B/L No. 33019580 Shipper **ROCKWOOL B.V. LAPINUS** FAMOUS PACIFIC LINES INDUSTRIEWEG 15 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. A/C NO: 010130458989 The carrier, in accordance with and to the extent of the the provisions contained in this TAMIL NADU 600 006 CHENNAI, INDIA B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. SHOLINGUR 631102 TAMIL NADU INDIA IEC NUMBER: 0488001382, GSTNO: 33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO: AAACB2533Q, PHONE: +91 4172307768 exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS and in particular to the terms overleaf as if they were all signed by the merchant. This BIIMPORTS@BRAKESINDIA.CO.IN 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: ROTTERDAM, NETHERLANDS EMU LINES PVT. LTD (CHENNAI) AMOLIANI/IEX251E NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN Port of discharge Place of delivery AAACE3803E, GERALD@EMULINES.IN CHENNAI, INDIA 600 001 CHENNAI INDIA

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 9376392 DELIVERY NO.: 33782005 PO NO.: 5700003358		STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250.00 KGS DELIVERY TERMS: CIP CHENNAI		1287.500	2.363

Tel:91 44 25214407/08/09 Email: IMPORT CHENNAI@EMULINES IN

TOTAL PACKAGES: 2, TOTAL GROSS WEIGHT: 1287,500 KGS, TOTAL CBM: 2,363 LOADED INTO CONTAINER(S): TGBU5167418 WITH SEAL: CTG3004250 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGEES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 23-01-2023	FPS Famous Pacific Shipping	
Laden on board the vessel ICS B/L  23 Jan 2023		No. of original(s) B/L 3/3		a	PAUL BRANDS
			ORIGINAL	K	MO
Original Ship	pped on board	23-01-2023		As Agent	CIFIC LINES

# 1. DEFINITIONS

1. DEFINITIONS
"Carrier" means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed.
"Mechant" includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person having a present or lature interest in the Goods or any person eating on health of any of the above mentioned persons.

on behalf of any of the above mentioned presents.

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

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

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

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

"Port to Port Shipment arises where the Place of Receipt and the Place of Delivery are not indicated on the form of this Bill of Lading or if both the Place of Placeipt and the Place of Delivery indicated are ports and the Bill of Lading does not in the normination of the Place of Placeipt or the Place of Delivery or the form of the port of Placeipt or the Place of Delivery or the form of the Place of Placeipt or the Place of Delivery or the form of the Place of Placeipt or the Place of Delivery or the form of the Place of Placeipt or the Place of Delivery or the form of the Place of Placeipt or the Place of Delivery or the form of the Place of Placeipt or the Place of Delivery or the form of the Place of Placeipt or the Place of Delivery or the form of the Place of Placeipt or the Place of Delivery or the form of the Place of Placeipt or the Place of Delivery or the form of the Place of Placeipt or the Place of Delivery or the form of the Place of Placeipt or the Place of Delivery or the form of the Place of Placeipt or the Place of Placeipt or the Place of Delivery or the form of the Place of Placeipt or the Place of Delivery or the form of the Place of Placeipt or the Place of Delivery or the form of the Place of Placeipt or Placeipt or the Place of Placeipt or Place

of Receipt or the Piace of Delivery on the front hereof specify any place or spot within the area of the port so noministed.

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

"Hague-Vistry Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1986.
"COGSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1938.
"COGSWA" means the Carriage of Goods by Water Act 1936 of Canada.
"Changes" includes freight and all expenses and money obligations incurred and payable by the Merchant.

able by the Merchart.
"Shipping Unit" includes treight 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.
"Stuffer" includes filled, consolidated, packed, loaded or secured.

## CARRIER'S TARIFF

4. WARNITETS IAMIP The provisioned the Carrier's applicable Tariff, if any, are incorporated herein Copiesol such provisions are obtainable from the Carrier or his agenetupon request or, where applicable, from a government body with whom the Tariff has been filed. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

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

# NEGOTIABILITY AND TITLE TO THE GOODS This Rill of Lading shall be non-negotiable unless.

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

It small be negotiable and shall constitute this 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 avidence of the taking in charge by the Carrier of the Goods as herein described. However, proof to the contrary shall not be admissible when this Bill of Jading has been negotiated or transferred for valuable consideration to a third party acting in good faith.

