions of the lawes of the United States of America and amendments ther

Goods are carried.

29 PORT O'DOINT SHIPMENT
The proposability of the Carrier is limited to that part of the Carriage from and during loading other seesal up to and during discharge from the vessel and the Carrier shall be carried to the carrier shall be carried to the carrier shall be carried to the carrier shall be carrier to the carrier shall be carrier to the carrier shall be carrier as the carrier shall be carrier. The Merchart discharge have been charged by the Carrier. The Merchart constitutes the Carrier as agent to enter into contracts on behalf of the Merchart with others for transport, stronge, handling or anyother services in respect of the Goods prior to loading and subsequent of electric or the Carrier or others and the Carrier may as such agent entering contracts with others on any torms 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 accurring from the time that the Goods accurring from the time that the Goods accurring from the time that the Goods and 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 Paules or legislation that would have been applied under (1/1)(A) above that the liess or damage occurred at sea or, if there was no carriage by sea, under the Hasque Rules or GOGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian taw respectively.

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

Where under (i) above, the Carrier is not liable in respect of some of the factors causing the loss or damage, he shall only be flable to the extent that those factors for which he is liable have contributed to the loss or damage. Subject to 8(4)(C) below, where the Hague Flules or any legislation applying such Fulins or the Hague-Visity Flules (such as COGSA or COGWA) is not computerably applicable, the Carrier's liable's shall not exceed USS2.00 per bill oof the gross weight of the Goods such amaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser.

The value of such Goods whichever is the lesser.

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

Where the stage of Carriage where the loss or damage occurred can be resc.

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

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

and would have applied if the 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 necelved as evidence thereof any particular document which must be issued in order to make such international convention or national law applicable;

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 from 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 fulfillment of such inland

taw compositive applicable. He can guarantees us formation to describe a contracts and staffits;

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

GENERAL PROVISIONS

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

other transport.

(3) Package or Shipping Ott Limietion

When the Hague Rules or any legislation making such Rules compulsorily applicable
(such as COGSA or COGWA) to this Bill of Lading apply, the Camer shall not, unless a

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

loss or damage to or in connection with the Goods in an amount per package or shipping

unit in excess or the package or shipping unit intration as lad down by such Rules or

legislation. Such limitation amount according to COGSA is USS500 and according to

COGWA is Can \$500. If no limitation amount according to

COGWA is Can \$500. If no limitation amount according to

COGWA is Can \$500. If no limitation amount according to

COGWA is Can Stool. If no limitation amount is applicable undersuch Rules or legislation,

the limitation shall be USS500.

(C) Ad Valorom Doclared Value of Package or Shipping Unit

The Carrier's fability may be increased to a higher value by a doclaration in writing

the value of the Goods by the shipper upon delivery to the Carrier of the Goods for

The Center's fability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier of the Goods for shipment, such higher value being inserted on the front of this Bill of Lading in the space provided and, if required by the Centrie, and a relight paid, in such case, if the actual value of the Goods shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basic of such declared value.

and any partial loss or charges erisin be acquissed protrate on the basis of stoch declared value.

(D) Definition of Package or Shipping Unit
Where a Container is used to consolicitate Goods and such Container is stuffed by the Camér, the number of packages or shipping units stated on the face of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units for the purpose of any limit of liability per package or shipping unit provided in any international convention or national law relating to the carriage of Goods by sea. Except as aforesaid the Container shall be considered the package or shipping unit.

