View/Print Label

- 1. Ensure there are no other shipping or tracking labels attached to your parcel. Select the Print button on the dialogue box that appears. Note: If your browser does not support this function, select Print from the File menu to print the label.
- 2. Fold the printed label at the solid line below. Place the label in a UPS Shipping Pouch. If you do not have a pouch, affix the folded label using clear plastic shipping tape over the entire label.
- 3. Collection and Drop-off:
 - o If you have a scheduled collection, have your shipment(s) ready for the driver as usual.
 - o To Schedule a Collection or find a UPS location, visit UPS.com

UPS Access PointTM HUBO MINKENBERG

42 HOOFDSTRAAT HERKENBOSCH 6075AG UPS Access Point™ HOMERR SERVICEPOINT SHOW MOBILE ORANJELAAN 73A ROERMOND 6042BC UPS Access Point™ BALLOONIE

JULIANALAAN 6 ROERMOND 6042JG

FOLD HERE





STATE BANK OF INDIA CAG BRANCH 149 GREAMS ROAD 600 006 CHENNAI, TAMIL NADU 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

24 February 2023 +31 20 563 70 84 tfscollections@ing.nl

Subject

Export collection — Remittance letter

Our reference: NLNTFSECL5020161
Drawee: BRAKES INDIA PVT. LTD

SHOLINGUR, 631102, TAMIL NADU

Drawer's reference: 163905870

Drawer: Rockwool B.V. Industrieweg 15

6045JG Roermond

Netherlands FUR 7 070 40

Amount: EUR 7,070.40

Tenor: 60 Days After Invoice

Maturity Date: 11 April 2023

Dear Sir / Madam,

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

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

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 24 February 2023 Reference
NLNTFSECL5020161

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: NLNTFSECL5020161.

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.



Rockwool B.V. INDUSTRIEWEG 15 Roermond

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

24 February 2023 +31 20 563 70 84 tfscollections@ing.nl

Subject

Export collection - Acknowledgement

Your reference: 163905870

Our reference: NLNTFSECL5020161
Drawee: BRAKES INDIA PVT. LTD

Currency and amount: EUR 7,070.40

Tenor: 60 Days After Invoice

Maturity date: 11 April 2023

Dear Sir / Madam,

We acknowledge receipt of your direct collection. Please use the enclosed cover letter for sending documents directly to STATE BANK OF INDIA.

Our commission and charges:

Handling charges direct collection EUR 110.00
Total of our commission and charges EUR 110.00

The above-mentioned and any additional charges will be settled upon payment.

We will keep you informed about the outcome of the collection.

ING applies the international sanctions and regulations issued by the United Nations, the European Union and/or the United States. In addition, ING's internal rules on financial economic crime apply (available on our website www.ing.com) to all ING Letters of Credit and Documentary Collections. This information does not constitute any legal advice.



DateReferenceEvent24 February 2023NLNTFSECL5020161CRE001

This collection is subject to the ICC Uniform Rules for Collections Publ. URC 522 of the International Chamber of Commerce.

Yours faithfully, ING Bank N.V.

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



ING Bank NV Trade Finance Services
Bijlmerdreef 24
1102 CT
Amsterdam

Tel: +31205637084 SWIFT: INGBNL2A

E-mail: IBN.Doctrade.Team.IB@mail.ing.nl

February 23, 2023

To Rockwool B.V. INDUSTRIEWEG 15 Roermond

Your Documentary Collection from February 23, 2023

Dear Sir/Madam,

Your Direct Collection request has been received by ING and is currently being processed. Once processing has been completed the cover letter will be made available to download from InsideBusiness Trade.

Please print this cover letter in color and use this to send your collection instruction together with the documents directly to the Collecting Bank.

For any further questions please either check the transaction in InsideBusiness Trade or contact our Trade Finance Services Operations team by email or phone. See contact details in header of this letter.

Yours faithfully,

ING BANK N.V.

On the next page you will find a pre-filled Bill of Exchange. Please complete the Bill of Exchange and sign it if you want to use it and send it together with the other documents to ING. If you do not need a Bill of Exchange or if the documents are payable at sight, please disregard the next page and do not send it with the other documents.

6040 KD Roemiona The Netherlands			
ROCKWOOL B.V.	Signature	organius (o)	ANYMAIDEM ROLL MERCONGE ON CHE MANYES.
S.	Signature(s)	Signature(s)	Avalised for account of the drawee.
)		631102	For payment on:
	Rockwool B.V.	BRAKES INDIA PVT. LTD SHOLINGUR	Arribred on.
	Drawer	Drawoo.	Accepted on:
		ude start date) Invoice	Payable at: 60 days net60 day(s) From (include start date) Invoice
		Dated 03,02,2023	Dated 03,02,202
		Value as per invoice nr(s)	Value as per invoice nr(s)
		uro and Forty Cent	Amount in words Seven Thousand Seventy Euro and Forty Cent
		On this due date, please pay against this sole BILL OF EXCHANGE to the order of ourselves	On this due date, please pay against this sole
Amount in figures EUR 7,070.40		Due date	Place and date of issue February 23, 2023

B/L No. 33010793 Shipper ROCKWOOL B.V. LAPINUS FAMOUS PACIFIC LINES INDUSTRIEWEG 15 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated)
STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU 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. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR 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 Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading ROTTERDAM, NETHERLANDS For delivery please apply to: Vessel name/voyage no. TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) XIN LIAN YUN GANG/098E NO 338 OLD NO 165 LOTUS COURT, III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM

Marks and numbers	Quantity and kind of packages	Description of packages and goods	OMI	Gross Weight	СВМ
ORDER NO.: 9389976 DELIVERY NO.: 33819333 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS® RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2.500,00 KGS CIP CHENNAI PORT * BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	4.800

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 21-02-2023	FPS Famous	Pacific Shipping
T NE: NIB				~	PAUL BRANDS
Laden on board th	ne vessel	No. of original(s) B/L 3/3		1/	
ICS B/L			ORIGINAL	B	2 . 2
21 Feb	2023				0 90
Original Shi	pped on board	21-02-2023		As Agent	
				FAMOUS PAG	CIFIC LINES

DEFINITIONS
 Carrier* means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed.
 Merchart* includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person owining or entitled to the possession of the Goods or this Bill of Lading, any person having a present or future interest in the Goods or any person acting on behalf of any of the above mentioned persons.
 "Goods" includes the cargo supplied by the Merchant and includes any Container not supplied by or on behalf of the Carrier.
 "Constraint" includes the cargo supplied by the Merchant and includes any Container not supplied by or on behalf of the Carrier.
 "Constraint" includes the cargo number trailer transportable tank lift van flat zoeld or any.
 "Constraint" includes the cargo number trailer transportable tank lift van flat zoeld or any.

supplied by or on balatal of the Carrier.

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

"Carriage" means the whole of the operations and services undertaken or performed by or or behalf of the Carrier in respect of the Gaode.

or on penalt 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.

a Port to Pon Shipment.