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

5. CERTAIN RIGHTS AND IMMUNITIES FOR THE CARHELH AND UTHEN PERSON. (1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage.
(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessell whatsoever, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriage, whether directly or inclinictly, is procured performed or directicken, which imposes or attempts to impose upon any such person or vessel any liability whatsoever in connection with the Goods or the Carriage; and it any claim or allegation shate to be made to defend, indemnify and hold harmless the Carrier against all consequences thereof. Without projudice to the foregoing every such person are vessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in entering into this contract. the Carrier, to the extent these provisions, does so not only on his over behalf but also as agent or trustele for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to the contract.
(a) The Merchant shall defend, indemnify and hold harmless the Carrier as features as such claim or liability traced as its chairm's liability and the Carriage of the Goods insofar as such claim or liability traced is liability provided for in this Bill of Lading, all Lading, (4) The defences and limits of liability provided for in this Bill of Lading, (4) The defences and limits of liability provided for in this Bill of Lading, (5) CARRIER/ST ESSPONSIBILITY

# 6.

CARBIER'S RESPONSIBILITY

(A) Subject to dause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vases whether named herein or not shall have effect subject to dause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vases whether named herein or not shall have effect subject to the Hague Pules or any legislation making such Rules or the Hague-Nutsy Rules computation; applicable (such as COGAA or COGWA) to its Bill of Lading is subject to U.S. or Canadian law respectively shall apply to the carriage of Goods by inland waterways and reference to carriage by sain such Rules or registration of the Hague Rules (or COGSA or COGWA) it is Bill of Lading is subject to U.S. or Canadian law respectively shall apply to the carriage of Goods by inland waterways and reference to carriage by sain such Rules or registration of the Carriar's responsibility for the Goods during any period prior to loading on or after discharge from the vessel the Carriar's responsibility shall instead be determined by the provisions of 6(3) show, but if such provisions are found to be invalid such responsibility shall be subject to COGSA. (3) The Carrier's shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all limitations of and exclusions from lability and all rights conferred or authorised by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any the United States of America and amendments thereto and where applicable any provisions or sections4281 to 4287, inclusive, of the Period Statutes of the United States of America and amendments thereto and where applicable any provisions or the carriad.

(2) PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vessel up to and during discharge from the vessel and the Carriar shall

The responsibility of the Carrier is limited to that part of the Carriage from and during loading not the wessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whitescever 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 locating and subsequent to discharge of the Goods from the vessel without responsibility for any act or crassion wistoscever 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 Ladino.

[3] COMBINED TRANSPORT

the terms in this Bill of Lading.

(3) COMBINED TRANSPORT

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

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

(A) Where the stage of Carriage where the loss or damager occurred at series a fail to entitle 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 sac, under the Hague Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively).

or barriage bucumed at sea by in the wash to during by sed, other while helpful specified by a set of the while property of the same while the same while and qualify, at such place and time of 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 proved.

vec: 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 or damage occurred and had received as evidence thereof any particular occurrent which must be issued in order to make such international convention or

ment which must be issued in order to nake such international conventional remotional law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carriege and tariffs and any tax compositivy applicable. The Carrier guarantees the full liment of such inland carriers' obligations under their contracts and tariffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by \$43(A) above.

# by 6(3)(A) acove. GENERAL PROVISIONS

## Delay, Consequential Loss

yo usey, consequential Loss Save as otherwise provided herein, the Carrier shall in no circumstances be for direct, indirect or consequential loss or damage caused by delay or any other whatsoever and howscever caused. Without prejudice to the foregoing, if the Car-found label for delay, liability shall be limited to the freight applicable to the relevant

The district of the district o

The Carriers became value in reflecting or an improve on the Carriers and in the Carriers of t be the declared value and the Carrier's fiability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared

and any partial loss or durings shall be applicated prior as on the losse of socio-declared volue.

(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 stoted on the face of this Bill of Later on the box provided shall be deerned the number of packages or shipping units for the purpose of any limit of liability per package or shipping unit provided in any international convention or national law reliating to the carriage of Goods by soa. Except as a diresald the Container shall be considered the package or shipping unit. The words "shipping in "shall mean each physical unit or piece of cargo not shipped in a package, including articles or things of any description whatsoever, except Goods shipped in bulk, and irrespective of the weight or massurement 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 arriving herein be construed to be a waiver of limitation as to Goods shipped in bulk. ed in bulk

(E) Rust, etc

shipped in bulk.

