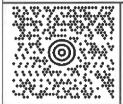
CORINA HENDRIKS 0475353917 ROCKWOOL B.V. LAPINUS DELFSTOFFENWEG 2 6045JH ROERMOND NETHERLANDS

ENV

1 OF 1

SHP#: 1870 WRBM Z48 DATE: 16 MAY 2023

SHIP TO:
CAG BRANCH TO WHOM IT CONCERNS
91 4428292062
STATE BANK OF INDIA
TAMIL NADU
149 GREAMS ROAD
CHENNAI 600006
INDIA



IND 012 9-00

UPS SAVER

TRACKING #: 1Z 187 0WR 04 2547 8731

1P



BILLING: P/P DESC: documents

EDI-DOC

Purchase No.: LF9550369

XOL 23.05.11 NV45 20.0A 05/2023*

26



State Bank of India
THE ARCADE,
WORLD TRADE CENTRE CUFFE PARADE COL
400005 Mumbai, India

ING Bank N.V.
Trade Finance Services
TRC 03.001
Foppingadreef 7
1102 BD Amsterdam
The Netherlands
www.ingwb.com

SWIFT INGB NL 2A XXX

Date Telephone Email

15 May 2023 +31 20 563 70 84 tfscollections@ing.nl

Subject

Export collection — Remittance letter

Our reference: NLNTFSECL5020167
Drawee: BRAKES INDIA PVT. LTD

SHOLINGUR, 631102, TAMIL NADU

Drawer's reference: 163917793

Drawer: Rockwool B.V.
Industrieweg 15

6045JG Roermond

Netherlands

Amount: EUR 5,300.05

Tenor: 60 Days From Bill of Exchange

Maturity Date: 10 July 2023

Dear Sir / Madam,

Please handle this documentary collection order in accordance with instructions given below.

Documents	Originals	Copies	Total
Bill of exchange	1	0	1
Certificate of Analysis	1	0	1
Packing list	3	3	6
Commercial invoice	3	3	6
Bill of lading	3	3	6

Instructions to the collecting bank:

Documents are to be delivered to drawee against ACCEPTANCE.

Please hold the draft(s) in portfolio and collect the draft amount(s) on maturity date.

ING has its registered office at Bijlmerdreef 106, 1102 CT Amsterdam, the Netherlands, commercial register no. 33031431



Date 15 May 2023 Reference NLNTFSECL5020167 Event CRE001

In case of refusal or difficulties, please notify us by SWIFT.

Please advise acceptance / non-acceptance by authenticated SWIFT.

Please advise payment / non-payment by authenticated SWIFT.

Your commission, charges and expenses are for the drawee's account (including all charges for SWIFT/ telegraphic transfer and advice), and may not be waived.

Payment Instructions:

At maturity, please remit the proceeds by SWIFT in EUR through your Euro correspondent instructing them to settle via EBA (Euro clearing system) or TARGET direct in our favour, quoting our reference, under your SWIFT advice to us.

In your reply, please always quote our reference number: NLNTFSECL5020167.

This collection is subject to the latest version of the ICC Uniform Rules for Collections.

Yours faithfully, ING Bank N.V.

This is a computer generated advice and does not require any signatures.

On this due date rulease nav against this sole BILL		EUR 5,300.05
on this day daily prouse put against this sold title o	On this due date, please pay against this sole BILL OF EXCHANGE to the order of ourselves	
Amount in words Five Thousand Three Hundred Euro and Five Cent	ro and Five Cent	
Value as per invoice $m(s)$ $(G \leq g/f + f \leq g)$ S. Dated	S	
Payable at: 60 days net60 day(s) From (include start date) Invoice	ut date) Invoice	
Accepted on: BR	Drawee: BRAKES INDIA PVT. LTD	Drawer: Rockwool B.V.
For payment on: 63: TA	SHULINGUR 631102 TAMIL NADU	Tabinas
Avalised for account of the drawee:	Signature(s)	Signature(s) (POC NOCOL B.V. 1460 P.V. 1460 P.



Part of the ROCKWOOL Group

For attn of

Date 25-04-2023

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

9550369

Product:

Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty:

1.875 kg

Batch no. Batch Qty:

57570980 - 1.875 kg

Kind regards

Customer Services

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

cs@lapinus.com www.lapinus.com

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





Test report Date

: 12-4-2023

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

1...

Prod. Date: 11-4-2023

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 Min.	(micron) Max.	Limits (Min.	micron) Max.
57570980		125,00	125,00	100	150

Batch no.	Shotcontent	Results Min.	s (%wt) Max.	Limits (%wt) Max.
57570980	Shot > 125 μm	0,23	0,62	1.0

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

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

This document is automatically generated and therefore contains no signature.

LF007/F03 / June 1994

6045 JG Roermond / The Netherlands

Our ordernr : 9550369

Delivery nr : 33995071

Your ordernr: 5700003358

For: Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382

ORIGINAL 631102 Tamil Nadu

India



DETAILED PACKING LIST

1,00	Shipment nr.: 0007445178	178 Container nr :		Total quantity ner item	Total net weight	Total gross weight	Dimensions in m	E
1,00 1875,00 1210,00 1000,00 1210,00 1000,00 1		iype and number of packages	contents per package in m ¹ /m ² /kg	iotal quantity per item in m ¹ /m ² /kg	per item kgs	per item kgs	per package	E
1875,000 Kgs 1931,250	In .	kg -pallet 625 Kg Kilogram		1875,00		1931,250		
DO DO DE	17			TOTAL:	1875,000 Kgs	1931,250 Kgs		

Date: 24-04-2023

6045 JG Roermond / The Netherlands

Shipment nr.: 0007445178

Our ordernr : 9550369

Delivery nr : 33995071

Your ordernr: 5700003358

Container nr: 92-BDV-3

For: Brakes India Pvt. Ltd. IEC Number 0488001382

631102 Tamil Nadu India

Sholingur GST: 33AAACB2533Q1ZP ORIGINAL

A Lapinus

DETAILED PACKING LIST

	1300,00	
Dimensions in m per package	1000,00	
Dime	1210,00	
Total gross weight per item kgs	1931,250	S P C P C P C P C P C P C P C P C P C P
Total net weight per item kgs		3
Total quantity per item in m ¹ / kg	1875,00	
Contents per package in m¹/m²/kg	1,00	
Type and number of packages	kg -pallet 625 kg	
Product and dimensions	Lapinus® RB250, bag 25,25,0	

Date: 24-04-2023

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

Shipment nr.: 0007445178

Our ordernr : 9550369

Delivery nr : 33995071

Your ordernr: 5700003358

Container nr: 92-BDV-3

For: Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu IEC Number 0488001382 India

ORIGINAL



DETAILED PACKING LIST

Product and dimensions	Type and number of packages	Contents per package in m1/m2/kg	Total quantity per item in m1/m2/kg	Total net weight per item kgs	Total gross weight per item kgs	Dimensions in m per package	
RB250, bag 25	kg -pallet 625 Kilogra	жд 1,00	1875,00		1931,250	1210,00 1000,00 1300,00	1 8
							_
							_
							1

Date: 24-04-2023

Kgs

1931,250

1875,000 **Kgs**

TOTAL:

6045 JG Roermond / The Netherlands

Our ordernr : 9550369

Delivery nr : 33995071

Your ordernr: 5700003358

Container nr: 92-BDV-3

Shipment nr.: 0007445178

For: Brakes India Pvt; Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

COPY



DETAILED PACKING LIST

	0	
	1300,00	
Dimensions in m per package	1000,00	
Dimens per p	1210,00	
	121	
ght	1931,250	Kgs
Total gross weight per item kgs	1931	1931,250
Total g		0,1
		Kgs
Total net weight per item kgs		1875,000 Kgs
Total r per i		. T
E	1875,00	TOTAL:
ity per ite m² / kg	187	
Total quantity per item in m¹/m²/kg		
	1,00	
r package n² / kg	1,	
Contents per package in m ¹ /m ² /kg		
රි	3ram	
number	Et 625 kg Kilogram	
Type and number of packages	kg -pallet 625 Kilogr	
-	0, 0,	
õ	bag	
Product and dimensions	RB250,	
P and d	Lapinus® RB250,	
	Lapin	