"Port to Port Shipment" arises where the Place of Receipt and the Place of Delivery are not indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery indicated are ports and the Bill of Lading does not in the nomination of the Place of Receipt or the Place of Delivery on the front hereof specify any place or spot within the of Receipt or the Place of Delivery on the front hereof specify any place or spot within the area of the port so nominated,
"Hague Pules" means the provisions of the International Convention for Unification of certain Pulsar stalling to Bills of Lading signed at Brussels on 25th August 1924.
"Hague-Visby Fulses" means the Hague Pulsa as amended by the Protocol signed at Brussels on 23th August 1924.
"Hague-Visby Fulses" means the Hague Pulsa as amended by the Protocol signed at Brussels on 23th Certain 1986.
"COGSA" means the Carriage of Goods by Sea Act of the United States of America approved on Eith April 1936.
"COGWA" means the Carriage of Goods by Water Act 1936 of Canada.
"Charges" includes freight and all expenses and money obligations incurred and payable by the Merchant.

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

2. CARRIER'S TARIFF

2. CARRIENTS TARIET The provisions of the Carrier's applicable Tariff, if any, are incorporated herein Coples of such provisions are abbainable from the Carrier or his agenst upon request or, where applicable, from a government body with whom the Tariff has been filed. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall provail.

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.

who has a present or nutrie interest in the Goods.

4. NEGOTIABILITY AND TITLE TO THE GOODS.

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

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

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

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

(2) The Merchant underlakes that no claim or allegation shall be made against any person or vessel whatesower, other than the Carrier, allegation, shall be made against any person or vessel whatesower, other than the Carrier, shall be made to against any person or vessel whatesower, other than the Carrier, whether directly or indirectly, is protein systems, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is protein performed or underlaken, which imposes or afterings to impose upon any such person or vessel any listility whatesower in connection with the Goods or the Carrier, and if any other person or allegation should nevertheless be made to detend, internity and hold harmless the Carrier against all consequences thereof. Without prejudice to the toregoing every such persons were expressly for his benefit and in entaining into this contract the Carrier as a such provisions were expressly for his benefit and in entaining into this contract. Using the carrier against and such persons and vessels shall to this extent be or be determed to be parties to this contract.

(3) The Merchant shall deem, identify and hold harmless the Carrier against any claim claimlify (and any expenses arising thereform) assing from the Carrier against any claim (allahilify and any expenses arising thereform) assing from the Carrier against any claim (allahilify and any expenses arising thereform) assing from the Carrier against any claim (allahilify and Park ResPoNSHBILITY).

6. CARRIER'S RESPONSIBILITY

CARRER'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 Rules or the Hague-Waby 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 COGSA or COGWA) to this Bill of Lading shall of the provisions of the Hague Rules (or COGSA or COGWA) to this Bill of Lading is subject to U.S. or Canadian law respectively shall apply to the carriage of Goods by hilland waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include reference to related waterways at Idan to the extent hat the provisions of the Harter Act of the United States of America 1883 would otherwise be compulsorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of 6(3) below, the Social States of the Carrier's responsibility shall instead be determined by the provisions of 6(3) below, the Carrier's responsibility shall instead be determined by the provisions of 6(3) below, the Carrier's responsibility shall instead by a computer of the Carrier's responsibility shall instead by a computer of the Carrier's responsibility shall instead by a computer of the Carrier's responsibility shall instead by a computer of the Carrier's responsibility shall be subject to COGSA.

(B) The Carrier shall be emitted to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all similations of an exclusions from liability and all rights conferred or authorised by any applicable law, statute or regulation and available to the vesses (the United States of America) and without prejudice to the generality of the loregoing so any law, statute or regulation available to the Cowner of the vesse

also any law, statute or regulation avantage of the Carriage from and during Goods are carried.

[2] PORT OPORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during lading onto the vessel up to and during discharge from the vessels and the Carrier shall not be fable for any loss or damage whatsoover 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 of discharge of the Goods from 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 entering contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

**COMBINED TRANSPORT*

(3) COMBINED TRANSPORT

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

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

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

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

Where under (f) 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 vatent that those factors for which he is liable have contributed to the less or damage. Subject to 64(f) below, where the Haigue Folies or any legication applying such Pulses or the Haigue Folies or any legication applying such Pulses or the Haigue Folies fauch as COGSA or COGWA) is not computed with the Cocds lost, damaged or in respect of which the claim arises or the value of auch Goods, whichever is the Iseaer.

The value of the Goods hall 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 qualify, at such place and time.

Where the stage of Carriage where the less or damage occurred can be ever.

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

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

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

national law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or mone) and such transportation shall be subject to the filand carriers' contracts of carriage and tariffs and an law compulsority applicable. The Carrier guarantees the fulfilment of such inland law compulsority applicable. The Carrier guarantees the fulliment of such inland carriers' obligations under their contracts and fartiffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by 63(A)(a box). GENERAL PROVISIONS Delay, Consequential Loss. Save as otherwise provided herein, the Carrier shall in no circumstances be liable for the contraction of the contr

Save as otherwise provided networking the Carner shall in no circumstances be each for direct, indirect or consequential loss or damage caused by delay or any other caus whatsoever and howsoever caused. Without prejudice to the foregoing, if the Carrier found liable for delay, liability shall be limited to the freight applicable to the relevant stag

he transport. Packaga or Shipping Unit Limiation

(B) Package or Shipping Unit Limitation
Where the Hague Rules or any legislation making such Rules compulsority applicable
(such as COSA) ar COGWA!) to this Bill of Lading apply, the Carrier shall not, unless a
declared value has been noted in accordance with (C) below, be or become liable for any
loss or damage to or in connection with the Goods in an amount per package or shipping
unit in excess of the package or shipping unit limitation as laid down by such Rules or
legislation. Such limitation amount according to COGSA is US\$500 and according to
COGWA is Can \$500, If no limitation amount is applicable undersuch Rules or legislation,
this limitation ambilla 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 for
shipment, such higher value being inserted on the front of this Bill of Lading in the space
provided and, if required by the Carrier, extra freight paid. In such case, if the actual value
of the Goods shall becade such declared value, the value shall nevertheless be deemed to
be the declared value and the Carrier's liability, if any, shall not accorded the declared value
and any partial loss or damage shall be adjusted pro rata on the basis of such declared
value.

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

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

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

(E) Rust, etc.

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

(F) Notice of Loss or Damaga. The Carrier shall be deemed prima facie to have delivered the Goods as described in this Bill of Lading unless notice of loss ot, or damage to, the Goods, indicating the general nature of such loss or damage, shall have been given in writing to the Garrier or to his representative at the place of delivery before or at the time of removal of the Goods into the custody of the peson entitled to delivery there under this Bill of Lading or, if the bass or damage is not apparent, within three consectives desysthereather.

the loss or damage is not apparent, winin three consections days meaning. (C) Time-bar.

The Carriershall be discharged of all flability unless suit is brought in the proper forum and written notice thereof received by the Camler within twelve months after delivery of the Goods or the date when the Goods should have been delivered. In the event that such time period shall be found contravity to any convention or law compaterity 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
by the Merchant and the Merchant warra MERICHARY IS RESPONSIBILITY

[1] The description and particulars of the Goods setout on the face hereof are furnished
to Merichant and the Merichant warrants to the Carrier that the description and particulars
ding, but not limited to, of weight, content, measure, quantity, quality, condtion, marks

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, fines, imposts, expenses and losses incurred ostratifierably reason thereof orly reason of any liegal, 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 or demanded to the Carrier of Carriage without the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations are requirements, and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the same may at anytime bedest royed disposed of, absordoned, or rendered harmless without compensation to the Merchant and without projudioe to the Carrier's right to Charges.

(3) The Merchant shall be liable to become of a dangerous, inflammable ordamaging nature, the same may at anytime bedest royed disposed of, absordoned, or rendered harmless without compensation to the Merchant and without projudioe to the Carrier's right to Charges.