[E] Rust, sto.

[E] Rust, st

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 finited to, or weight, content, measure, quantity, quality, condition, marks numbers and value are correct.

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

(2) The Merchant tradetables 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 sall 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 laisele to damage any property or person whatsoever shall be tendered in the Carriage or property or person whatsoever shall be tendered in the Carriage or the covering in which the Carrier's express consent in writing and without the Carrier the articles are crare liable to become of a dangerous, inflammable or damaging or which and the carrier are delivered to the Carrier's expression or expression or expression or expression, and the c

is otherwise responsible.

(6) The Merchant shall defend, indemnify and hold hannless the Carrier against any loss, damage, claim, liability or expense whatscever 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.

# 8. CONTAINERS

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

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

The terms of this Bill of Lading shall govern the responsibility of the Carrier in con-with 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. In a Container has been stuffed by or on behalf of the Merchant, 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 apply if the unsuitability or defective condition arose (a) without any want of due diligence on the part of the Carrier of (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed; if the Container is not sealed at the commencement of the Carriage except where the Carrier as a great of sealth the Containers.

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

(B) the Mechant shall delend, indemnify and hold harmless the Carrier against any loss, damage, claim, lisbility or expanse whatsoever arising from one or more of the matters covered by (A) above except for (A)(iii)(a) above.

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

TEMPERATURE CONTROLLED CARGO

(1) The Merchart undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filing in the box on the front of this Bill of Lacing if this Bill of Lacing in this Bill of Lacing if this Bill of Lacing in this Bill of Lacing if this Bill of Lacing in the Sill of Sill of

a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes that the Container has been properly per-cooled, that the Good's have been properly stuffed in the Container and that its theremostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrièr.

If the above requirements are not complied with the Carrier shall not be flable for any loss

of or

e above requirements are not complete own unit are summer because the sound of the control of th ion or any apparatus ing of the Carriage ex

# 10. INSPECTION OF GOODS

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

11. MATTERS AFFECTING PERFORMANCE
(1) If at any time the Camiage is or is likely to be affected by any hindrance, risk, delay, difficulty or clead-vantage of any kind (including 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 easonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem sate and convenient, whereupon the responsibility of the Carrier in respect of bush Goods safe cease;
(B) without prejudice to the Carriage's right subsequently to abandon the Carriage under (A) above, continue the Carriage.

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

urnstances.

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

# 12. METHODS AND ROUTE OF TRANSPORTATION

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 whatseevery load or cany the Goods on any vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another including transpipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoewer, at any place unpack and remove Goods which have been stuffed in or or a Container and forward the same in any manner whatsoewer, proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or outsomary or advertised route) and proceed to or stay at any place whatsoever once or more often and in any order; load or unload the Goods from any conveyance at any place whether or not the place is a port named on the front hereof as the intended Port of Dischargel; comply with any orders or recommendations given by any government or authority or having under the terms of the insurance on the conveyance employed by the Carrier for hight to give orders or directions; permit the vessel to proceed with or without pilots, to tow or be towed or to be dity-docked; permit the vessel to carry levestock, Goods of all kinds, dangerous or otherwise, contrabnd, explosives, munitions or warrike stores and sail armed or unarmed.

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

# 13. DECK CARGO (AND LIVESTOCK)

13. DECK CARGO (AND LIVESTOCK)

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

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

# 14. DELIVERY OF GOODS

14. DELIVERY OF GOODS
If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carmer is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part hereof is stuffed in or on a Container and to store the Goods or that part hereof shall on or an a Container and to store the Goods or that part hereof shalloner, and thereoff the Merchant. Such storage shall constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION
If the vessel or which the Goods are carried (the carrying vessel) comes into collision with
any other vessel or object (the non-carrying vessel or object) as a result of the negligence 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 or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemnity and hold barmless the Carrier against all claims by or liability to (and any expense arising thereform) any vessel or person in respect of any loss of, or damage to, or any olaim whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object and set-off, recouped or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

# 18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clauses as approved by SIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.
(2) Notwithstending (1) above, the Merchant shall defend, indemrify and hold harmless the Carrier in respect of any claim (and any expense arising thereform) of a General Average mature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.
(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merhant.