Date: 24-04-2023

6045 JG Roermond / The Netherlands

Our ordernr : 9550369

Delivery nr : 33995071

Your ordernr: 5700003358

Container nr: 92-BDV-3

Shipment nr.: 0007445178

For Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382 631102 Tamil Nadu India



DETAILED PACKING LIST

	1300,00	
Dimensions in m per package	1210,00 1000,00 1300,00	
imensio per pad	10 10	
	1210,0	
ght	1931,250	
Total gross weight per item kgs	1931	
Total g		
) t		
Total net weight per item kgs		
Total per		
em	1875,00	
tity per it m² / kg	T8.	
Total quantity per item in m ¹ /m ² / kg		
	1,00	
er packag m² / kg	, 1	
Contents per package in m ¹ /m ² /kg		
O	et 625 Mg Kilogram	
number ages	let 62 Kilo	
Type and number of packages	kg -pallet 625 Kilogr	
so.	, bag	
Product and dimensions	apinus® RB250, bag 25	
and di	nus® 1	
	Lapir 25,0	

Date: 24-04-2023

Kgs

1931,250

1875,000 **Kgs**

TOTAL:

6045 JG Roermond / The Netherlands

Our ordernr : 9550369

Delivery nr : 33995071

Your ordernr: 5700003358

Container nr: 92-BDV-3

Shipment nr.: 0007445178

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu COPY India



DETAILED PACKING LIST

		 411
	1300,0	
Dimensions in m per package	1000,00	
Dimensio per pac		
	1210,00	
sight s	1931,250	
Total gross weight per item kgs	193	
Total		
ght		
Total net weight per item kgs		
Tot	0	
item.	1875,00	
Total quantify per item in m ¹ /m ² /kg		
Total qu	,	
kage	1,00	
Contents per package in m ¹ /m ² /kg		
Content in m	kg an	
) Ser	625 logra	
Type and number of packages	kg -pallet Ki	
Type of p		
	bag 25	
fuct ensions	apinus® RB250, bag	
Product and dimensions	1s® RE	
	Lapinu 25,0	

Date: 24-04-2023

Kgs

1931,250

1875,000 **Kgs**

TOTAL:



Part of the ROCKWOOL Group

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Item

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

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Quantity

ROCYWOOL V.
P.O. Fox 155

Price

Amount

Invoice no. / date: 163917793 / 24.04.2023 Page 1 / 1

Order no. / date: 9550369 / 14.04.2023

Your reference: 5700003358
Contactperson: Nick Janssen

Material description Unit Unit Unit Unit

Number

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

Material

bag 25 kg - pallet 625 kg

29508 1.875,00 1.875,00 2.464,56 4.621,05 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33995071 / 20.04.2023

Container Number: 92-BDV-3

Country of origin: NL

Freight Cost 679,00

Amount excl. VAT 5.300,05

Output Tax 0,00 % 0,00

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

EUR 5.300,05

Delivery date: 20.04.2023 Terms of delivery: CIP Chennai Port
Payment term: 60 days net

Gross/Nett weight: 1.931,250 / 1.875 KG

Transp. volume: 5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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



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INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Item

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

631102 Tamil Nadu

INDIA

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

631102 TAMIL NADU

INDIA

Quantity

Unit

Page 1 / 1

Number

1.875.00

KG

Unit

ROCKWOOK B.V.

Price

Unit

2.464,56

1.000 KG

Amount

4.621,05

Invoice no. / date: Order no. / date: 163917793 / 24.04.2023

9550369 / 14.04.2023

Your reference: Contactperson: 5700003358 Nick Janssen

Material description

Country of origin: The Netherlands

Country of acquisition: The Netherlan

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

Material

bag 25 kg - pallet 625 kg

29508

Stat. No.: 68061000

Delivery No/Date: 33995071 / 20.04.2023

Container Number: 92-BDV-3

Country of origin: NL

Freight Cost 679,00

1.875,00

KG

Amount excl. VAT 5.300,05
Output Tax 0,00 % 0,00

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

EUR 5.300,05

Delivery date:

20.04.2023 -CIP Chennai Port

Terms of delivery: Payment term:

60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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



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INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

631102 Tamil Nadu

INDIA

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

631102 TAMIL NADU

INDIA

Netherlands

Price

Amount

163917793 / 24.04.2023 Page 1 / 1 Invoice no. / date:

9550369 / 14.04.2023 Order no. / date:

5700003358 Your reference: Contactperson: Nick Janssen

Quantity ltem Material Unit Unit Unit Material description

Number

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

1.875,00 1.875,00 2.464,56 4.621,05 29508 KG 1.000 KG KG

Stat. No.: 68061000

Delivery No/Date: 33995071 / 20.04.2023

Container Number: 92-BDV-3

Country of origin: NL

679,00 Freight Cost

5.300,05 Amount excl. VAT 0.00 % 0.00 **Output Tax**

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

EUR 5.300,05

20.04.2023 -Delivery date: CIP Chennai Port Terms of delivery: 60 days net Payment term:

Gross/Nett weight: 1.931,250 / 1.875 KG

Transp. volume: 5.625 M3 Delivery address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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



COPY

Part of the ROCKWOOL Group

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Item

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

631102 Tamil Nadu

INDIA

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

The Netherlands

Price

Unit

631102 TAMIL NADU

INDIA

Quantity

Unit

ΚG

Page 1 / 1

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

163917793 / 24.04.2023

9550369 / 14.04.2023

Your reference: Contactperson: 5700003358

Material description

Nick Janssen

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

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

Lapinus® RB250 10

Material

bag 25 kg - pallet 625 kg

29508

1.875,00 KG

Number

Unit

1.875,00 2.464,56 1.000 KG 4.621,05

Amount

Stat. No.: 68061000

Delivery No/Date: 33995071 / 20.04.2023

Container Number: 92-BDV-3

Country of origin: NL

Freight Cost

Output Tax

Amount excl. VAT

0,00 %

5.300,05

679,00

0,00

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

EUR

5.300,05

Delivery date:

20.04.2023 -CIP Chennai Port

Terms of delivery: Payment term:

60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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Part of the ROCKWOOL Group

INVOICE

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

631102 TAMIL NADU

INDIA

Item

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

631102 Tamil Nadu

163917793 / 24.04.2023

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Quantity

Unit

Page 1 / 1

ne Netherlands

Price

Unit

Amount

5.300,05

Invoice no. / date:

9550369 / 14.04.2023 Order no. / date:

Your reference:

5700003358

Contactperson:

Material description

Nick Janssen

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

Lapinus® RB250 10

Material

bag 25 kg - pallet 625 kg

1.875.00 1.875,00 2.464,56 4.621,05 29508 1.000 KG KG KG

Number

Unit

Stat. No.: 68061000

Delivery No/Date: 33995071 / 20.04.2023

Container Number: 92-BDV-3

Country of origin: NL

679,00 Freight Cost

Amount excl. VAT

0,00 % 0,00 Output Tax

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

EUR 5.300,05

Delivery date: Terms of delivery:

Payment term:

20.04.2023 -CIP Chennai Port 60 days net

Gross/Nett weight:

1.931,250 / 1.875 KG

Transp. volume:

5,625 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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



Part of the ROCKWOOL Group

INVOICE

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

631102 TAMIL NADU

INDIA

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

631102 Tamil Nadu

INDIA

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

631102 TAMIL NADU

INDIA

163917793 / 24.04.2023 Page 1 / 1 Invoice no. / date:

9550369 / 14.04.2023 Order no. / date:

5700003358 Your reference: Contactperson: Nick Janssen

Quantity Price Number Amount ltem Material Unit Unit Unit Material description

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

2.464,56 1.875,00 1.875,00 4.621.05 29508 KG 1.000 KG KG

Stat. No.: 68061000

Delivery No/Date: 33995071 / 20.04.2023

Container Number: 92-BDV-3

Country of origin: NL

679,00 Freight Cost

5.300,05 Amount excl. VAT 0.00 % 0,00 **Output Tax**

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

EUR 5.300,05

20.04.2023 -Delivery date: CIP Chennai Port Terms of delivery: 60 days net Payment term:

Gross/Nett weight: 1.931,250 / 1.875 KG

Transp. volume: 5.625 M3 Delivery address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

B/L No. 33045673 Shipper ROCKWOOL B.V. LAPINUS FAMOUS PACIFIC LINES INDUSTRIEWEG 15 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. A/C NO: 010130458989 The carrier, in accordance with and to the extent of the the provisions contained in this TAMIL NADU 600 006 CHENNAI B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, SHOLINGUR GSTNO:33AAACB2533Q1ZP PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA 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 PHONE: +91 4172307768, FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS * 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. Vessel name/voyage no. For delivery please apply to: Port of loading EMU LINES PVT. LTD (CHENNAI) XIN YAN TAI/228E ANTWERP, BELGIUM NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN Place of delivery Port of discharge AAACE3803E, GERALD@EMULINES.IN CHENNAL INDIA 600 001 CHENNAI INDIA Tel-91 44 25214407/08/09 Fmail: IMPORT CHENNAL@EMILLINES IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 9550369 DELIVERY NO.: 33995071 PO NO.: 5700003358	3 PALLET(S)	STC: 75 BAGS ROCKWOOL MINERAL FIBRE LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NETT WEIGHT: 1.875 KGS CIP CHENNAI * BIIMPORTS@BRAKESINDIA.CO.IN		1931.250	3.741

TOTAL PACKAGES: 3, TOTAL GROSS WEIGHT: 1931,250 KGS, TOTAL CBM: 3,741 LOADED INTO CONTAINER(S): TCNU2176334 WITH SEAL: CTG3001409 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 05-05-2023	FPS Famous Pacific Shipping PAUL BRANDS
Laden on board th	e vessel	No. of original(s) B/L 3/3	ORIGINAL	A STATE OF THE STA
05 May	2023			was
Original Ship	ped on board	05-05-2023		As Agent

PAGE 1 OF 1

FAMOUS PACIFIC LINES

1. DEFINITIONS

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

"Merchant" includes the hipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, on behalf of any of the above mentioned persons.

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

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

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

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

"Port to Port Shipme

oved on 16th April 1936. "COGWA" means the Carriage of Goods by Water Act 1936 of Canada. "Charges" includes treight and all expenses and money obligations incurred and pay-by the Memhant.

"Suppring unit includes resign and Hague-Visby Rules.

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

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

CARIER'S TARIEF
 Interprovious orbit Carrier's applicable Tarif, itany, areincorporated herein Copiesof such provisions are orbit backering the Carrier or his against upon request or, where applicable, from a government body with whom the Tariff has been field, in the case of inconsistency between this Bill of Leding and the applicable Tariff, this Bill of Leding staff prevail.

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

4. NEGOTIABILITY AND TITLE TO THE GOODS

9. MESCHIABILITY AND TITLE TO THE GOODS (1) This Bill of Lading shall be non-negotiable unless made out "to order" in which event it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described. (2) This Bill of Lading shall be primal 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 Jading has been negotiated or transferred for valuable consideration to a third party acting in good faith.

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

(1) The Corrier 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 egainst any genson or vessed 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 or seal any fability whatsoever in connection with the Goods or the Carriage, and if any claim or allegation should nevertheless be made to defend, indernelly and hold narriless the Carrier against all consequences thereof. Without projudice to the foregoing every such person and vascel 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 counts the Carrier to the extent of the parties to this contract.

(3) The Merchant shall defend, indemnity and hold harmless the Carrier against any claim or inability parts of the Goods in softia as such claim or fisbility exceeds the Carrier's liability under this Bill of Lading, and such as such claim or fisbility exceeds the Carrier's liability under this Bill of Lading shall apply in any action against the Carrier whether the action be found in Contract or in Text.

(A) The CARRIERT'S RESPONSIBILITY

6. CARRIER'S RESPONSIBILITY (1) CLAUSE PARAMOUNT

CARRIER'S RESPONSIBILITY

(1) CLAUSE PRAMADURY

(2) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage
by any vessel whether named herein or not shall have effect subject to the Hague Rules
or any legislation making such Rules or the Hague-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 determed incorporated herein. The Hague-Rules (or
COGSA or COGWA) is this Bill of Lading is subject to U.S. or Canadian law respectively
shall apply to the carriage of Goods by Infland 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 setten 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 shall instead be determined by the provisions of 163 below, but the
Carrier's responsibility shall instead be determined by the provisions of 5(3) below, but continued to the Carrier's responsibility shall instead be determined by the provisions of 5(3) below, but such provisions are found to be invalid such responsibility shall be subject to COGSA.

(B) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to
deprive or limit such entitlement) the till benefit of, and rights to, all limitations of and
exclusions from liability and all rights conferred or authorised by any applicable law
provisions or sections/281 to 4287, inclusive, of the Newsed 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
iso any law statute or regulation available to the Owner of the vessel(s) on which the
Goods are carried.

PORT TO PORT SHIPMENT

also any law, statute or regulation available to the Owner of the vessel(s) on which are Goods are carried.

(2) PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or dramage whatsoewer in respect of the Goods or for any other matter arising outling any other part of the Carriage even though Charges for the whole Carriage have been charged by the Carrier. The Merchant constitutes the Carrier aspent to enter into contracts on behalf of 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 on the vessel without responsibility for any act or ornission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

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

 (3) COMBINED TRANSPORT Save as is otherwas provided in this Bill of Lading, the Carrier shall be flable for loss of or damage to the Goods occurring from the tirre that the Goods are taken into his charge until the time of dalivery to the extent set out below:

 [A) Where the stage of Carriage where the loss or damage roccurred cannot be proved:

 [The Carrier shall be entitled to rely upon all excitutions from liability under the Rilss or legislation that would have been applied under 6(1)(A) above had the loss or damage occurred at see 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).

- value of such Goods, whichever is the lesser.

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

 (B) Where the stage of Carriage where the loss or damage occurred can be
- ed: 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 Merch
- would have applied if the Merchant had made a separate and direct contra
- (b) would have applied if the Merchant had made a separate and direct contract with the Carner in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular docu-ment which must be issued in order to make such international convention or national law applicable; with respect to the transportation in the United States of America or in Canada to the Part 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 transporta-tion shall be subject to the infland carriers' contracts of cerriage and tariffs and any law compulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' obligations under their contracts and tariffs;
 Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by 63(i)(a) above.

(A) Delay, Consequential Loss Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirector cronsequential loss or damage caused by delay or any other cause whatsoever and howadower caused. Whitour prejudic to the foregoing, if the Carrier is found flable for delay, liability shall be limited to the freight applicable to the relevant stage.

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

(8) Package or Shipping Unit Limitation
Where the Haque Rules or any legislation making such Rules computorily applicable (such as COGSA or COGWA) to this Bill of Lading apply, the Corrier shall not, unless any loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit in excess of the package or shipping unit in excess of the package or shipping to COGSA is under the COCCWA is can \$500. It no limitation amount according to COGSA is undersuch the limitation and the COCCWA is Companied to the CoCCWA

the limitation shall be US\$300.

(C) Ad Valorent: Declared Value of Packaga or Shipping Unit
The Carrier Shality 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 to
shipment, such higher value bein inserted on the trunt of this Bild of Lacing in the space
provided and, if required by the Carrier, extra freight paid, in such case, if the actual value
of the Goods shall exceed such declared value, the value shall nevertheless be deemed to
be the declared value and the Carrier's liability, if any, shall not exceed the declared value
and any partial lose or damage shall be adjusted pro rata on the basis of such declared
value.

Value. (D) Definition of Package or Shipping Unit.

value.

(D) Definition of Package or Shipping Unit

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

The word shipping unit is the package or shipping unit provided in any international
the Container shall be considered the package or shipping unit.