(4) The Merchant shall be liable to become of a dangerous, inflammable ordamed for the Carrier's right to Charges.

(5) The Merchant shall defend, indemnity and hold harmless the Carrier against any loss, clamap

CONTAINERS

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

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

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

(3) If a Container has been stuffed by or on behalf of 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 unsuitability or the Goods for carriage in Containers;

(6) caused by the unsuitability or defective condition of the Containers provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph ((6) shall only apply if the unsuitability or defective condition arose (a) written any award of due diligence on the part of the Carrier or (b) would have been appeared upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

(iv) if the Container is not sealed at the commencement of the Carriage except where the Carrier against any loss, damage, claim, liability or expense whatsoews 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 recuest to the contrain, the Carrier is not under an obligation to provide a Container of any particular type or quality.

particular type or quality

9. TEMPERATURE CONTROLLED CARGO

9. TEMPERATURE CONTROLLED CARGO (1) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice fand 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 stuffed by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its thermostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier.

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

(2) The Carrier shall not be liable for any loss of or damage to the Goods arising from

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

10 INSPECTION OF GOODS

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

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

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

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

government or authority.

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever; load or cany the Goods on any vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another including trans-shipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever at any place unpack and remove Goods which have been stuffed in or on a Container and toward the same in any manner whatsoever, proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advantised route) and proceed to or stay at any place whatsoever once or more often and in any order load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof as the intended Port of Discharge); comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance or the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to carry fleestock, Goods of all kinds, dangerous or orderwises, contraband, explosives, munifolisms or warlike stores and sail armed or unammed.

(2) The little first process of the conveyance or purposes

wannes stores and sall armed or unammed.
(2) The liberties sed 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 accordence with (1) above or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation of whatsoever nature or degree.

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

13. DECK CARGO (AND LIVESTOCK)

(1) Goods of any description whether containerised or not may be stowed on or under dack without notice to the Merchant and such stowage shalf not be a deviation of vinatsoever acture or degree Subject to 2) below, such Goods whether carried on deck or under deck shalf participate in General Average and such Goods forther than livestock; shall be deemed to be within the definition of Goods for the purposes of the Hague Fulses or any legistation making such Rules or the Hague-Visby Rules compulsornly applicable (such as COGSA) or COGWA) to this Bill of Lading,

(2) Goods (not being Goods stuffed in or an 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 investock, whether or not carried on deck) are carried 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 negligence or any other cause whatsoever. The Merchanthall defend, Indemnity-and told narriessesthe Carrieragiansial and any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

14. DELIVERY OF GOODS

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

15. BOTH-TO-BLAME COLLISION

If the vessel on which the Goods are carried (the carying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object) as a result of the negligence of the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to detend, indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therefrom) any vessel or person in responsible for the Merchant by the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object and set-off, charterer of or person responsible for the non-carrying vessel or object and set-off, charterer of or person responsible for the non-carrying vessel or object and set-off, vessel or her owners or charterers.

18. GENERAL AVERAGE

16. GENERAL AVERAGE
(1) The Cortier may declare General Average which shall be adjustable according to the York/Antwerp Blues of 1974 at any place at the option of the Carrier and the Amended Jason Chause as approved by BIMCO is to be considered as incorporate herein and the Methant shall provide such security as may be required by the Carrier in this connection.
(2) Novikinstanding (1) above, the Menchant shall defend, indeemily and hold harmless the Carrier in respect of any claim (and any expense atising thereform) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.
(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merhant.

17. CHARGES
(1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.
(2) The Charges have been calculated on the basis of particulars furnished byor on behalf of the Merchant. The Carrier shall be entitled to production of the commercial mixtios 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 gay the Carrier to be incorrect the Merchant shall gay the Carrier the correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier the salk-bishing the correct particulars.
(3) All Charges shall be paid without any set-off, counter-claim, deduction or stay of execution.

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

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

20. PARTIAL INVALIDITY

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

Shipper B/L No. 33010793 **ROCKWOOL B.V. LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU 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) BRAKES INDIA PVT. LTD. for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR 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. Port of loading For delivery please apply to: Vessel name/vovage no XIN LIAN YUN GANG/098E ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) NO 338 OLD NO 165 LOTUS COURT, III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B Port of discharge Place of delivery 600001 CHENNALINDIA CHENNAI, INDIA Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 9389976 DELIVERY NO.: 33819333 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS® RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2.500,00 KGS CIP CHENNAI PORT * BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	4.800

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 21-02-2023	FPS Famous	Pacific Shipping
I KEI AID				~	PAUL BRANDS
Laden on board th	ne vessel	No. of original(s) B/L 3/3	3	1	
ICS B/L			ORIGINAL	B	2 2 2
21 Feb	2023				190
Original Ship	oped on board	21-02-2023		As Agent	
0.19.1.0.	, pod 0 bodia			FAMOUS PAG	CIFIC LINES

DEFINITIONS

1. DEFINITIONS

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

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

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

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

"Carriage" means the whole of the operations and services undertaken or performed by or on behalf of the Carrier arises where the Goods.

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

"Port to Port Shipment" arises where the Place of Receipt and the Place of Delivery pre not indicated on the tran of hills Bill of Lading does not in the nomination of the Place of Receipt and the Place of Receipt or the Place of Paceipt or the Place of Delivery in the results of nominisation of the Place of Receipt or the Place of Paceipt or the Place of Delivery in the result of the place of positivery or the front hereof specify any place or apon within the area of the positive to nominisation.

of Recipil or the Place of Delivery on the front hereot speciny any place of special area of the port is no nominated.

This pure the provisions of the International Convention for Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.
This pue-Vistry Rules' means the Higgue Rules as amended by the Protocol signed at Brussels on 25th August 1924.
TOCIGNA** means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936.

TOCIGNA** means the Carriage of Goods by Water Act 1936 of Canada.

TOCIGNA** means the Carriage of Goods by Water Act 1936 of Canada.

"Charges" includes freight and all expenses and money ususpanses and about the Merchant.

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

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

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

Sturred includes investigation and a student of the composition of the Carrier's applicable Tariff, if any, are incorporated herein Copie provisions are obtainable from the Carrier or his agent tupon request or, where applicate a government body with whom the Tariff has been filed. In the case of inconsistency this Bill of Lading and the applicable Tariff, this Bill of Lading shall 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.

A NEGOTIABILITY AND TITLE TO THE GOODS

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

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

(1) The Carrier shall be entitled to sub-contract on any terms the whose or any purchase (1) The Carrier's chair shall be entitled to sub-contract on any terms the whose or any purchase (2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatsoever, other than the Carrier, lockling, but not limited to, the Carrier's servants or against, any independent contractor and his servants or against, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or vessel any liability whatsoever in connection with the Goods or the Carriage, and if any claim or allegation should nevertheless be made to defend, indemnify and held hamtess the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in retriengling into this contract the Carrier to the extent of these provisions, does so not only on his own behalf but also as agent or instea for such persons and vessels and to this extent be or be deemed to be parties to this contract.