# 17. CHARGES

17. CHARGES
(1) Charges shall be deemed fully earned on receipt of the Goods by the Carner and shall be paid and non-returnable in any event.
(2) The Charges have been excluding on the basis of particulars furnished byer 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, evength, remeasure and revalue the Goods and if the particulars are found by the Carrier to be increment the Merchant shall pay the Carrier the correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier in eachblishing the correct particulars.
(3) All Charges shall be paid without any set-off, counter-claim, deduction or stay of execution.

# 18, LIEN

10. LiEM. The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average contributions to whomsoever due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and tat the Merchant? expenses and without any faithful youwdid the Merchant.

No servant or agent of the Carrier shall have power to walve or vary any of the terms hered unless such walver or veriation 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

sign in this Bill of Lading is held to be invalid or unenforceable by any court nows of the control o

B/L No. 33019580 Shipper **ROCKWOOL B.V. LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated.

The carrier, in accordance with and to the extent of the the provisions contained in this CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU 600 006 CHENNAI, INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as SHOLINGUR 631102 TAMIL NADU INDIA declared by the shipper but unknown by the carrier. IEC NUMBER: 0488001382, GSTNO: 33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO: AAACB2533Q, PHONE: +91 4172307768 exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS and in particular to the terms overleaf as if they were all signed by the merchant. This

B/L must be surrendered duly endorsed in exchange for the goods or delivery order. BIIMPORTS@BRAKESINDIA.CO.IN IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. Pre- carriage by Vessel name/voyage no. Port of loading For delivery please apply to: AMOLIANI/IEX251E ROTTERDAM, NETHERLANDS EMU LINES PVT. LTD (CHENNAI) NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC -- PAN Port of discharge Place of delivery AAACE3803E, GERALD@EMULINES.IN CHENNAI, INDIA 600 001 CHENNAI INDIA TAI-91 44 25214407/08/09 Fmail: IMPORT CHENNAI@FMULINES IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 9376392 DELIVERY NO.: 33782005 PO NO.: 5700003358		STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250.00 KGS DELIVERY TERMS: CIP CHENNAI		1287.500	2.363

TOTAL PACKAGES: 2, TOTAL GROSS WEIGHT: 1287,500 KGS, TOTAL CBM: 2,363 LOADED INTO CONTAINER(S): TGBU5167418 WITH SEAL: CTG3004250 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGEES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 23-01-2023	FPS Famous Pacific Shipping
17(217(12)				PAUL BRANDS
Laden on board th	he vessel	No. of original(s) B/L 3/3		
ICS B/L			ORIGINAL	B
23 Jan	2023		SKIOIIVAL	was
Original Shi	pped on board	23-01-2023		As Agent
				FAMOUS PACIFIC LINES

1. DEFINITIONS

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

"Merchant" includes the shipper, the consigness, the receiver of the Goods, the holder at this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person owning or sentitled to the possession of the Goods or any person acting on benalf of any of the above mentioned persons.

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

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

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

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

"Port to Port Shipment."

a Port to Port Shipment.

The Port to Port Shipment are seen the carriage caleed on by the local of causing a not a causing a not to Port to Port Shipment.

Port to Port Shipment are seen as where the Place of Reccipit and the Place of Oelivery are not indicated on the form of this Bill of Lading or if both the Place of Reccipit and the Place of Delivery are report and the Bill of Lading does not in the nonrieston of the Place of Delivery on the front interest specify any place or spot within the area are post and post of the Place of Delivery on the front interest specify any place or spot within the area are post of the Place of Delivery on the front interest specify any place or spot within the area are post placed in the post of the Place of Delivery on the form the post of the Place of Delivery in the post of the Place of Delivery in the Place of Deliver

CUCSA' means the Carmage or cooks by Sea Act of the Circles 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.

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.