The word shipping unit is the package or shipping unit provided in any international
that the container shall be considered the package or shipping unit.

The word shipping unit is the package or shipping unit provided in a state of any of the package of shipping unit.

The shipping unit is the package or shipping unit provided in a state of the good of cargo not
calculating trapit charges, as to Goods shipped in bulk, the limitation applicable thereto
shall be the intritation provided in such convention or law which may be applicable, and
in no event shall anything herein be construed to be a weiver of limitation as to Goods
shipped in bulk.

[F] Rust, etc.

It is agreed that superficial rust, exidation or any like condition due to moisture, is not
a condition of dimanga 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 usus, to distillation or the like did not exist on receipt.

[F) Notice of Loss or Demaga

The Carrier shall be deemed prima faci to have delivered the Goods as described
in this Bill of Lading unless notice of loss of, or damage to, the Goods, indicating the
apparent nature of such loss or damage, shall have been given in writing to the Carrier or
to his representative at the pla

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

- only.

 MERCHANT'S RESPONSIBILITY

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

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

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

 (4) No Goods which are or may become dengerous, inflammable or damaging or which are or may become liable to damage any property or person whatstoever shall be tendered to the Carrier for Carriage without the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles are delivered to the Carrier without such winter consent and marking or if in the option of the Carrier without such winter consent and marking or if in the option of the Carrier without such winter consent and marking or if in the option of the corrier the articles are or are lable to become of a dangerous, inflammable or damaging nature, the same may at anytime bed estroyed disposed of, abandoned, or rendered harmless without compensation to the Merchant and without prejude to the Carrier's right to Charges.

 (6) The Merchant shall be liable for the loss, damage, contamination, soling, determine or demurage before, during and after the Carriage of property (inclu
- is otherwise responsible.

 (5) The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, dalm, 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

- responsible.

 8. CONTAINERS

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

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

 (2) Goods may be stuffed by or container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.

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

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

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

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

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

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

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

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

 (iii) caused by the unsuitability of the Container has been supplied by or on behalf of the Carrier, this paragraps (iii) shall only puply if the unsuitability or defective condition on sorse (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent upor reasonable inspection by the Merchant at or prior to the time when the Container as salled at the commencement of the Carriage except where the Carrier has agreed to seal the Container.

 (3) 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 (A) above except for (A)(iii) above.

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

9. TEMPERATURE CONTROLLED CARGO

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

temperative controlled Container stuffed by or on behalf of the Merchant further undertakes hat 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 refore receipt of the Goods by the Carrier.

before receipt of the Goods by the Carrier.

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

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

10. INSPECTION OF GOODS

The Carrier or any person authorised by the Carriershall be entitled, but under no obligation, to open any 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 Carriege is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind including the condition of the Goods), whensever and howeacever arising (whether or not the Carriage has commenced the the Carrier may:
(a) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem sale and convertent, whereupon the responsibility of

the Carrier in respect of such Goods shall cease; (E) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage.

(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.

incurrentances.

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

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

12. METHODS AND ROUTE OF TRANSPORTATION
(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever; load or carry the Goods on any vessel whether named on the front hereof or not transfer the Goods from one conveyance to another including transchipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever; and any place unpack and remove Goods which have been stuffed in or on a Container and forward the aame in any memor whatsoever; proceed at any speed and by any route in his discretion (whether or nor the nearest or most direct or austomary or advertised route) and proceed to or stay at any place whatsoever once or more often and in any orders in load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof be the intended Port of Loading or intended Port of Dischargel; comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalf of such goods to the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without pilots, to tow or be towed or to be dy-docker; permit the vessel to proceed with or without pilots, to tow or be towed or to be dy-docker; permit the vessel to proceed with or without pilots, to tow or be towed or to be dy-docker; permit the vessel to proceed with or without pilots, to tow or be towed or to be dy-docker; permit the vessel to proceed with or without pilots, to tow or be towed or to be dy-docker; permit the vessel to proceed with or without pilots, to tow or be towed or to be dy-docker; permit the vessel to proceed with or without pilots, to tow or be towed or to be dy-docker; permit the vessel to proceed with or without pilots, to tow

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

13. DIECK 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 under deck shall participate in General Average and such stowage shall not be a deviation of 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 Halgue Rules or any Hegislation making such Rules or an the Hague-Visby Pullies compulsorly applicable (such as COGSA) or COGWA) to this Bill of Lading,

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

any extra cost incurred for any reason wantsceever in connection with carnage of livestock.

If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carner la entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof it stuttled in or on a Container and to store the Goods or that part in the Container the Goods or that part in the Container the Goods or that the Container the Goods or the Goods or that the container than the Container the Goods or the Container the Goods or the Container the Goods or the Container than the Con

15. BOTH-TO-BLAME COLLISION

15. BOTH-TO-BLAME COLLISION
If the vessed on which the Goods are carried (the carying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object) as a result of the negligence of the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemnity and hold harmless the Carrier against all claims by or indehighty to find any excense arising therefrom) any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object or the course of, charterer of or person responsible for the non-carrying vessel or object or the carrying vessel or object or the carrying vessel or object or the carrying vessel or their owner or charterers.

18. GENERAL AVERAGE

(1) The Carrier may declare General Average which shall be adjustable according to the Vor/Antwerp Pulses of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by BMMC0 is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.

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

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

17. CHARGES

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

evecution

18. LIEN

18. LLEM.
The Canier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average contributions to whomsover due and for the oosts of recovering the same and the Carrier shall have the right to sall the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any faibility 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 here unless cut waive or variation to it multing and is appecifically authorised or ratified in writing that a director or officer of the Carrier who has the actual authority of the Carrier so to waive or vary.

so to warve or very.

2. 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 it such invalid or unanforceable provision were not contained therein.

Shipper
ROCKWOOL B.V. LAPINUS
INDUSTRIEWEG 15
6045 JG ROERMOND
THE NETHERLANDS

Consignee (if 'to order' is indic

Consignee (if 'to order' is indicated)
STATE BANK OF INDIA
CAG BRANCH, 149 GREAMS ROAD
A/C NO: 010130458989
TAMIL NADU 600 006 CHENNAI

INDIA

Pre- carriage by

CHENNAI, INDIA

Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD.
IEC NUMBER 0488001382
SHOLINGUR GSTNO:33AAACB2533Q1ZP
PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA PHONE: +91 4172307768, FAX: +91 4172262210
CONTACT: MR. S. ILLIYAS *

Vessel name/voyage no.
XIN YAN TAI/228E

Port of loading
ANTWERP, BELGIUM

Port of discharge

Place of delivery

Place of Receive

B/L No. 33045673



FAMOUS PACIFIC LINES

OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325

RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility for such transport and such services.

Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier.

In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not 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
AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC – PAN
AAACE3803E, GERALD@EMULINES.IN
600 001 CHENNAI INDIA
Tal-91 44 25214407708/09 Fmail: IMPORT CHENNAI@EMULINES IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 9550369 DELIVERY NO.: 33995071 PO NO.: 5700003358	3 PALLET(S)	STC: 75 BAGS ROCKWOOL MINERAL FIBRE LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NETT WEIGHT: 1.875 KGS CIP CHENNAI * BIIMPORTS@BRAKESINDIA.CO.IN		1931.250	3.741

TOTAL PACKAGES: 3, TOTAL GROSS WEIGHT: 1931,250 KGS, TOTAL CBM: 3,741 LOADED INTO CONTAINER(S): TCNU2176334 WITH SEAL: CTG3001409 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 05-05-2023	FPS Famous	Pacific Shipping PAUL BRANDS
Laden on board the vessel		No. of original(s) B/L 3/3		1	
ICS B/L			DRIGINAL	D	

05 May 2023

Original Shipped on board

05-05-2023

As Agent

FAMOUS PACIFIC LINES

1. DEFINITIONS
"Carrier" means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been stoned on whose behalf this Bill of Lading has been stoned. Herchard: 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 healfall of any of the above mentioned persons.