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

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

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

CARRIER'S RESPONSBILITY

(1) CLAUSE PARAMOUNT

(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-Rules parameters are subjected to the Hague Rules or any legislation making such Rules or the Hague-Rules parameters are subjected by the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague-Rules for OCSSA or COGWA it this Bill of Lading is subject to U.S. or Carriadian lave respectively shall apply to the carriage of Goods by Inland waterways and reference to carriage by sea in such Rules or registration of the Hague-Rules or applicable experience of the Hague-Rules or the Hague-Rules or depletion of the Hague-Rules or the Hague-Rules or depletion of the Hague-Rules of the Hague-Rul

[2] PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during loading not the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage even though Charges for the whole Carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, storage, 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 with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

(M. COMBINENT TRANSPORT

the terms in this Bill of Lading.

(3) COMBINED TRANSPORT

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

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

(7) 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 loss or damage occurred at sea or, if there was no carriage by sea, under the Hague Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively).

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

Where under (i) above, the Carrier is not liable in respect of some of the factors causing the loss or damage, he shall only be fable to the extent that those factors for which he is fable have contributed to the loss or damage. Subject to 64(f) below, where the Hague Fulke or any legislation applying such Rules or the Hague-Visthy Pulas (such as COGSA or COGWA) is not compulsorily applicable, the Carrier's liability shall not exceed USS2.00 per tiol or the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lease.

The value of the Goods lost alter and the delivery to the Merchart or at the place and time or delivery to the Merchart or at the place and time or delivery to the Merchart or at the place and or the value of the current market price by reference to the normal value of Goods of the same kind and qualify, at such place and time.

Where the stage of Carriage where the loss or damage occurred can be vect:

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

- rnational convention or national law of the country which provisions, 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 damage occurred and had received as evidence thereof any particular document which must be issued in order to make such international convention.
- ment which must be issued in carder to make such international convention or national law applicability, with respect to the transportation in the United States of America or in Canada to the Port of Clading or from the Port of Discharge, the responsibility of the Canifer shall be to procure transportation by carriers (one or more) and such transportation by carriers (one or more) and such transportation shall be subject to the infland carriers' contracts of carriers 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 \$G(N/4) above.

 GENERAL PROVISIONS.

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

of the transport. (B) Packaga or Shipping Unit Limiation

of the transport.

(B) Package or Shipping Unit Limitation
Where the Hague Rules or any legislation making such Rules compulsorily applicable
(such as COGSA or COGWA) to this Bill of Lading apply, the 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 imitation as laid down by such Rules or
legislation. Such imitation amount according to COGSA is US\$500 and according to
COGWA is Can \$500. In or limitation amount is applicable undersuch Rules or legislation,
the limitation abantal be US\$500.

(C) Ad Valorem: Declared Value of Packaga 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 the Goods tor
shipment, such higher value being inserted on the front of this Bill of Lading in the space
provided and, if required by the Carrier's lability, farry, shall not exceed the declared value, and the Goods shall exceed such declared value, the value shall nevertheless be deemed to
be the declared value and the Carrier's lability, farry, shall not exceed the declared value
and any partial loss or damage shall be adjusted pro rate on the basis of such declared
value.

and any partial loss or damage snati be aquisted under the state of th (E) Rust, etc.

(F) Bust, etc.

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

(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 ot, or damage to, the Goods, in findeating 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 outsoft, of the person entitled to delivery thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

(G) Time-bar

the loss or damage is not apparent, memory (C). Time-bar, (C) is the control of the Carriershall be discherged of all fliability unless suit is brought in the proper forum and written notice thereof received by the Carrier within twelve months after delivery of the Goods or the date when the Goods should have been cellevered. In the event that such time period shall be found contrary to any convention or law small subsidies which period prescribed by such convention or law shall then apply but in that circumstance—b.

MERCHANT'S RESPONSIBILITY

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereof are lumished by the Merchant and the Merchant warrants to the Carner that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, contributions, and was a control of the water correct.

(2) The Merchant shall comply with all applicable laws, regulations and requirements of cattoms, port and other authorities and shall beer and pay all duties, taxes, fines, imposts, expenses and losses incurred orsulfered tyreason 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 liable to damage any property or person whatsoever shall be tendered to the Carrier for Carriage without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles and so as to cormply with all applicable laws, regulations and requirements. If any such articles and so as to cormply with all applicable laws, regulations and requirements. distinctly marked on the outside so as to indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the articles are are liabilist to become of a diargerous, inflammable ordamaging nature, the same may at anytime be destroyed disposed of, abandoned, or endered harmless without compensation to the Marchant and without prejudice to the Carrier's right to Chauges.

(5) The Merchant shall be fabilist for the loss, damage, containmation, solling, detention or denumage before, during and after the Carriage of property (including, but not limited to, Containers) of the Carrier or any person or vesses (other than the Merchant) referred to in 5(2) above caused by the Merchant or any person acting on his behalf or for which the Merchant is otherwise responsible.

is three was responsible.

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

CONTAINERS

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

rer Goods.

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. If a Container has been stuffed by or on behalf of the Mexicant, the Carrier shall not be liable for loss of or damage to the Goods, caused by the manner in which the Container has been stuffed; caused by the unsuitability of the Goods for carriage in Containers; caused by the unsuitability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only apoly if the unsuitability or defective condition areas (a)

max where the Contrainer has been supplied by or on perial or the Currier, mis paragraph (ii) shall only apply it the unsuitability or defective condition arises (ii) without any want of due difigence on the part of the Currier or (b) would have beer apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffled; if the Continer or the Currier of the Currier of the Currier of if the Container is not sealed at the commencement of the Carriege except where

(iv) if the Container is not sealed at the commencement of the Garriage except where the Garrian has agreed to seal the Container.
(B) the Marchant shall defend, indemnity and hock hamless the Carrier against any loss, damage, claim, islabilly or expense whatsoever arising from one or more of the matters overed by (A) above except for (A)(ii)(ii) above.
(i) 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 qualify.

TEMPERATURE CONTROLLED CARGO

9. IEMPERATURE CONTROLLED CARGO (1) The Merchant understakes 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 Bild Lading fit this Bild of Lading has been propered by the Mechant or a preson acting on his behalf) of their nature and particular temperature range to be maintained and in the case of

a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its themostatic controls have been properly set by the Merchant blofer except of the Goods by the Carrier. If the above requirements are not complied with the Cernier shall not be liable for any loss of or damage to the Goods caused by such non-compliance.

(2) The Carrier shall not be liable for any loss of or damage to the Goods ansing from

of or

w./ The Counter shall not be liable for any loss of or damage to the Goods arising for defects, derangement, breakdown, stoppage of the temperature controlling machinery, plin insulation or any apparatus of the Container, provided that the Carrier shall before or at beginning of the Carriage exercise due diligence to maintain the refrigerated Container in afficient shale.

10. INSPECTION OF GOODS

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

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

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

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

circumstances.

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

12. METHODS AND ROUTE OF TRANSPORTATION

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchart use any means of transport or storage whatsoever, load or cany the Goods on any vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another including transhipping 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 stutted in or on a Contrainer and forward the same in any manner whatsoever, proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised note) and proceed to or stay at any place whatseever once or more often and in any orders load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof as the intended Port of Loading or intended Port of Dischargel; comply with any orders or recommendations given by any government or authority or yet person or body exiting or propring to act as or on behalf of such government or authority or having turder 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 pilots, to low or be towed or to be diy-docket; permit the vessel to proceed with or without pilots, to low or be towed or to be diy-docket; permit the vessel to proceed with or without pilots, to low or be towed or to be diy-docket; permit the vessel to carry warfles stores and sail armed or unarmed.