Counted includes interest, and a content of the con

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

# NEGOTIABILITY AND TITLE TO THE GOODS

a. NESS JIABILITY AND TITLE TO THE GOODS (1) This Bill of Lading shall be non-negotiable unless made out "to order" in which evant it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described. (2) This Bill of Lading shall be prima face 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 RICHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS (1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of

CERTAIN RIGHTS AND IMMONITIES FOR THE CARHIER AND OF THEN PERSONS
(1) The Carrier shall be entitled to sub-contract or any terms the whole or any part of
the Carriage.
 (2) The Merchant underfalkes that no claim or allegation shall be made against any
person or vessel whatsoever, other than the Carrier, including, but not limited to, the Carriers
by whom the whole or any part of the Carriage, whether directly or indirectly, is procured
by whom the whole or any part of the Carriage, whether directly or indirectly, is procure
performed or undertalken, which imposes or afternights to impose upon any such person or
vessel any flability whatsoever in connection with the Goods or the Carriers, and if any claim
cased shall have the benefit of all provisions hereing that the foregoing every such person as
verse expressly for his benefit and in provisions herein benefiting the Carrier as if auch provisions
were expressly for his benefit and in entering into this contract the Carrier as the carrier as
here one of the Carrier as the contract. The Carrier as the contract
be parties to the Carrier and such persons and vessels shall to this extent to the extent of
the parties to the Carrier as in a contract of the Carrier as in any
contract the Carrier as the contract.
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# CARRIER'S RESPONSIBILITY

CARRIER'S RESPONSIBILITY

(A) Subject to clasus a 13 below, this Bill of Lading insofar as it relates to sea carriage by any vassal whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Niday Rules compulsorily applicable such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or COGSA or COGWA it this Bill of Lading is subject to U.S. or Comadan lave respectively shall apply to the carriage of Goods by Inland waterways and reference to carriage by seal in such Pulse or legislation shall be deemed incorporated herein. The Hague Rules (or COSSA or COGWA) is this Bill of Lading is subject to U.S. or Canadan lave respectively shall apply to the carriage of Goods by Inland waterways and reference to carriage by seal in such Pulse or religiation shall be deemed to include referencefolind waterways. If and to the extent that the provisions of the Harter Act of the United States of America 1883 would otherwise be compulsonly applicable to regulate the Carrier's responsibility for the Goods during any period prior to loading on or after discharge from the vested the such as the computer of th CLAUSE PARAMOUNT

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 Cerrier is limited to that part of the Carriage from and during leading not the vessel up to and during discharge from the vessel and the Carrier shall not be risble for any loss or damage whatsoever in respect of the Goods or for any other matter arising curring 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 leading and subsequent to discharge of the Goods from the vessel without responsibility for any act or ornission whatsoever on the part of the Carrier and the Carrier may as such agent order into contracts with others on any strems whatsoever including terms less favourable then 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 ordeness to the Roads occurring from the time that the Goods are taken into his charge.

(3) COMBINED TRANSPORT Save as is otherwise provided in this Bill of Lading, the Carner shall be liable for loss of or damage to the Goods occurring from the time that the Goods are taken into his charge until the time of delivery to the extent set out below: (A) Where the stage of Carriage where the loss or damager occurred cannot be proved: (a) The Carrier shall be entitled to rely upon all exclusions from liability under the Ruiss or reigistation 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

Pulses (or COGSA or COGWA's If his Bill of Lading is subject to U.S. or Canadian law respectively).

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

(ii) Subject to (6)(C) below, where the Hages Pulses or any legislation applying such Pulse or the Hague Visby Pulses (such as COGSA or COGWA) is not computedly applicable, the Goods lost, damaged or in respect of which the dain arises or the value of such Goods, whichever is the leasest.

(iv) The value of the Goods shall be determined according to the commodity exchange price at the place and of the Codds shall be determined according to the commodity exchange price 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 or the same kind and quality, at such place and time.

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

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

international convention or national law of the country which provisions.

(a) cannot be departed from by private contract to the detriment of the Merchant, and (b) would have applied if the Merchant had made a separate and direct contract with the Canier 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;

mational 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' cohracts of carriege and tariffs and any law compulsority applicable. The Carrier guarentees 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.

(iii) Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by dis(iii) above.
(4) GENERAL PROVISIONS
(A) Delay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoover and howsoever caused. Without prejudice to the lorsogning, it he Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the transcent.

whatsoever and numbers of the dealth and numbers of the transport.