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 cange supplied by the Merchant and includes any Container not supplied by or on behalf of the Carrier.
"Container includes are good supplied by the Merchant and includes any Container not supplied by or on behalf of the Carrier.
"Container includes are youtnainer, trailer, transportable tank, lift van, list, pallet or any similar article of transport used to consolidate goods."
"Carriager means the whole of the operations and services undertaken or performed by or on behalf of the Carrier in respect of the Goods.
"Combined Transport" artinse where the Carriage called for by this Bill of Lading is not a Port to Port Shipment" arises where the Carriage called for by this Bill of Lading is not indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery and the Place of Receipt or the Place of Delivery on the front hereof specify any place or sport within the area of the port as nominated. area of the port so nominated.

"Hague Rutles" means the provisions of the International Convention for Unification of certain Rutles relating to Sitis of Lading signed at Brussels on 25th August 1924, "Hague-Visty Rutles" means the Hague Rutles as amended by the Protocol signed at Brussels on 27th February 1958.

"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 Welland 1999.

proved on 16th April 1336, "COGWA" means the Carriage of Goods by Water Act 1936 of Canada, "Charges" includes freight and all expenses and money obligations incurred and payable by the Merchant. "Shipping Uhit" includes freight unt and the term "unit" as used in the Hague Pules "Person" includes an individual, a partnership of head. "Stiffer" includes an individual, a partnership of head. "Stiffer" includes an individual, a partnership of head.

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
 The provisions of the Carrier's applicable Tariff, if any, are incorporated herein Copiesofsuch 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 that prevail.

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

4. NEGOTIABILITY AND TITLE TO THE GOODS

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

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

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

(2) The Merchant undertakes that no claim or allegation shall be made signists and person or vessed whatsoever, other than the Carrier, including, but not lamited 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 Carriarge, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or ressel any lightly whatsoever in connection with the Goods or the Carriage, and if any claim or allegation should nevertheless be made to defend, indermity and hold harmless the Carrier against all consequences thereoff, Without projudice to the foregoing every such person and vassel stath have the benefit of all provisions herein benefiting the Carrier as it such provisions were expressly for his benefit and in entering limit of this contract. He carrier, to the extent of these provisions, does so not only on his own behalf but also as agent or frustee for such persons and vessels and such persons and vessels shall to this extent be or be deared to be parties to this contract.

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

6. CARPIERYS RESPONSIBILITY

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(A) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Pulses or the Hague-Vistoy Rules compulsorily applicable (such as COSSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COSSA or COGWA) it this Bill of Lading is subject to U.S. or Canadian law respectively) shall apply to the carriage of Goods by inland vaterways and reference to carriage by sea in such Rules or legislation shall be deemed to include reference to inland waterways it and to the extent that the provisions of the Hatter Act of the United States of America 1893 would otherwise be compulsorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of 6(8) below, but if such provisions are found to be invalid such responsibility shall be subject to COSSA.

(6) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or firm liability and all rights conferred or authorised by any applicable in provisions or sections4261 to 4287, inclusive, of the Revised Statutes of the United States of America and amendments thereto and where applicable to, where applicable or provisions or 18 or America and amendments thereto and where applicable any provisions or 18 or

of the United States of America) and without prejudice to the generality of the toregoing also any law, statue or regulation available to the Owner of the vessel(s) on which the Goods are carried.

[2] PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during loading and 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 identification that the carrier as agent to enter into contracts on behalf of 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 mit of the Goods may be considered to the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

[3] COMBINED TRANSPORT

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

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

(6) Where the allage of Carriers where the soon or damage recoursed cannot be proved;

(7) The Carrier shall be entitled to rely upon all exclusions from liability under the Rules or eligislation that would have been applied under 6 (1)(4) above the Rules or eligislation that would have been applied under 6 (1)(4) above the Hague were precively.

Where upon the first of the Provent of the factors of the factors.

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

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

 Subject to 6(4)(c) below, where the flague Rules or any legislation applying such Rules or the Hague-Naty Rules (such as COGSA or COGWA) is not computionly applicable, the Carrier's fabrilly shall not exceed US\$2.00 per floof the gross weight of the Goods lost, damaged or in respect of which the delin arises or the value of such Goods, whichever is the lesser.

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

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

 (b) would have applied if the Merchant had made a separate and direct contract
- (b) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular docu-ment which must be issued in order to make such international convention or national law applicable; with respect to the transportation in the United States of America or in Canda 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 transporta-tion shall be subject to the infland ceriers' contracts of carriege and tariffs and any law compulsorily applicable. The Carrier guarantees the full/liment of such inland carriers' obligations under their contracts and tariffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by (§(3)(A) above.
- by 6(3)(A) above. GENERAL PROVISIONS

(A) Delay, Consequential Loss.
(A) Delay, Consequential Loss are used in 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 howacever 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.

transport. eckege or Shipping Unit Limietion

(se) Package or snipping unit Lumisuom. Where she Hague Rules or any legislation making such Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a declared value has been noted in accordance with (C) below, be or become liable for any 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 that in the companies of the package or shipping unit in specification. Such limitation amount according to COGSA is US\$500 and according to COGWA is Can \$500. If no limitation amount is applicable undersuch holes or legislation, the limitation shall be US\$500.

the limitation shall be US\$500.

(C) Ad Valoram: Declared Value of Package or Shipping Unit. The Carrier 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 signems, such higher value bein finested on the front of this Bill of Lading in the space provided and, if required by the Carrier, or that finested he front of this Bill of Lading in the sepace provided and, if required by the Carrier, or that finested has an all reverted 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 durage shall be adjusted pro rata on the basis of such declared value.

value.

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

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

in no event shall anything herein be consistent of the 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, indication or the like did not exist or medial.

(F) Notice of Loss or Damaga The Carrier shall be deemed prima facile to have delivered the Goods as described in this Bill of Lading unless notice of loss of, or damage to, the Goods, inclicating 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 therefor under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

(G) Time-bar

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

- MERCHANT'S RESPONSIBILITY
 (1) The description and particulars of the Goods setout on the face hereof are furnishe
 by the Merchant and the Merchant warrants to the Carrier that the description and particular
 including, but not limited to, of weight, content, measure, quantity, quality, condition, mark
 numbers and value are correct.

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

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

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

(4) No Goods which are or may become dangerous, inflammable or damaging or which are or may become fable to damage any property or person whatsever shall be tandered to the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles are dark before the 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 dark entire that entire the covering in the proposed of the Carrier without such written consent and marking or if in the opinion of the Carrier to the Carrier without such written consent and marking or if in the opinion of the Carrier to the Carrier without such written consent and marking or if in the opinion of the Carrier to the Merchant and without profices to the Carrier's right to Charges.

(6) The Merchant shall be liable for the loss, damage, contamination, soling, detention or demurrage before, during and after the Carrierge of property (foulding, but not the limited to, Containers) of the Carrier or any person or vessel (other

is otherwise responsible.

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

8. CONTAINERS

CONTAINERS

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

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 reamen in which the Container has been stuffed;

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

6) caused by the Container has been supplied by or on behalf of the Carrier, this parragraph (ii) shall only apply if the unsuitability or defective condition arose (a) without any want of due diligence on the part of the Carrier of (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed; apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed.

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

(B) the Merchant shalf defend, indemnify and hold harmless the Carrier against any loss, damage, claim, libility or expense whatsoever arising from one or more of the matters covered by (A) above except for (A)(ii)(a) above.

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

9. TEMPERATURE CONTROLLED CARGO

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

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

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

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

11. MATTERS AFFECTING PERFORMANCE

MATTERS AFFECTING PERFORMANCE

(1) If at any time the Carriage is or is illed to be affected by any hindrance, risk, delay, isculty or disadvantage of any kind fincluding the condition of the Goods), whereoever and wesoever arising (whether or not the Carriage has commenced) the the Carriar may:

(A) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may cleam safe and convenient, whereupon the responsibility of

place which the currient may beain saile airtid convenient, wherebyon in the respect of such Goods shall clease;
(3) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage.
(3) and the continue the Carrier's hall be entitled to full Changes on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned

recumstances.