(2) The therefies set out in (1) above may be invoked by the Carrier for any purposes and the process of the process o

13. DECK CARGO (AND LIVESTOCK)

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

(2) Goods forcibeing 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 sociared (and blestock, whether or not carried on deck) are carried without responsibility on the part of the Cerrier for loss or damage of whatsoever nature arising during carriage by sea or instand watersway whether caused by unassworthiness or negligence or any other cause whatsoever. The Merchant shall defend, Indemnifyand hold harmlessthe Carrieragalinstal and any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

14. DELIVERY OF GOODS

14. DELIVERY OF GOODS

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

15. BOTH-TO-BLAME COLLISION
If the vessel on which the Goods are carried (the carying vessel) comes into collision with any other vessel or object (the non-carying vessel or object) as a result of the negligence of the non-carying vessel or object, the Merchant undertakes to defined, includingly and harmless the Carrier against all claims by or idability to (and any expense arising therefrom any vessel or person in respect of any loss of, or damage to, or any object with whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object or the owner of, chartered of or person responsible for the non-carrying vessel or object and set-off, recoupled or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or object and set-off, recoupled or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or of charterers.

vessel or her owners or charterers.

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the Yor/Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by BIMCOS to be considered as incorporated herein and the Morchant 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 chileration to take a reason and the carrier and the surface of the carrier and the surface and the carrier and the surface and the sur

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

17. CHARGES

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

shall be paid and non-returnable in any event.

(2) The Charges have been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reveigh, remeasure and revalue the Goods and the patriculars 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 to establishing the correct particulars.

All Charges shall be paid without any set-off, counter-claim, deduction or stay of securities.

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

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

20. PARTIAL INVALIDITY

EW. PAHTIALINVALIDITY

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

Shipper B/L No. 33010793 ROCKWOOL B.V. LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU 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) BRAKES INDIA PVT. LTD. for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR 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. Port of loading For delivery please apply to: Vessel name/vovage no XIN LIAN YUN GANG/098E ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) NO 338 OLD NO 165 LOTUS COURT, III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B Port of discharge Place of delivery 600001 CHENNALINDIA CHENNAI, INDIA Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 9389976 DELIVERY NO.: 33819333 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS® RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2.500,00 KGS CIP CHENNAI PORT * BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	4.800

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 21-02-2023	FPS Famous	Pacific Shipping
THE THE				~	PAUL BRANDS
Laden on board th	ne vessel	No. of original(s) B/L 3/3	3	1	
ICS B/L			ORIGINAL	B	
21 Feb	2023				10 An
Original Ship	oped on board	21-02-2023		As Agent	
,	•			FAMOUS PA	CIFIC 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.

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

*Goods' includes the cargo supplied by the Merchant and includes any Confainer not supplied by or on behalf of the Garrier.

*Container' includes any confainer, trailer, transportable tank, lift van, fat, pallel or any similar article of transport used to consolidate goods.

*Carriage" means the whole of the operations and services undertaken or performed by or on behalf of the Carrier mespect of life Coods.

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

"Combined Fransport" arises where the varrage called the Place of Delivery are a Port to Port Shipment.

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

'Hague Rules' means the provisions of the International Convention for Unification of certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924, 'Hague-Vksby Rules' means the Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1968. 'COGSA' means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936. 'COGWA' means the Carriage of Goods by Water Act 1936 of Canada. 'Charges' includes freight and all expenses and money obligations incurred and payable by the Merchant.

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

2. CARRIER'S TARIFF

2. CARRIER'S TARIF The provisions the Carrier's applicable Tairff, if any, are incorporated herein Copieso (such provisions a menotharinable from the Carrier or his agenst upon request or, where applicable, from a government body with whom he Tairff has been filed. In the case of inconsistency between this Bill of Lading and the applicable Tairff, this Bill of Lading shall prevail.

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

wro nas a present or nurue interest in the Goods.

4. NEGOTIABILITY AND TITLE TO THE GOODS.

(1) This Bill of Lading stall 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 hereind excetched.

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

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

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

(2) The Merchant undertakes that no claim or allegation shall be made against any pass or any seased whatsoever, other than the Carrier, including, but not limited to, the Carrier's servants or agents, and all others by whom the whole or any part of the Carriage, whether directly or inclinding by procured, performed or undertaken, which imposes or partnerpts to impose upon any such person or vessel any liability whatsoever in connection with the Goods or the Carriage; and if any dain or allegation should nevertheless be made to defend, indemnify and hold harmiess the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and exsest shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in entering into this contract the Carrier, to the extent of these provisions, does so not only on his own behalf but also as agent or fursier for such persons and vessels ashall not exceed the Carrier as its out to be contract the Carrier as its out to be contract to the carrier as its out.

be parties to this contract.

(3) The Merchant shall defend, indemnity and hold harmiess the Cerrier against any claim or liability (and any expense arising therefrom) arising from the Cerriege of the Goods insofer as such claim or liability exceeds the Cerrier's liability water this Bill of Leding.

(4) The defences and limits of liability provided for in this Bill of Leding, abril 1 apply in any action against the Carrier's Metern the action to Bound in Contract or in Tort.

6.

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(1) 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-Maye Rules computed in applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (COGSA or COGWA) it this Bill of Lading is subject to U.S. or Canadian law respectively shall paphy to the carriage of Godos by Inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include reference/oriental waterways. Hand to the sextent that the provisions of the Harer Act of the United States of America 1883 would otherwise be compulsorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of the Newset Hand Carrier's responsibility shall instead be determined by the provisions of 6(§b) below. With teach provisions are found to be invaled such responsibility shall be subject to COGSA.

(8) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all limitations of and exclusions from liability and all rights conferred or authorised by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any provisions or Sections4281 to 4287, inclusive, of the Revised Statutes of the United States of America) and without prejudice to the generality of the foregoing of America and amendments thereto and where applicable the vessel(s) on which the CARRIER'S RESPONSIBILITY
(1) CLAUSE PARAMOUNT of the United States of America) and without prejudice to the generality of the foregoing also any law, statute or regulation available to the Owner of the vessel(s) on which the

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

[2] PORT TO PORT SHIPMENT
The responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vessel up to and during dischange from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other matter airsing during any other part of the Carriage even though Changes for the whole Carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to 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 from the vessel without responsibility for any act or ormsson 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 whatsoever including terms as such agent entar the terms in this Bill of Lading.

(2) COMBINED TRANSPORT

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

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

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

or damage occurred as see up in unit and in the control of the Rules (or COSAS or COSAWA it this Bill of Lading is subject to U.S. or Canadian taw respectively). Where under 0) above, the Carrier is not liable in respect of some of the factors causing the loss or damage, he shall only be 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 14-gour Rules or any legislation applying such Rules or the Rules of Rules of Rules of the Rules of Rules

proved:
(i) the liability of the Carrier shall be determined by the provisions contained in any

- rnational convention or national law of the country which provisions, 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 Carriege 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:
- national law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the infland carriers' contracts of carriege and tarrifs and any law compulsorily 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 6(3)(A) above.

 GENERAL PROVISIONS

(a) GENERAL PROVISIONS (A) Delay, Consequential Loss save as otherwise provided horoin, 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 howoever caused. Without prejudice to the foreigning, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage.

Packaga or Shipping Unit Limisting

(S) Packaga or Shipping Unit Limietion
Where the Hague Rules or any legislation making such Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a declared value has been noted in accordance with (C) below, be or become liable for any loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit limitation as laid down by such Rules or eligislation. Such limitation amount according to COGSA is 185500 and according to COGMA is Can \$500. In a limitation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500.