(B) Packaga or Shipping Unit Limietion
Where the Hague Rules or any legislation making such Rules compulsority applicable
(such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a
declared value has been noted in accordance with (C) below, be or become liable for any
loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit limitation as laid down by such Rules or
legislation. Such limitation amount according to COGSA is 10 units 10 units

COGWA is Can \$500. If no limitation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500. [C] Ad Velorem: 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 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 exceed such declared value, the value shall nevertheless be deemed to be the declared value and any partial loss or damage shall be adjusted pro rate on the basis of such declared 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 liability per package or shipping unit provided in any international
convention or national law relating to the carriage of Goods by see. Except as aforeseld
the Container shall be considered the package or shipping unit.

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

(E) Rust, etc.

It is agreed that suportical open or shipped in bulk.

It is agreed that superficial rust, exidation or any like condition due to moisture, is not

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

(F) Notice of Loss or Damage
The Carrier shall be deemed prima facle 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 writing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

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

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, condition, 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, controllion, 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, lines, imposts, expenses and losses-incurred routifiered by reason thereof orby measure of anyllegal, incorrect or insufficient marking, numbering or addressing of the Goods.

(3) The Merchant undestdases 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 dramaging or which are or may become flable to darriage any topography or person whatsover shall be tendered to the Carrier for Carriage without the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles are delivered to the Carrier which ut such written consent and marking or if in the opinion of the Carrier the articles are or are liber to become of a dangerous, inflammable ordinanging nature, the same may at anytime bedestroyed disposed of, abandoned, or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's right to Charges.

(6) The Merchant shall be liable for the loss, damage, contamination, solling, detertion or demurrage before, during and after the Carrierge of property friendling, but not filmed to, Containers's of the Merchant shall be liable for the loss, damage, contamination, solling, detertion or demurrage before, during and after the Carrierge of property finduling, but not filmed to, Containers's of the Merchant shall be lia

is otherwise responsibile.

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

8. CONTAINERS

(1) Goods may be stuffled by the Carrier in or on Containers and Goods may be stuffled by the Carrier in or on Containers and Goods may be stuffled the through the Carrier in connection with or arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.

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

(4) the Carrier shall not be liable for loss of or damage to the Goods.
(a) caused by the manner in which the Container has been stuffed;
(ii) caused by the unsulfability of the Goods for carriage in Containers;
(iii) caused by the unsulfability 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 spot) if the unsulfability or defective condition are condition are carried to the container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only spot) if the unsulfability or defective condition are for the container has expenditured to the Carrier or (ii) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

apparent upon reasonable inspection by the Marchant at or prior to the time when the Container was suffect, (iv). If the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seet the Container.

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

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

## TEMPERATURE CONTROLLED CARGO 9.

9. TEMPERATURE CONTROLLED CARGO (1) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice fard filing in the tox on the front of this Bill of Lading if 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 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.

before receipt of the Goods by the Carrier.

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

(2) The Carrier shall not be liable for any loss of or damage to the Goods arising from defects, derangement, breakform, 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 state.

# 10. INSPECTION OF GOODS

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

# 11. MATTERS AFFECTING PERFORMANCE

11. MATTERS AFFECTING PERFORMANCE
(1) If at any time the 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), whenseever and howsoever arising (whether or not the Carriage has commenced the the Carriary (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 sate 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.

(A) shows, continue the Carriage.
In any, swent the Carriage and the Macchant shall be entitled to full Charges on Goods received for Carriage and the Macchant shall pay 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 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 behall of such oment or authority.

any government or autionity or any person acoing or purporning to act as or on denair of such government or autionity.

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, transler 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, as not place trapset 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 route in his discretion (whether or not the nearest or most diffect or customary or advertised route) and proceed to or stay at any place whatsoever one or more often and in any order load or unload the Goods from any conveyance at any place (whether or not the locales 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 any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or

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

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

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

A. DELIVERY OF GOODS

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

# 15. BOTH-TO-BLAME COLLISION

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 delend, indemnity and hold
harmless the Carrier against all claims by or liability to fand any expense arising therefrom)
any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of
the Merchant paid or payable to the Merchant by the non-carrying vessel or object or the
owner of, charterer of or person responsible for the non-carrying vessel or object and set-off,
recouped or recovered by such vessel, object or person(s) against the Carrier, the carrying
vessel or ther owners or charterers.