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

12. METHODS AND ROUTE OF TRANSPORTATION

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatbeover, load or canny the Goods on any vessel whether named on the front hereof or not; transfer the Goods from one conveyance to another including transpipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever, at any place unpack and remove Goods which have been stuffed in or or a Container and forward the same in any meaner whatsoever, proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever one or more often and in any order; load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof as the intended Port of Discharge); comply with any anders or recommendations given by any government or authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the vassel to proceed with or without pilots, to tow or be towed or to be diry-docked; parmit the vassel to carry fleestock, Goods of all kinds, dangerous or otherwise, contrabord, explosives, munishors or warrike stores and sail armed or unermed.

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

13. BECK CARGO (AND LIVESTOCK)

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

13. DECK CARGO (AND LIVESTOCK)

(1) Goods of any description whether containersed or not may be stowed on or under deck without notice to the Merchant and such stowage shall not be a deviation of whatsoever relutive 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 registation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading.

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

A DELIMENEY GOODS

any extra cost incurred for any reason whatsoever in connection with carrege of livestock.

A DELMENY 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 le entitled to call upon the Merchant to take delivery threeof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part hereof shall or or on a Container and to store the Goods or that part hereof shall or or on a Container and to store the Goods or that part hereof shall carrier and to store the Goods or that part hereof shall carrier and to store the Goods or that part hereof shall carrier in order cover at the sole risk and expense of the Merchant. Such storage shall constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

16. BOTH-TO-BLAME COLLISION. If the vessel or object of soods are carried (the caying vessel) comes into collision with sary other vessel or object (the non-carrying vessel or object) as a result of the non-carrying vessel or object of the owner of, chatters of or person responsible for the non-carrying vessel or object or the owner of, chatters of or person responsible for the non-carrying vessel or object, the Merchant cardistation to defend, indemnify and hold harmless the Carrier against all claims by or labelity to gind any experies easing therefore the vessel or object of the Merchant paid or person in supposed of any or of durings to, or any dain whetsomer of the Merchant paid or payable to the Merchant by the non-carrying vessel or object or whet or owner of, chattered or to preson responsible for the non-carrying vessel or object or descripting vessel or object or whether or the preson responsible for the non-carrying vessel or object or descripting vessel or object or whether or the preson responsible for the non-carrying vessel or object and set-off, recovered by such vessel, or beginning the carrier of the preson responsible for the non-carrying vessel or object or descripting vessel or object or whether or the preson responsible for the non-carrying vessel or object and set-off, recovered by such vessel, or object or person(s) against the Carrier than carrying vessel or the owners or charterers.

18. GENERAL AVERAGE

18. GENERAL AVERAGE

13. The Carrier yealcains General Average which shall be adjustable according to the York/Armwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by SIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection. Newthetament (1) above, the Merchant shall defend, indemnity and hold harmless. Carrier the Carrier and SIMCO is connection, and the Carrier and shall provide such security as may be required by the Carrier in this connection.

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

17. CHARGES

17. CHARGES
[1] Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.

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

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

18. LIEN

18. LIEM.
The Carrier shall have a lien on Goods and any documents relating thereto for all substances are considered and the control of the carrier from the Merchant and for General Average control times to whomeover due and for the coals of recovering the same and the Garrier shall have right to self the Goods and documents by public auction or private treaty, without notice to Merchant and at the Merchant's exponse and without any liability towards the Merchant and a second to the control of the coals of

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

20. PARTIAL INVALIDITY
If any provision in this Bill of Lading is held to be invalid or unenforceable by any court if any provision in this Bill of Lading is held to be invalid your unenforceability shall attach by the county of the remaining provisions ablal not be affected thereby and this Bill of Lading contract shall be carried out as if such invalid or unenforceable proving this Bill of Lading contract shall be carried out as if such invalid or unenforceable proving

Shipper ROCKWOOL B.V. LAPINUS INDUSTRIEWEG 15 6045 JG ROERMOND THE NETHERLANDS

Consignee (if 'to order' is indicated) STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 TAMIL NADU 600 006 CHENNAI

INDIA

Notify party (No claim shall attach for faillure to notify)
BRAKES INDIA PVT. LTD.
IEC NUMBER 0488001382
SHOLINGUR GSTNO:33AAACB2533Q1ZP
PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA
PHONE: +91 4172307768, FAX: +91 4172262210
CONTACT: MR. S. ILLIYAS *

Vessel name/voyage no. XIN YAN TAI/228E

Pre- carriage by

Port of discharge

CHENNAI, INDIA

ANTWERP, BELGIUM
Place of delivery

Place of Receive

Port of loading

B/L No. 33045673



FAMOUS PACIFIC LINES

OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325

RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility for such transport and such services.

Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier.

In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not 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

AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN

AAACE3803E, GERALD@EMULINES.IN 600 001 CHENNAI INDIA

Tal-91 44 25214407/08/09 Fmail- IMPORT CHENNAI@EMIII INES IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 9550369 DELIVERY NO.: 33995071 PO NO.: 5700003358	3 PALLET(S)	STC: 75 BAGS ROCKWOOL MINERAL FIBRE LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NETT WEIGHT: 1.875 KGS CIP CHENNAI		1931.250	3.741
		* BIIMPORTS@BRAKESINDIA.CO.IN			

TOTAL PACKAGES: 3, TOTAL GROSS WEIGHT: 1931,250 KGS, TOTAL CBM: 3,741 LOADED INTO CONTAINER(S): TCNU2176334 WITH SEAL: CTG3001409 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 05-05-2023	FPS Famous I	Pacific Shipping
Laden on board the vessel		No. of original(s) B/L 3/3	PIGINAL	A	_

05 May 2023

Original Shipped on board

05-05-2023

As Agent

FAMOUS PACIFIC LINES

1. DEFINITIONS
"Carrier" means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed.
"Merchart" includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person the consigness, the receiver of the Goods or this Bill of Lading, any person having on behalf of any of the above mentioned persons,
"Goods" includes the cargo supplied by the Merchart and includes any Container not supplied by or on behalf of the Carrier.
"Container" includes any container, trailer, transportable tank, lift van, flat, pallet or any similar article of transport used to consolidate goods.
"Carriago" means the whole of the operations and senices undertaken or performed by or on behalf of the Carrier in respect of the Goods.
"Combined Transport" arises where the Carriage called for by this Bill of Lading is not a Port to Port Shipment.
"Port to Port Shipment.

a Port to Port Shipment, 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 Oeizery indicated are ports and the Bill of Lading or if both the Place of Receipt and the Place of Oeizery indicated are ports and the Bill of Lading does not in the nomination of the Place of Receipt or the Place of Delivery on the front hereof specify any place or spot within the area of the port so nominated.

"Hague Rulas" means the provisions of the International Convention for Unification of

"Hague Rules" means the provisions of the International Convention for Unification of certain Rules reteiting to Bills of Lading signed at Brussels on 2Std August 1924.

"Hague-Visity Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23 off February 1985.

"COGSA" means the Carirage of Goods by Sea Act of the United States of America approved on 18th April 1938.

approved on 16th April 1948.
"COGWA" means the Carriage of Goods by Water Act 1936 of Canada.
"Charges" includes freight and all expenses and money obligations incurred and payable by the Merchant.

able by the Merchant.
"Shipping Unit" includes freight unit and the term "unit" as used in the Hague Rules and Hague-Visby Rules. ,.....g cinit" in e-Visby Rules on" includes

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

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

3. WARRANTY

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

4. NEGOTIABILITY AND TITLE TO THE GOODS

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

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

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

(2) The Merchant undertakes that no claim or allegation shall be made against of the person or vessed whatsoever, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any Independant contractor and his servants or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, by procured, performed or undertaken, which impuses or attempts to impose upon any such person or ossel any liability whatsoever in connection with the Goods or the Carriage; and if any claim or allegation should nevertheless be made to defend, indernrify and hold harmless the Carrier against all connectiveness thereof. Without prejudice to the foregoing every such person and vassed 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. It has a provisions, does so not only or his own behalf but also as agent or frustele for such persons and vessels and such persons and vessels shall to this extent to or be deemed to be parties to this contract.