The words "shipping unit" shall mean each physicat unit or piece of cargo not shipped in a package, including articles or things of any description whatsoever, except Goods shipped in bulk, and traspective 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 the provided in the construent of the shall man as to Goods shipped in the shall anything herein be construed to be a waiver of limitation as to Goods shipped in the shall anything herein be construed to be a waiver of limitation as to Goods shipped in the shall anything herein be construed to be a waiver of limitation as to Goods shipped in the shall anything herein be construed to be a waiver of limitation as to Goods shipped in the shall anything herein be construed to be a waiver of limitation as to Goods shipped in the shall anything herein be construed to be a waiver of limitation as to Goods shipped in the shall anything herein be construed to be a waiver of limitation as to Goods shipped in the shall anything herein be construed to be a waiver of limitation as to Goods shipped in the shall anything herein be construed to be a waiver of limitati

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

7. MERCHANTS RESPONSIBILITY

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

(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, imposes, expenses and losses incurred orsulfered by reason thereof or by reason of anyillegal, 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 cordinary risks of Carriage having regard to their sature 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 faitable to damage any property or person whatsoever shall be tendered to the Carrier for Carriage which 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 merked on the outside so as to indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles and so as to comply with all applicable laws, regulations and requirements of the Carrier the articles are or are liable to become of a dangerous, inflammable or damaging nature, the same may at anytime bediest oyed disposed of, abandering, or redered the opinion of the Assame ray at anytime bediest oyed disposed of, abandering, or mething, of the opinion of the same rays at anytime bediest royed disposed of, abandering, or mething, of initing, detention or demurage before, during and

(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

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

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

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

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

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

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

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

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

(7) action of the Container has been supplied by or on behalf of the Carrier, this paragraph (ii) shall only apply if the unsuitability or deletache condition acces (a) without any wart of lote diffigence on the part of the Carrier of (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

(6) If the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal at the Commencement of the Carrier has agreed to seal the Container.

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

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 prepared by the Merchant or a preson acting on his behalf) of their nature and particular temperature range to be maintained and in the case of

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 thermostatic controls have been properly set by the Merchart between except 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

(c) ne camer snear not ce table for any loss of or damage to the Goods arish, defects, derangement, breakdown, stoppage of the temperature controlling machinery, insulation or any apparatus of the Cantainer, provided that the Carrier shall before or beginning of the Carriage exercise due diligence to maintain the refrigerated Containe difficult details.

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

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(III) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any inind fincluding the condition of the Goods, whenseever and however arising (whether or not the Carriage has commenced) the time Carrier ray:

(A) without notice to the Merchant abandon in the Carriage of the Goods and whose reasonably possible place the Goods or any part of them at the Merchant's disposel at any place which the Carrier ray deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease;

(B) without prejudice to the Carrier's pits tubsequently to abendon the Carriage under

(A) above, continue the Carriage.

In any event the Carrier shall be entitled to full Charges on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned controlled to 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 controlled to the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or menomentatives where the delivery or controlled the carrier in respect of the Goods shall cease on the delivery or

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 Camirie may at any time and without notice to the Merchant use any means of transport or storage whatseever, 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 transhipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport withsteever, at any place unpack and moreover goods which have been stuffed in or on a Container and forward the same in any marrier whatsoewir, proceed at any speed and by any route in his discretion (whether or not the nearest or must direct or customary or advertised route) and proceed to or stay at any place whitstoewer once or more often and in any order load or unload the Goods from any conveyance at any place whitstoewer once or intended Port of Dischargely, comply with any orders or recommendations given by any government or suthority or any person or body acting or purporting to act as or on behalf of such government or suthority or having under the terms of the insurance on the conveyance amployed by the Carrier the right to give orders or directions; permit the vessel to curve warflike storas and sall armed or having or therefore, contraband, explosives, munitions or warflike storas and sall armed or unamed.

(2) The liberties set out in (1) above may be invoked by the Carrier for any purposes whatsever whether or not connected with the Carriego of the Goods. Anything done in accordance with (1) above or any delay arising therefron shall be deemed to be within the contractual Carriage and shall not be a developed to whatsour and carries and shall made or unamed.

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

13. DECK CARGO (AND LIVESTOCK)

(1) Goods of any description whether containerised or not may be stowed on or under deck without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (other than 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-Vistoy Rules compulsionly applicable (such as COGSA).