# 18, GENERAL AVERAGE

18. GENERAL AVERAGE
[1) The Cartier may declare General Average which shall be adjustable according to the four-franchivers pludes of 1974 at any piace at the option of the Cartier and the Amended Jason Clause as approved by BIMO of to be considered as incorporated tratell and the Merchant shall declare the control of the Cartier in this connection. The control of the Cartier in this connection is a may be required by the Cartier in this connection.
[2] Newhitstanding (1) above, the Merchant shall defend, indeemfry and hold harmless the Cartier in espect of any objects and all provide such security as may be required by the Cartier in this connection.
[3) The Cartier in this connection.
[3) The Cartier shall be under no obligation to take any steps whatscever to collect security for General Average contributions due to the Mertant.

# 17, CHARGES

17. CHARGES
(1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.
(2) The Charges have been calculated on the basis of particulars furnished byor on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reveigh, remeasure and revalue the Goods and if the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier to correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier to be incorrect than (and the Carrier the Carrier the Carrier the Carrier the Carrier the Carrier than the play the Carrier the Carrier the Carrier than the play the Carrier than the Carrier

# 18. LIEN

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

19. VARIATION OF THE CONTRACT No servent or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waver 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

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 provi-

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

Pre- carriage by

Original

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

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

Vessel name/voyage no.	Port of loading
AMOLIANI/IEX251E	ROTTERDAM, NETHERLANDS

Place of Receive

Port of discharge Place of delivery CHENNAI, INDIA

B/L No. 33019580



FAMOUS PACIFIC LINES

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

RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated.

The carrier, in accordance with and to the extent of the provisions contained in this B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility for such transport and such services.

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

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

EMU LINES PVT. LTD (CHENNAI) NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN AAACE3803E, GERALD@EMULINES.IN 600 001 CHENNAI INDIA Tel-91 44 25214407/08/09 Fmail: IMPORT CHENNAL@FMULINES IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 9376392 DELIVERY NO.: 33782005 PO NO.: 5700003358		STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250.00 KGS DELIVERY TERMS: CIP CHENNAI		1287.500	2.363

For delivery please apply to:

TOTAL PACKAGES: 2, TOTAL GROSS WEIGHT: 1287,500 KGS, TOTAL CBM: 2,363 LOADED INTO CONTAINER(S): TGBU5167418 WITH SEAL: CTG3004250 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGEES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 23-01-2023	FPS Famous	Paul BRANDS
		9	No. of original(s) B/L 3/3		THOE DIVINOG
ICS B/L			ORIGINAL	B	225
23 Jan	2023				12 An
Original Shipped on board 23-01-2023				As Agent	

FAMOUS PACIFIC LINES

1. DEFINITIONS

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

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

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

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

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

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

"Prot to Port Shipment srises where the Place of Receipt and the Place of Delivery are not indicated on the front of this Bill of Lading does not in the nomination of the Place of Receipt and the Plac

area of the port so nominated.

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

"Hague-Visby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1986.

"COGSA" means the Carriage of Goods by Sea Act of the United States of America epipowed on 18th 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.

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

CARRIER'S TARIFF
 The provisions of the Carrier's applicable Tariff, if any, are incorporated herein Copies of such provisions are obtainable from the Carrier or his agents upon nequest or, where applicable, from a government body with whom the Tariff has been filed. In the case of inconsistancy between this Bill of Lading and the applicable Tariff, this Bill of Lading half prevail.

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

# 4. NEGOTIABILITY AND TITLE TO THE GOODS

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

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

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

(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatsoever, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriega, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or ressel any liability whatsoever in connection with the Goods or the Carriage; and if any daim or allegation should nevertheless be made to defend, inderneify and hold harmless the Carrier as all such person and vessels shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in entering into this contract the Carrier or the extent of these provisions, does so not only on his own behalf but also as agent or Insiste for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract.

(3) The Merchant shall defend, indermity and hold harmless the Carrier agilest any claim or liability (and any expense arising therefrom) arising from the Carriage of the Goods insofar as such claim or liability acred sit the Carrier's the libility funder this Bill of Lading.