(C) Ad Valorem: Declared Value of Packaga or Shipping Unit The Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier of the Goods for shippens, and the complex of the Codd in the

The work shipping unit "shall make a character of the work of the shipping unit to the shipping unit stated or the shipping unit stated or the shipping units stated or the face of this Bill of Lading in the box provided shall be deemed 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 liebility per package or shipping unit provided in any international convention or national law relating to the carriage of Goods by see. Except as a ploresid 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 trespective of the weight or measurement unit employed in calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto shall be the limitation provided in such convention or law which may be applicable, and in no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk and treatment of the magnetic than the shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

(F) Rust, etc.

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

(F) Notice of Loss or Damage

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

trie does or dathage is not apparent, winnin tries consecutive days unersained.

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7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, concition, 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 duries, taxes, fines, imposts, expenses and issessincured or surferred by reason thereof only 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 regulements which may be application.

(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 regulements which may be application.

(3) The Merchant the Carrier expension of the control of the Carrier of the Carrier for Carriage without the Carrier's express consent in writing and without the Carrier's express consent in writing and without the Control of the Carrier for Carriage without the Carrier's express consent in writing and without the Control of the Carrier's regulations and requirements. If any such articles and so as to doomly with all applicable laws, regulations and requirements. If any such articles and so as to doomly with all applicable laws, regulations and requirements. If any such articles and so as to doomly at anytime bedestroyed disposed of, abundoned, or reddered the upfalion of the Carrier and the Carrier and the Carrier and without the Carrier and the Carrier when the carrier and without prejudice to the Carrier in the topinion of the carrier and the Carrier and the Merchant and wi

is otherwise responsible.

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

8. CONTAINERS

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

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

(2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant, whether supplied better or shar for 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 tables for loss of or damage to the Goods.

(acused by the manner in which the Container has been stuffed,

(acused by the unsuitability of the Goods for carriage in Containers;

(acused by the unsuitability of the Goods for carriage in Containers;

(acused by the unsuitability of the Goods for carriage in Containers;

(b) acused by the unsuitability of the Goods for carriage in Containers;

(acused by the unsuitability of the Goods for carriage in Containers, this paragraph (ii) shall only apply if the unsuitability or deflective 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;

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

(5) the Merchant shall defend, indemnity and hold harmless the Carrier against any loss, camage, claim, fability or express whatsoever ansing from one or more of the matters covered by (4) above except for (Alijii)) above.

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

9. TEMPERATURE CONTROLLED CARGO
(1) The Merchant undertakes not to nonder for transportation any Goods which require temperature control whitbut prevolucily giving written notice (and filing in the box on the front of this Bill of Lading it this Bill of Lading has been prepared by the Merchant or a person acting on this behalf) of their nature and particular temperature range to be maintained and in this 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 Gonds have been properly shiffed in the Container and that its thermostatic controls have been properly set by the Merchant before receipt of the Gonds 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 Gonds assued by such non-compliance.

(2) The Carrier shall not be liable for any loss of or damage to the Goods assing from defects, decarpement, breakforw, 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 reingersted Container in an efficient static.

10. INSPECTION OF GOODS

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

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

11. MATTERS AFFECTING PERFORMANCE

(1) It are you time the Carriegia is or is likely to be affected by any hindrance, risk, delay, difficulty or disactwantage of any lend flinculing the condition of the Goods, whenever and hovesever arising fivelether or not the Carriegia has commenced the the Carrier may:

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

(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carrier's right subsequently to abandon the Carriage and the Merchant shall be arritted to full Charges on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

circumstances.

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

12. METHODS AND ROUTE OF TRANSPORTATION

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever, load or carry the Goods on any vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another including transpliping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatstoaver, at any place unpack and remove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever, proceed at any speed and by any notice in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever once or more often and in any orders (load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof as the intended Port of Loading 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 government are 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 places, and sail armed or unamed.

(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 shall be deemed to be within the contractual Carriage and shall not be a deviation of whatsoever nature or degree.

13. DECK CARGO (AND LIVESTOCK)

13. DECK CARGO (AND LIVESTOCK)

13. DECK CARGO (AND LIVESTOCK)

(1) Secost of any description whether containerised or not may be stowed on or under dock without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (briter than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Fultes or any legislation making such Rules or the Hague-Vesty Pules 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 Nessock, whether on not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatseever nature arising during carriage by sea or infain waterway whather caused by unsayworthiness or negligence or any other cause whatsoever. The Merchantshall defend, Indemnifyand hold harmlessthe Carrierragalinstall and any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

1) ELEVERY OF GOODS

14. DELIVERY OF GOODS

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

15. BOTH-TO-BLAME COLLISION

If the vessel on which the Goods are carried (the carrying vessel) comes into collision with any toler 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, charleter of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defent, indemnity and hormless the Center against all claims by or liability (and any expense ansing therefrom any vessel or person in respect of any loss of, or darrage to, or any claim whatscever of the Merchant paid or payable in the Merchant paid or payable or charters.

18. GENIREAL AMERICACE

18. GENIREAL AMERICACE

18. GENIREAL AMERICACE

18. GENIREAL AMERICACE

vessel or her owners or charterers.

18. GENERAL AVERAGE

(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules or 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by BIMCO to be occasioered as incorporated nerich 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 thereform) of a General Average anature which may be made on the Carrier and hall provide such security as may be required by the Carrier in this connection.

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

security for centeral warrage commonitions due to the Nement.

7. CHARGES

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

(2) The Charges have been calculated on the basis of cardiculars furnished by or on behalf of the Alerchant. The Carrier shall be entitled to production of the commercial invokes for the Goods or true copy thereof and to inspect, revelgh, remeasure and revalue the Goods and if the particulars are found by the Carrier to be incorrect the Alerchant shall pay the Carrier to be incorrect the Alerchant shall pay the Carrier to be incorrect the Merchant shall pay the Carrier to be incorrect the Alerchant shall pay the Carrier to be incorrect the Alerchant shall pay the Carrier to be admissibly in the correct particulars.

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

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

19. WARIATION OF THE CONTRACT
No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such valvier or variation is in writing and is specifically authorised or retified 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. PAH IALINVALIDITY If any provision in this Bill of Lading is held to be invalid or unenforceable by any courl or regulatory or self regulatory agency or body, such invalidity or unenforceablity shall attach only to such provision. The validity of the remaining provisions shall not be affected thereby and this Bill of Lading contract shall be carried out as if such invalid or unenforceable provi-sion were not contained herein.