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

14. DELIVERY OF GOODS If delivery of the Goods of

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 sutfield in or on a Container and to store the Goods or that part thereof ashroe, aftoat, in the open or under cover at the sole risk and expense of the Merchant. Such storage shall constitute due delivery herounder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION
If the vessel on which the Goods are carried (the carying vessel) comes into collision with
any other vessel or object the non-carrying vessel or object as a result of the negligence
of the non-carrying vessel or object, the Nerohart undertakes to detend, indeamily and hold
harmless the Cerrier against all claims by or liability to (and any experse arising therefron)
any vessel or person in respect of any loss of, or damage to, or any claim whetsoever of
the Merchart paid or psychia to the Merchart by the non-carrying vessel or object or the
owner of, charterer of or person responsible for the non-carrying vessel or object and set-off,
recoupled or recovered by such vessel, object or person(s) against the Carrier, the carrying
vessel or her owners or charterers.

vessel or her owners or charterers.

18. GENERAL AVERAGE

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

(2) Notwithstanding (1) above, the Menchant shall defend, indemrify and hold harmless the Carrier in respect of any claim (and any expense arising thereform) of a General Average mature which may be made on the Carrier and 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) Charge

s shall be deemed fully earned on receipt of the Goods by the Carrier and dinon-returnable in any event.

(1) Charges shall be deathed they earned on receipt of the cools by the Cainer 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 life particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier has believed the cost of the Charges charged) and the costs incurred by the Carrier has believed the cost of the Charges charged). All Charges shall be paid without any set-off, counter-claim, deduction or stay of

Its. LIEN
The Carrier shall have a fien 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 conflictions to whomsover due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

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

20. PARTIAL INVALIDITY

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

B/L No. 32023398 Shipper **ROCKWOOL B.V. - LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as 631102 TAMIL NADU INDIA declared by the shipper but unknown by the carrier. IEC NUMBER: 0488001382 In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This SHOLINGUR PAN NO. AAACB2533Q GSTNO: 33AAACB2533Q1ZP * B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: Vessel name/voyage no. Port of loading MSC ALIYA/IS208B ROTTERDAM, NETHERLANDS **EMU LINES PVT. LTD (CHENNAI)** NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER Port of discharge Place of delivery 600 001 CHENNAI INDIA CHENNAI, INDIA Tel:91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NR: 8803197 DELIVERY NR: 33034798 PO NO: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2500.00 KGS DELIVERY TERMS: CIP CHENNAI * PHONE: +91 4172307768 FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	5.544

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 15-03-2022	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3	7/3	
				As Agent
Copy Shipped on board			FAMOUS PACIFIC LINES	

B/L No. 32023398 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. BRAKES INDIA PVT. LTD. 631102 TAMIL NADU INDIA Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. IEC NUMBER: 0488001382 In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, SHOLINGUR PAN NO. AAACB2533Q exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This GSTNO: 33AAACB2533Q1ZP * 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. **EMU LINES PVT. LTD (CHENNAI)** MSC ALIYA/IS208B NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER Place of delivery Port of discharge 600 001 CHENNAI INDIA CHENNAI, INDIA Tel:91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NR: 8803197 DELIVERY NR: 33034798 PO NO: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2500.00 KGS DELIVERY TERMS: CIP CHENNAI * PHONE: +91 4172307768 FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	5.544

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 15-03-2022	FPS Famous Pacific Shipping
Laden on board the	e vessel	No. of original(s) B/L 3/3		
ICS B/L				
				As Agent
Copy Shippe	d on board			FAMOUS PACIFIC LINES

B/L No. 32023398 Shipper **ROCKWOOL B.V. - LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the 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. 631102 TAMIL NADU INDIA declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, IEC NUMBER: 0488001382 SHOLINGUR PAN NO. AAACB2533Q exceptions and conditions whether written, printed, stamped or otherwise incorporated GSTNO: 33AAACB2533Q1ZP * 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: EMU LINES PVT. LTD (CHENNAI) Vessel name/voyage no. Port of loading ROTTERDAM, NETHERLANDS MSC ALIYA/IS208B NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER Port of discharge Place of delivery 600 001 CHENNAI INDIA CHENNAI, INDIA Tel:91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NR: 8803197 DELIVERY NR: 33034798 PO NO: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2500.00 KGS DELIVERY TERMS: CIP CHENNAI * PHONE: +91 4172307768 FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	5.544