(3) The Merchant defend, indemnify and hold harmless the Carrier against any claim or flability preceded the Carrier's liability under this file of Lading.

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

CARIERER'S RESPONSIBILITY

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

CARRIER'S RESPONSIBILITY
(1) CLAUSE PARAMOUNT
(A) Subject to clause (1) Below, this Bill of Lading insofar as it relates to sea carriage by any visual whether named herein or not shall have effect subject to the Haguie Rules or any legislation making such fulles or the Haguie-Visby Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Haguie Rules or applicable legislation shall be deemed incorporated heroin. The Haguie Rules (or COGSA or COGWA) it this Bill of Lading is subject to U.S. or Canadian law respectively shall apply to the carriage of Goods by inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include referencetion inland waterways. If and to the extent that the provisions of the Hafter Act of the Unified States of America 1893 would otherwise be compulsorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of 6(3) below, Virgor to the Code during any pendop drive to loading on or after discharge from the vessel the Carrier's responsibility shall instead be determined by the provisions of 6(3) below, Virgor to the Code from the States of the Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all limitations of and exclusions from liability and all rights conferred or authorised by any applicable law provisions or Sections-251 to 4287, inclusive, of the Revised Statutes of the United States of America and amendments thereto and where applicable any provisions of the laws of the United States of America) and without prejudice to the generality of the foregoing also any law, statute or regulation of any extensive the Provision and Provisions of the laws of the United States of America and without prejudice to the generality of the foregoing also

of the United states of Americal, and windout prejudice to the generality of the design also any law, statute or regulation available to the Owner of the vesselle) on which the Goods are carried.

(2) PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vesselle 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 from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts on the Soods from the Carrier from the Carrier of the Goods from the Carrier shall be liable for loss of or damage to the Goods counting from the time that the Goods accuming from the time that the Goods accumed as so or damage to the Goods accuming from the time of delivery to the extent set out below:

(A) Where the stage of Carriage where the loss or damage on courred 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 6(1)(A) above had the lass or damage to the counter as so or, if there was no carriage by sea, under the Hague

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

Falles (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively. Where under (i) above, the Carrier is not liable in respect of some of the factors causing the loss or damage, he shall only be liable to the extent that those factors for which he is liable have contributed to the loss or damage. Subject to 6(4)(C) below, where the Hague Pulles or any logislation applying such Pulles or the Hague Visby Pulles (such as COGSA or COGWA) is not computisority applicable, the Carrier's fability shall not exceed US\$2.00 per kilo of the gross weight of the Goods lost, damaged or in respect of which the daim arises or the value of such Goods, whichever is the lesser.

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

red. the fiability 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 of

(c) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular document which must be issued in order to make such international convention or national law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shalf be to procure transportation by carriers (one or more) and such transportation shalf be subject to the infland carriers' colorates of carriage and tariffs and any taw compulsority applicable. The Carrier guarantees the fulfillment of such infland carriers' obligations under their contracts and staffit;
Where neither (i) or (ii) shove apply, any flability of the Cerrier shall be determined by \$(3)(A) above.

by 6(3)(A) above. 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 causes whatsoever and howsoever caused. Without prejudice to the foregoing, if the Carrier is found fable for delay, liability shall be limited to the freight applicable to the relevant stage.

Matsbeef and indexeded closes, whollot prejudice to the original and control table for delay, liability shall be limited to the freight applicable to the relevant stage of the transport.

[3] Package or Shipping Unit Limiation
Where the Hagus Publes or any legislation making such fules compulsorily applicable (such as COSAs or COGWA) to this still of Lading apply, the Carrier shall not, unless a declarad value has been noted in accordance with (C) below, be or become liable for any loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit limitation as laid down by such Rules or legislation, such limitation amount according to COGAs is US\$500 and according to COGWA is Can \$500. If no limitation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500.

[C] Ad Valorem; Declared Value of Package or Shipping Unit The Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier of the Goods resignment, such higher value being inserted on the front of this Bill of Lading in the space provided and, if required by the Carrier, extra freight paid, in such case, if the actual value of the Goods or damage shall be adjusted pro rata on the basis of such declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

ID) Definition of Package or Shipping Unit

value.

(D) Definition of Package or Shipping Unit
Where a Container is used to consolidate Goods and such Container is stuffed by the
Carrier, the number of packages or shipping units stated on the face of this Bill of Lading
in the box provided shaft 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 carriege of Goods by see. Except as alloreseld
the Container shaft 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 obstacever, except
Goods shipped in bulk, and irrespective of the weight or measurement unit employed in
calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto
shaft be the limitation provided in such convention or law which may be applicable, and
in no event shall anything herein be construed to be a waiver of limitation as to Goods
shipped in bulk.

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

(F) Notice of Loss or Damage, shall have been given in writing to the Carrier or
this representative at the place of delivery before or at the time of removal of the Goods
into the custody of the person entitled to delivery therefor under this Bill of the Goods
into the custody of the person entitled to delivery therefor under this Bill of the Goods
into the custody of the person entitled to deliver the consecutive of the Goods
into the custody of the person entitled to deliver the consecutive of the Goods
into the consecutive and the place of delivery before or at the time or fremov

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

only.

7. MERCHANT'S RESPONSIBILITY

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

(2) The Merchant shall comply with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred or justified by teach of the foods.

(3) The Merchant undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having migral to their nature and in compliance with all two, regulations and requirements which may be applicable allows, regulations and requirements which may be applicable or descriptions of the container or other covering in which are or may become liable to damage any property or person whatsoever shall be tendered to the Carrier's ordinary or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outsides as 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 option of the Carrier than the comply with all applicable laws, regulations and requirements. It any such articles are delivered to the Carrier without such written consent and marking or if in the option of the Carrier than a delivered to the Carrier without such written consent and marking or if in the option of the Carrier without such written consent and marking or if in the option of the Carrier without such written consent and marking or if in the option of the carrier and any study the propertion of the Merchant shall be liable for the loss, damage, containination, solling, detention or enumrage belore, during and an

is otherwise responsible.

(6) The Merchant shall defend, indemnify and hold harmless the Carrier against any closs, damage, dalm, liability or expanse whatsoever assing from any breach of the provisions of this clause? To from any cause in connection with the Goods for which the Carrier is not responsible.

8. CONTAINERS

[1] Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods may be stuffed with other Goods may be stuffed with other Goods may be this Bill of Lading shall govern the responsibility of the Carrier in connection with or asisting out of the supply of a Container to the Merchant, whether supplied between or after the Goods are received by the Carrier or delivered to the Merchant.

(3) It 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 or defective condition of the Container provided than where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only apply if the unsuitability or defective condition arose (a) without any want of the deligence 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 suffied;

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

(B) the Merchant shall defend, indemnify and hold harmless the Carrier against any loss, change, claim, libelity 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 absence of a written request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or quality.

TEMPERATURE CONTROLLED CARGO 9.

9. TEMPERATURE CONTHOLLED CARGO (1) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filing in the box on the front of this Bill of Lading if this Bill of Lading has been prepared by the Merchant or a person acting on his behall) 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 turther undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its intermostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier.

If the above requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods arising from delects, derangement, breakdown, stoppage of the temperature controlling machinery, plant, insulation or any apparatus of the Container, provided that the Carrier shall before or at the beginning of the Carrier shall before or at the seginning of the Carrier shall before or at the efficient state.

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

11. MATTERS AFFECTING PERFORMANCE

11. MATTERS AFFECTING PERFORMANCE
(1) If a ray time the Carriage) so ris likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind fincluding the condition of the Goods), whensever and horsesever arising (whether or not the Carriage has commenced the the Carrier may:
(A) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any piace which the Carrier may deem self- and convenient, whereupon the responsibility of the Carrier, reasonal of supplice of Carrier may deem self- and convenient, whereupon the responsibility of the Carrier, reasonal of supplice of the Carrier may deem self- and convenient.

place whilst fire valent firely event some and convenient, wherebyon the responsibility of the Carrier in espect of such Goods shall clease, etc. (3) without prejudice to the Carrier's right subsequently to abandon the Carriers (4) above, continue the Carriage.