B/L No. 33010793 Shipper ROCKWOOL B.V. LAPINUS FAMOUS PACIFIC LINES INDUSTRIEWEG 15 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU 600 006 CHENNAL 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. 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. Vessel name/vovage no. Port of loading For delivery please apply to: XIN LIAN YUN GANG/098E ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) NO 338 OLD NO 165 LOTUS COURT , III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B 600001 CHENNAI INDIA Port of discharge Place of delivery CHENNAI, INDIA Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 9389976 DELIVERY NO.: 33819333 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS® RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2.500,00 KGS CIP CHENNAI PORT * BIIMPORTS@BRAKESINDIA.CO.IN		2575.000	4.800

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 21-02-2023	FPS Famous Pacific Shipping
Laden on board to	ne vessel	No. of original(s) B/L 3/3	3	
				As Agent
Copy Shipped on board 21-02-2023				FAMOUS PACIFIC LINES

B/L No. 33010793 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) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR GSTNO:33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated 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. Port of loading Vessel name/voyage no. For delivery please apply to: XIN LIAN YUN GANG/098E ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) NO 338 OLD NO 165 LOTUS COURT, III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM

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Prepaid	Collect	Payable at	Place and date of issue	N-2
FREIGHT PREPAID		ORIGIN ROTTERDAM 21-02-2023		FPS Famous Pacific Shipping
Laden on board to	he vessel	No. of original(s) B/L 3	/3	
				As Agent
Copy Shipp	ed on board	FAMOUS PACIFIC LINES		

B/I No. 33010793 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) 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, exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This SHOLINGUR GSTNO:33AAACB2533Q1ZP 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. Port of loading For delivery please apply to: Vessel name/voyage no. XIN LIAN YUN GANG/098E ROTTERDAM, NETHERLANDS TOTAL TRANSPORT SYSTEMS LTD (CHENNAI) NO 338 OLD NO 165 LOTUS COURT, III FLOOR, GST # 27AACCC4715B1Z6. PAN #AACCC4715B Port of discharge Place of delivery 600001 CHENNAI INDIA CHENNAI, INDIA Tel:(91-44) 40441500 Email: SAMI.H@CHN.CPWORLDINDIA.COM

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Laden on board t	he vessel	No. of original(s) B/L 3/3		
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Copy Shipped on board 21-02-2023				FAMOUS PACIFIC LINES

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Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 21-02-2023	FPS Famous Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/3	3	
				As Agent
Copy Shipp	ed on board 2	21-02-2023		FAMOUS PACIFIC LINES

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FREIGHT PREPAID		ORIGIN	ROTTERDAM 21-02-2023	FPS Famous Pacific Shipping
Laden on board the	e vessel	No. of original(s) B/L 3/3	3	
				As Agent
Copy Shippe	d on board	21-02-2023		FAMOUS PACIFIC LINES



INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

Invoice no. / date:

Order no. / date:

Your reference: Contactperson:

Material description

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

163905870 / 07.02.2023

9389976 / 10.01.2023

INDIA

5700003358

Corina Hendriks

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Unit

Page 1 / 1

ROC WOOL B.V.
P.O Box 1160
6040 Ke Roermond

Unit

The Netherlands

Number Quantity Price Amount

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508 2.500,00 2.500,00 2.464,56 6.161,40 KG KG 1.000 KG

Unit

Stat. No.: 68061000

Delivery No/Date: 33819333 / 03.02.2023

Container Number: kenteken:

Country of origin: NL

Freight Cost 909,00

 Amount excl. VAT
 7.070,40

 Output Tax
 0,00 %
 0,00

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

EUR 7.070,40

Delivery date: Terms of delivery: Payment term: 03.02.2023 -CIP Chennai Port 60 days net

Gross/Nett weight: Transp. volume:

2,575 / 2,500 KG 7,500 M3 **Delivery address: 15577** Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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



INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

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Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

Ordered by: 15577
Brakes India Pvt. Ltd.
IEC Number 0488001382
biimports@brakesindia.co.in
PAN NO. AACB2533Q
Sholingur GST: 23AAACB2533Q

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Invoice no. / date: 163905870 / 07.02.2023 Page 1 / 1
Order no. / date: 9389976 / 10.01.2023

Your reference: 5700003358
Contactperson: Corina Hendriks

ROCK FOOL B.V.
P.O. 80x 1160
6040/KD Roermond
The Netherlands

 Item
 Material
 Number
 Quantity
 Price
 Amount

 Material description
 Unit
 Unit
 Unit

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508 2.500,00 2.500,00 2.464,56 6.161,40 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33819333 / 03.02.2023

Container Number: kenteken: Country of origin: NL

Freight Cost 909,00

 Amount excl. VAT
 7.070,40

 Output Tax
 0,00 %
 0,00

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

EUR 7.070,40

Delivery date: 03.02.2023 Terms of delivery: CIP Chennai Port
Payment term: 60 days net

Gross/Nett weight: 2.575 / 2.500 KG Transp. volume: 7,500 M3 Delivery address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

Rockwool B.V. | Industrieweg 15, 6045 JG Roermond, The Netherlands | Postbus 1160, 6040 KD Roermond, The Netherlands T: +31 (0) 475 35 35 | 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.



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

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

Invoice no. / date:

163905870 / 07.02.2023

Order no. / date:

Your reference:

9389976 / 10.01.2023 5700003358

Contactperson:

Corina Hendriks

Item Material Number Quantity Price Amount
Material description Unit Unit Unit

Page 1 / 1

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508 2.500,00 2.500,00 2.464,56 6.161,40 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33819333 / 03.02.2023

Container Number: kenteken:

Country of origin: NL

Freight Cost 909,00

 Amount excl. VAT
 7.070,40

 Output Tax
 0,00 %
 0,00

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

EUR 7.070,40

Delivery date: Terms of delivery: 03.02.2023 -CIP Chennai Port

Payment term:

60 days net

Gross/Nett weight:

2.575 / 2.500 KG

Transp. volume:

7,500 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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



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: 33AAACB253

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA





Invoice no. / date: 163905870 / 07.02.2023 Page 1 / 1

Order no. / date: 9389976 / 10.01.2023

Your reference: 5700003358
Contactperson: Corina Hendriks

 Item
 Material
 Number
 Quantity
 Price
 Amount

 Material description
 Unit
 Unit
 Unit

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508 2.500,00 2.500,00 2.464,56 6.161,40 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33819333 / 03.02.2023

Container Number: kenteken:

Country of origin: NL

Freight Cost 909,00

 Amount excl. VAT
 7.070,40

 Output Tax
 0,00 %
 0,00

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

EUR 7.070,40

Delivery date: 03.02.2023 Terms of delivery: CIP Chennai Port
Payment term: 60 days net

Gross/Nett weight: 2.575 / 2.500 KG Transp. volume: 7,500 M3 Delivery address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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



INVOICE

Invoice address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 bijmports@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

KWOOL B.V. permond vetherlands

Invoice no. / date:

163905870 / 07.02.2023

9389976 / 10.01.2023 Order no. / date:

Your reference: 5700003358 Contactperson: Corina Hendriks

Number Quantity Price Amount Material Item Unit Unit Unit Material description

Page 1 / 1

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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

2.464.56 6.161,40 2.500.00 2.500,00 29508 1.000 KG KG KG

Stat. No.: 68061000

Delivery No/Date: 33819333 / 03.02.2023

Container Number: kenteken:

Country of origin: NL

Freight Cost 909.00

Amount excl. VAT 7.070,40 0,00 % 0,00 **Output Tax**

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

EUR 7.070,40

03.02.2023 -Delivery date: Terms of delivery: CIP Chennai Port Payment term: 60 days net

2.575 / 2.500 KG Gross/Nett weight: 7,500 M3 Transp. volume:

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.