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 15-03-2022	FPS Famous Pacific Shipping
Laden on board the	e vessel	No. of original(s) B/L 3/3	3	
ICS B/L				
				As Agent
Copy Shippe	d on board	FAMOUS PACIFIC LINES		



ORIGINAL

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

Part of the ROCKWOOL Group

631102 TAMIL NADU

INDIA

Page 1 / 1

ROCKWOOL B.V. P.O. Box #160 6040 KD Roermond The Nemerlands

Invoice no. / date:

Order no. / date:

Your reference:

Contactperson:

163811706 / 25.02.2022

8803197 / 14.02.2022

5700003358 Corina Hendriks

Material ltem

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

bag 25 kg - pallet 625 kg

29508

2.500,00

KG

Number

Unit

2.500.00 KG

Quantity

Unit

2.282.00 1.000 KG

Price

Unit

5.705,00

Amount

Stat. No.: 68061000

Delivery No/Date: 33034798 / 01.03.2022 Container Number: 10BGV8/ OR01VJ

Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

0.00 %

985,00

6.690,00 0,00

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

EUR

6.690,00

Delivery date: Terms of delivery: Payment term:

01.03.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

2.575 / 2.500 KG

Transp. volume:

7,500 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
biimports@brakesindia.co.in
PAN NO. AAACB2533Q

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

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 Roermond
The Nemerlands

Invoice no. / date:

163811706 / 25.02.2022

Order no. / date:

Your reference: Contactperson: 8803197 / 14.02.2022

631102 Tamil Nadu

5700003358

Corina Hendriks

Item Material

Material description
Country of origin: The Netherlands

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

10

Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

2.500,00

KG

Number

Unit

2.500,00

KG

Quantity

Unit

2.282,00 1.000 KG

Price

Unit

5.705,00

Amount

Stat. No.: 68061000

Delivery No/Date: 33034798 / 01.03.2022 Container Number: 10BGV8/ OR01VJ

Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

xcl VAT

0,00 %

985,00

6.690,00

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

EUR

6.690,00

Delivery date: Terms of delivery: Payment term: 01.03.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

2,575 / 2.500 KG

Transp. volume:

7,500 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. IFC 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

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

Unit

Page 1 / 1

ROCKWOOL B.V.

P.O. Box 1160 6040 KD Roermond The Netherlands

Invoice no. / date:

Order no. / date:

Your reference: Contactperson: 163811706 / 25.02.2022 8803197 / 14.02.2022

5700003358

Corina Hendriks

Item

Material

Material description

Country of origin: The Netherlands

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

10

Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

2.500.00

KG

Number

Unit

2,500,00

KG

2.282,00 1.000 KG

Price

Unit

5.705,00

Amount

Stat. No.: 68061000

Delivery No/Date: 33034798 / 01.03.2022 Container Number: 10BGV8/ OR01VJ

Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

0,00 %

985,00

6.690,00 0,00

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

EUR

6.690,00

Delivery date:

Terms of delivery:

01.03.2022 -CIP Chennai Port 60 days net

Payment term:

2,575 / 2,500 KG

Gross/Nett weight: Transp. volume:

7.500 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

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

ROCKWOOL B.V.

P.O. Box 160 6040 KD Roermond The Netherlands

Invoice no. / date:

Order no. / date:

Your reference:

Contactperson:

163811706 / 25.02.2022 8803197 / 14.02.2022

5700003358

Corina Hendriks

Item

Material

Number Unit

Page 1 / 1

Quantity Unit

Price Unit

t

Amount

Material description

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

10 Lapin

Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

2.500.00

2,500,00

2.282,00

5.705,00

KG

KG

1.000 KG

3.705,0

Stat. No.: 68061000

Delivery No/Date: 33034798 / 01.03.2022 Container Number: 10BGV8/ OR01VJ

Country of origin: NL

Freight Cost

Output Tax

Amount excl. VAT

0,00 %

985,00

6.690,00 0,00

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

EUR

6.690,00

Delivery date:

01.03.2022 -

Terms of delivery: Payment term:

60 days net

Gross/Nett weight:

2.575 / 2.500 KG

CIP Chennai Port

Transp. volume:

7,500 M3

Delivery address: 15577 Brakes India Pvt. Ltd.

IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP 631102 TAMIL NADU

INDIA

Quantity

Unit

Page 1 / 1

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

Invoice no. / date:

Order no. / date:

Your reference:

Contactperson:

163811706 / 25.02.2022 8803197 / 14.02.2022

5700003358

Corina Hendriks

Item

Material

Material description

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

10

Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

2,500.00

Number

Unit

2,500.00

KG

2.282,00 1.000 KG

Price

Unit

5.705,00

Amount

Stat. No.: 68061000

Delivery No/Date: 33034798 / 01.03.2022 Container Number: 10BGV8/ 0R01VJ

Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

KG

985,00

6.690,00 0,00

0.00 %

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

EUR

6.690,00

Delivery date: Terms of delivery: 01.03.2022 -CIP Chennai Port 60 days net

Payment term:

2.575 / 2.500 KG

Gross/Nett weight: Transp. volume:

7,500 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:

Order no. / date:

Your reference:

Contactperson:

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

Page 1 / 1

163811706 / 25.02.2022 8803197 / 14.02.2022

5700003358 Corina Hendriks INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

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

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 2.500,00 2.500,00 2.282,00 5.705,00

KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33034798 / 01.03.2022 Container Number: 10BGV8/ OR01VJ

Country of origin: NL

Freight Cost 985,00

Amount excl. VAT 6.690,00

Output Tax 0,00 % 0,00

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

EUR 6.690,00

Delivery date: Terms of delivery:

Payment term:

01.03.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

2.575 / 2.500 KG

Transp. volume:

7,500 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.

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

Delivery nr : 33034798 Our ordernr : 8803197

Your ordern: 5700003358

Container nr: 10BGV8/ OR01VJ

Shipment nr.: 0006745628

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

ORIGINAL

Lapinus^e

DETAILED PACKING LIST

	922		
	1300,00		
Dimensions in m per package	1000,00		
Dimen	1210,00		
Total gross weight per item kgs	2575,000		2575,000 Kgs
Total net weight per item kgs	2500,000		2500,000 Kgs
Total quantity per item in m1/m2/kg	2500,00		TOTAL:
Contents per package in m ¹ /m ² /kg	ж. д. 1,00		
Type and number of packages	kg -pallet 625 1 2500 Kilogra		
Product and dimensions	apinus® RB250, bag 25 25,0 0,1		

Date: 25-02-2022

6045 JG Roermond / The Netherlands

For: Brakes India Pvt. Ltd. IEC Number 0488001382

1

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

Container nr: 10BGV8/ OR01VJ

Shipment nr.: 0006745628

Your ordernr: 5700003358

Delivery nr : 33034798

Our ordernr : 8803197



DETAILED PACKING LIST

	1300,00		
Dimensions in m per package	1000,00		
Dimens per p	1210,00		
weight kgs	2575,000		
Total gross weight per item kgs	2		
	000		
Total net weight per item kgs	2500,000		
Total n per if			
item	2500,00		
Total quantity per item in m ⁴ / m ² / kg	N		
Total q in r			
ackage kg	1,00		
Contents per package in m ¹ /m ² /kg			
Cont	s kg ram		
number	-pallet 625 kg 2500 Kilogram		
Type and number of packages	kg -pal]		
	19 25 K		
rct ısions	.50, ba		
Product and dimensions	apinus® RB250, bag 25 25,0		
	Lapinu 25,0		

Date: 25-02-2022

Kgs

2575,000

2500,000 Kgs

TOTAL:

Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

Shipment nr.: 0006745628

Our ordernr : 8803197

Delivery nr : 33034798

Your ordernr: 5700003358

Container nr: 10BGV8/ OR01VJ

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

™ Lapinus

DETAILED PACKING LIST

	1300,00			
Dimensions in m per package	1000,00			
Dime	1210,00			
Total gross weight per item kgs	2575,000			
Total net weight per item kgs	2500,000			
Total quantity per item in m ¹ / m ² / kg	2500,00			
Contents per package in m*/ m²/ kg	g 1,00			
Type and number of packages	kg -pallet 625 kg 2500 Kilogram			
Product and dimensions	Lapinus® RB250, bag 25 25,0			

Date: 25-02-2022

Kgs

2575,000

2500,000 Kgs

TOTAL:

6045 JG Roermond / The Netherlands

Shipment nr.: 0006745628

Our ordernr : 8803197

Delivery nr : 33034798

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Container nr: 10BGV8/ OR01VJ

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

COPY



DETAILED PACKING LIST

Dimensions in m per package	1210,00 1000,00 1300,00		
Total gross weight per item kgs	2575,000	10	
Total net weight per item kgs	2500,000		
Total quantity per item in m1/m2/kg	2500,00		
Contents per package in m ¹ / m ² / kg	1,00		
Type and number of packages	kg -pallet 625 2500 Kilogr		
Product and dimensions	Lapinus® RB250, bag 25 25,0		

Date: 25-02-2022

Kgs

2575,000

2500,000 Kgs

TOTAL:

6045 JG Roermond / The Netherlands

Our ordernr : 8803197

Delivery nr : 33034798

Your ordernr: 5700003358

Container nr: 10BGV8/ OR01VJ

Shipment nr.: 0006745628

IEC Number 0488001382 631102 Tamil Nadu India

For Brakes India Pvt, Ltd.

Sholingur GST: 33AAACB2533Q1ZP

A Lapinus

DETAILED PACKING LIST

COPY

	YEY
Dimensions in m per package	1210,00 1000,00 1300,00
Total gross weight per item kgs	2575,000
Total net weight per item kgs	2500,000
Total quantity per item in m ¹ / m ² / kg	2500,00
Contents per package in m ¹ /m ² /kg	1,000 I
Type and number of packages	kg -pallet 625 kg
Product and dimensions	Lapinus® RB250, bag 25

Date: 25-02-2022

Kgs

2575,000

2500,000 Kgs

TOTAL:

6045 JG Roermond / The Netherlands

Our ordernr : 8803197

Delivery nr : 33034798

Your ordernr: 5700003358

Container nr: 10BGV8/ OR01VJ

Shipment nr.: 0006745628

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

Lapinus
 Lapinus

DETAILED PACKING LIST

	0
Dimensions in m per package	1210,00 1000,00 1300,00
Total gross weight per item kgs	2575,000
Total net weight per item kgs	2500,000
Total quantity per item in m1/m2/kg	2500,00
Contents per package in m ¹ /m ² /kg	1,00 1,00
Type and number of packages	kg -pallet 625 kg 2500 Kilogram
Product and dimensions	Lapinus® RB250, bag 25 kg -pallet 625 kg 25,0 0,1 2500 Kilogram

Date: 25-02-2022

Kgs

2575,000

2500,000 Kgs



For attn of

Date

28-02-2022

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

8803197

Product:

Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty:

2.500 kg

Batch no. Batch Qty:

50194707 - 2.500 kg

Kind regards

Customer Services

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

cs@lapinus.com www.lapinus.com

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Test report Date

: 7-2-2022

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

1.

Prod. Date : 5-2-2022

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.
50194707		113,00	125,00	100	150

Batch no.	Shotcontent	Results (%wt)		Limits (%wt)	
		Min.	Max.	Max.	
50194707	Shot > 125 μm	0,50	0,86	1.0	

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

Site Telephone number

Contact

Fax number

Roermond

+31 475 353354

Customer Service

+31 475 353677

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