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

of commissiones.

(2) The liability of the Centier in respect of the Goods shall cease on the delivery or other clasposition 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.

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carder may at any time and without notice to the Merchant use any means of transport or storage whatsoewer, load or carry the Goods on any sessel 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 her 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 ny other means of transport whatsoever; at any place unpack and cransvo Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever; proceased at any speed and by any route in his discretion (whether or not the nearest or most direct or outsimary or advertised route) and proceed to or stay at any place whatsoever once or more often and it any order load or unload the Goods from any conveyance at any place (whather or not the place is a port named on the front hereof as the interded Port of Loading or intended Port of Discharger, comply with any orders or recommendations glove by any government or authority or any person to body acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without plains to row or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessels to carry livestock, Goods of all kinds, dangerous or otherwise, contrabund, explosives, murtilions or warlies stores and sail armed or unamed.

[2] The liberties set out in (1) above may be invoked by the Carrier for any purposes whatseever whether or not connected with the Carriage of the Goods. Any flinging done in accordance with (1) above or any delay arising thereform shall be deemed to

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

13. DECK CARGO (AND LIVESTOOD)

(1) Goods of any description whether containerised or not may be slowed on or under deck without notice to the Merchant and such stowage shall not be a deviation of whistsoever nature or degree Subject to (2) below, such Gaods whether carried on dock 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 Hagina Rules or any Hegistation making such Rules or the Hagiue-Visby Rules compulsonly applicable (such as COGSA) or COGWA) to this Bill of Lading,

(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which are staded on the front of this Bill of Lading to be carried on deck and which are so carried (and livestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever rature arising during carriage by sea or inland waterway whether caused by unseasworthiness or negligence or any other cause whatsoever. The Merchant shall defined, indemnify and hold hardsesthe Carrierageinstall and any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

any extra cost incurred for any reason warsacever in connection with carrage of livestock.

If delivery of the Goods or any part thereof is not taken by the Monchart at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part hereof it stuffed in or on a Container and to store the Goods or that part thereof its of its or in a Container the Sod or that part in the Container the Container the Goods or that part thereof its or in a Container the Sod or the Goods or that part thereof shall case the Goods or the Merchant. Such storage shall consittute due delivery hereundar, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall case.

15. BOTH-TO-BLAME COLLISION

15. BOTH-TO-BLAME COLLISION
If the vessed on which the Goods are carried (the carning vessei) comes into collision with
any other vessel or object (the non-carning vessel or object) as a result of the negligence
of the non-carning vessel or object or the owner of, chartere or or person responsible for
the non-carning vessel or object, the Merchant undertakes to defend, indemnify and hold
tarmless the Carnier 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 whatsoever of
the Merchant paid or payable to the Merchant by the non-carnying vessel or object or the
owner of, charterer of or person responsible for the non-carnying vessel or object and set-off,
recouped or recovered by such vessel, object or person(s) against the Carner, the carrying
vessel or her owners or charterers.

18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Pales of 1974 at any place at the option of the Carrier and the Amended Jason Causes as approved by BIMAO is to be considered as incorporated hereins of the Merchant Causes as approved by BIMAO is to be considered as incorporated hereins of the Merchant (2) Novelthreadning (1) above, the Merchants restall defind, incleamity and hold harmless the Carrier in respect for any claim (and any expense arising therefore) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.

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

17. CHARGES

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

(2) The Charges shave been calculated on the basis of particulars turnished 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, revently, remeasure and revalue the Goods and if the particulars are found by the Carrier to be incorrect that general pay the Carrier the correct Charges (credit being oliven for the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.

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

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

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

20. PARTIAL INVALIDITY

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

Shipper ROCKWOOL B.V. LAPINUS INDUSTRIEWEG 15 B/L No. 33045673 FAMOUS PACIFIC LINES 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.

The carrier, in accordance with and to the extent of the the provisions contained in this CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU 600 006 CHENNAI to procure performance of the combined transport and the delivery of the goods, INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as BRAKES INDIA PVT. LTD. IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR GSTNO:33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA exceptions and conditions whether written, printed, stamped or otherwise incorporated PHONE: +91 4172307768, FAX: +91 4172262210 and in particular to the terms overleaf as if they were all signed by the merchant. This CONTACT: MR. S. ILLIYAS * 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 otherwise stated above, one of which being accomplished the other (s) to be void. Pre- carriage by Place of Receive For delivery please apply to: EMU LINES PVT. LTD (CHENNAI) NO 120 THAMBU CHETTY STREET 4TH FLOOR Port of loading Vessel name/voyage no. ANTWERP, BELGIUM XIN YAN TAI/228E AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC -- PAN AAACE3803E, GERALD@EMULINES.IN Port of discharge Place of delivery CHENNAI, INDIA

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 9550369 DELIVERY NO.: 33995071 PO NO.: 5700003358	3 PALLET(S)	STC: 75 BAGS ROCKWOOL MINERAL FIBRE LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NETT WEIGHT: 1.875 KGS CIP CHENNAI * BIIMPORTS@BRAKESINDIA.CO.IN		1931,250	3.741

600 001 CHENNAI INDIA

Tel-91 44 25214407/08/09 Fmail: IMPORT CHENNAI@EMIII INES IN

TOTAL PACKAGES: 3, TOTAL GROSS WEIGHT: 1931,250 KGS, TOTAL CBM: 3,741 LOADED INTO CONTAINER(S): TCNU2176334 WITH SEAL: CTG3001409 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 05-05-2023	FPS Famous Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3	/3	
				As Agent
Copy Shippe	ed on board 0	5-05-2023		FAMOUS PACIFIC LINES

B/L No. 33045673 Shipper ROCKWOOL B.V. LAPINUS FAMOUS PACIFIC LINES INDUSTRIEWEG 15 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 TAMIL NADU 600 006 CHENNAI B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, 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.

In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, IEC NUMBER 0488001382 SHOLINGUR GSTNO:33AAACB2533Q1ZP exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA PHONE: +91 4172307768, FAX: +91 4172262210 CONTACT: MR. S. ILLIYAS * 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) Vessel name/voyage no. Port of loading XIN YAN TAI/228E ANTWERP, BELGIUM NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN Port of discharge Place of delivery AAACE3803E, GERALD@EMULINES.IN CHENNAI, INDIA 600 001 CHENNAI INDIA Tal-91 44 25214407/08/09 Email- IMPORT CHENNAL@EMILLINES IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
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TOTAL PACKAGES: 3, TOTAL GROSS WEIGHT: 1931,250 KGS, TOTAL CBM: 3,741 LOADED INTO CONTAINER(S): TCNU2176334 WITH SEAL: CTG3001409 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 05-05-2023	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3/	3	
				As Agent
Copy Shippe	ed on board (05-05-2023		FAMOUS PACIFIC LINES

B/L No. 33045673 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 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name A/C NO: 010130458989 TAMIL NADU 600 006 CHENNAI to procure performance of the combined transport and the delivery of the goods, 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 declared by the shipper but unknown by the carrier. BRAKES INDIA PVT. LTD. IEC NUMBER 0488001382 SHOLINGUR GSTNO:33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA exceptions and conditions whether written, printed, stamped or otherwise incorporated PHONE: +91 4172307768, FAX: +91 4172262210 and in particular to the terms overleaf as if they were all signed by the merchant. This CONTACT: MR. S. ILLIYAS 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) Vessel name/voyage no. Port of loading XIN YAN TAI/228E ANTWERP, BELGIUM NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC -- PAN Place of delivery Port of discharge AAACE3803E, GERALD@EMULINES.IN CHENNAI, INDIA 600 001 CHENNAI INDIA Tel-91 44 25214407/08/09 Fmail: IMPORT CHENNAL@EMILLINES IN

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Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 05-05-2023	FPS Famous Pacific Shipping
Laden on board the	e vessel	No. of original(s) B/L 3/3		
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