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

ROCKWOOL B.V.
P.O. Box 1160
6040 KI) Roermond
The Nemerlands

Invoice no. / date:

Order no. / date:

Your reference: Contactperson: 163905870 / 07.02.2023

9389976 / 10.01.2023

5700003358 Corina Hendriks

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

Page 1 / 1

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508 2.500,00 2.500,00 2.464,56 6.161,40 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33819333 / 03.02.2023

Container Number: kenteken:

Country of origin: NL

Freight Cost 909,00

Amount excl. VAT 7.070,40
Output Tax 0,00 % 0,00

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

EUR 7.070,40

Delivery date: Terms of delivery:

Payment term:

03.02.2023 -CIP Chennai Port 60 days net

Gross/Nett weight: Transp. volume:

2.575 / 2.500 KG 7,500 M3 Delivery address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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

Our ordernr : 9389976

Delivery nr : 33819333

Your ordernr: 5700003358

Container nr

Shipment nr.: 0007321358

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

A Lapinus

DETAILED PACKING LIST

	1300,00	
Dimensions in m per package	1000,000	
Dimens per p	1210,00 1000,00	
weight	2575,000	
Total gross weight per item kgs	8	
ght s	2500,000	
Total net weight per item kgs	250	
-	00	_
y per item 2 / kg	2500,00	
Total quantity per item in m ¹ /m ² /kg		
ckage g	1,00	
Contents per package in m ¹ /m ² /kg		
Conte	p	
umber ges	pallet 625 100 BAGS	
Type and number of packages	kg -pallet 625 100 BAGS	
Product and dimensions	B250, k	
Pro and din	Lapinus® RB250, bag 25	
	Lapir 25,0	

Date: 03-02-2023

PACKED ON 4 PALLETS

Rockwool Mineral Fibre

Kgs

2575,000

2500,000 Kgs

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 9389976

Delivery nr : 33819333

Your ordernr: 5700003358

Container nr :

Shipment nr.: 0007321358

India

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



DETAILED PACKING LIST

	1300,00			
Dimensions in m per package	1000,00			
Dimens per p	1210,00			
Total gross weight per item kgs	2575,000			
Total net weight per item kgs	2500,000			
Total quantity per item in m1/m2/kg	2500,00			
Contents per package in m ¹ /m ² /kg	1,00			
Type and number of packages	kg -pallet 625 100 BAGS			
Product and dimensions	Lapinus® RB250, bag 25 25,0			

Date: 03-02-2023

PACKED ON 4 PALLETS

Rockwool Mineral Fibre

Kgs

2575,000

2500,000 Kgs

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 9389976

Delivery nr : 33819333

Your ordernr: 5700003358

Container nr :

Shipment nr.: 0007321358

For: Brakes India Pvt. Ltd.

IEC Number 0488001382

India

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu



DETAILED PACKING LIST

	1300,00	
Dimensions in m per package	1000,00	
Dimens per p	1210,00	
weight kgs	2575,000	
Total gross weight per item kgs	52	
ght	2500,000	
Total net weight per item kgs	25(
tem	2500,00	
Total quantity per item in m ⁴ / m ² / kg	2	
Total qu in n		
ackage kg	1,00	
Contents per package in m ¹ /m ² /kg		
ŏ	5 Kg	
Type and number of packages	pallet 62 100 BAGS	
Type and of pac	kg -pallet 625 100 BAGS	
	bag 25	
Product and dimensions		
Pr and dii	apinus® RB250,	
	Lapir 25,0	

Date: 03-02-2023

PACKED ON 4 PALLETS

Rockwool Mineral Fibre

Kgs

2575,000

2500,000 Kgs

Rockwool B.V. Industrieweg 15

6045 JG Roermond / The Netherlands

Our ordernt : 9389976 Delivery nr : 33819333

IEC N Sholi

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

Your ordernr: 5700003358

Container nr:

Shipment nr.: 0007321358



DETAILED PACKING LIST

	1300,00	
Dimensions in m per package	1000,00	
Dimens per p	1210,00	
s weight n kgs	2575,000	
Total gross weight per item kgs	2	
± ,	2500,000	
Total net weight per item kgs	250	
oT _	00	
per item / kg	2500,00	
Total quantity per item in m1/m2/kg		
	1,00	
er package m²/kg	1,	
Contents per package in m1/m2/kg	ש	
nber s	5 625 K	
Type and number of packages	kg -pallet 625 kg 100 BAGS	
Тy	25 kg 0,	
40	bag ;	
Product and dimensions	RB250,	
and di	Lapinus® RB250, bag 25 25,0	
	Lapir 25,0	

Date: 03-02-2023

PACKED ON 4 PALLETS

Rockwool Mineral Fibre

Kgs

2575,000

2500,000 Kgs

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

Delivery nr : 33819333 Our ordernr : 9389976

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

Your ordernr: 5700003358

Container nr :

Shipment nr.: 0007321358

Lapinus[®]

DETAILED PACKING LIST

	1300,00	
Dimensions in m per package	1210,00 1000,00 1300,00	
Dimens per p	10,00	
weight Kgs	2575,000	
Total gross weight per item kgs	N	
ıht.	2500,000	
Total net weight per item kgs	250	
Ĕ	00	-
per item / kg	2500,00	
Total quantity per item in m ¹ /m ² /kg		
	1,00	
Contents per package in m ¹ /m ² /kg		
Content in m	<u>5</u>	
imber es	200	
Type and number of packages	kg -pallet 625 100 BAGS	
St	, bag	
Product and dimensions	RB250	
and c	apinus@ RB250, bag 25 25,0	
	Lapir 25,0	_

Date: 03-02-2023

PACKED ON 4 PALLETS

Rockwool Mineral Fibre

Kgs

2575,000

2500,000 Kgs

Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

For: Brakes India Pvt. Ltd. **Delivery nr** : 33819333

Our ordernr : 9389976

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382

631102 Tamil Nadu

India

Your ordernr: 5700003358

Container nr:

Shipment nr.: 0007321358



DETAILED PACKING LIST

	1300,00	
Dimensions in m per package	1000,00	
Dimens per pa	1210,00	
weight kgs	2575,000	
Total gross weight per item kgs	2	
¥.	2500,000	
Total net weight per item kgs	250	
E	2500,00	
Total quantity per item in m1/m2/kg	25(
Total qua		
ickage (g	1,00	
Contents per package in m ¹ /m ² /kg		
Cont	Б	
ımber es	et 625 BAGS	
Type and number of packages	Lapinus® RB250, bag 25 kg -pallet 625 25,0 0,1 100 BAGS	
_	25 kg	_
	bag (
Product and dimensions	RB250,	
Pr and di	inus® E	
	Lapi 25,0	

Date: 03-02-2023

PACKED ON 4 PALLETS

Rockwool Mineral Fibre

Kgs

2575,000

2500,000 Kgs



For attn of

Date

08-02-2023

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

9389976

Product:

Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty:

2.500 kg

Batch no. Batch Qty:

56981380 - 625 kg

Batch no. Batch Qty:

56981195 - 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 : 9-1-2023

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

1.

Prod. Date: 6-1-2023

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 (micron)		Limits (micron)	
		Min.	Max.	Min.	Max.
56981195		113,00	125,00	100	150

Batch no.	Shotcontent	Results (%wt)		Limits (%wt)
		Min.	Max.	Max.
56981195	Shot > 125 μm	0,56	0,95	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

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LF007/F03 / June 1994



Test report Date : 30-1-2023

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

1...

Prod. Date: 27-1-2023

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 (micron)		Limits (micron)	
		Min.	Max.	Min.	Max.
56981380		113,00	125,00	100	150

Batch no.	Shotcontent	Results Min.	s (%wt) Max.	Limits (%wt) Max.
56981380	Shot > 125 μm	0,47	0,74	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
			04 475 050077
Roermond	+31 475 353354	Customer Service	+31 475 353677

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LF007/F03 / June 1994