(4) The defences and limits of liability provided for in this Bill of Lading, and Carrier against any claim or liability acred whether the vester to be close to found in Contract or in Tort.

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(3) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vassel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Vistry Rules compulsorily applicable (such as COGSA or COGWA) to the Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COGSA or COGWA) to this Bill of Lading is subject to U.S. or Canadian law respectively shall apply to the carriage of Goods by Inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed in hardrer Act of the Unified States of America 1833 would otherwise be compulsorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of the 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 finitiations of and exclusions from liability and all rights conferred or suthorised by any applicable any provisions or sections-281 to 4287, inclusive, of the Revised Statutes of the United States of America and amendments thereto and where applicable any provisions or the laws of the United States of America and amendments thereto and where applicable any provisions or the laws of the United States of America and amendments thereto and where applicable any provisions or the laws of the United States of America and amendments thereto and where applicable any provisions or the laws of the United States of America and amendments thereto and where applicable any provisions or the laws of the United States of America and amendments thereto and where applicable any provisions or the laws of the Unite

also any law, statule or regulation available to the Owner of the vessels) on which we Goods are carried.

[2] PORT TO PORT SHIPMENT

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

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

(3) COMBINED TRANSPORT Save as is otherwise provided in this Bill of Lading, the Carrier shall be 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 damage roccurred cannot be proved:

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

Rules (or COCSA or COCWA if this Bill of Lading is subject to U.S. or Canadlan low respectively).

(ii) Where under (i) above, the Carrier is not liable in respect of some of the factors causing the lost 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.

(ii) Subject to 64(0) below, where the fague Plaise or any legislation applying such Rules or the Hegue-Vely Rules (such as COCSA or COCWA) is not compolisorily applicable, the Carrier's liability shall not exceed US\$2.00 per kilo of the gross weight of the Goods lost, changed or in respect of which the claim arises or the value of such Goods, whichever it the lesser.

(iv) The value of the Goods sold, changed or in respect of which the claim arises or the value of such Goods, whichever it the lesser change of the commodity exchange price at the place and time of delivery to the Merchant or at this place and time when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quality, at such place and time.

(B) Where the stage of Carriage where the loss or damage occurred can be proved.

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

nternational convention or national law of the country which provisions,

a) cannot be departed from by private contract to the detriment of the Me

(a) cannot be departed from by private contract, or an extension and direct contract and could have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular document which must be issued in order to make such international convention or national law applicable; with respect to the transportation in the United States of America or in Carada to the Port of Loading or from the Port of Dischange, the responsibility of the Carrier shall be to procupe transportation by carriers (one or more) and such transportation shall be subject to the intand carriers' contracts of carriage and tariffs and any law compulsority applicable. The Carrier guarantees the full/internst of such inland carriers' contracts of carriage and tariffs and any law compulsority applicable. The Carrier guarantees the full/internst of such inland carriers only applicable. The Carrier guarantees the full/internst of such inland carriers on the processing of the Carrier shall be determined by 63(A) above apply, any liability of the Carrier shall be determined by 63(A) above.

# by 6(3)(A) above. GENERAL PROVISIONS

(4) GENERAL PROVISIONS
(A) Delay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be liable
for direct, indirect or consequential loss or damage caused by delay or any other cause
whatsoewer and howsoever 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
of the transport.

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

[3] Package or Shipping Unit Limitation
Where the Hague Rides or any legislation making such Rules compulsority applicable (such as COSA) or COSWA) 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 at 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 COSA is us US\$500 and according to COGWA is Can \$500. If no limitation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500.

[C] Ad Valorem: Declared Value of Package or Shipping Unit The Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier of the Goods to 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 reliability may be increased to be the declared value and the Carrier's liability may be increased to a higher value by the space provided and, if required by the Carrier's reliability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rate on the basis of such declared value.

[N] Individual of Backage or Shipping Unit

# (D) Definition of Package or Shipping Unit

D) Definition of Package or Shipping Unit Where a Container is used to consolidate Goods and such Container is stuffed by Tarrier, the number of packages or shipping units stated on the face of this Bill of Lad in the box provided shall be deemed the number of packages or shipping units for furnoses of any limit of tlabifity per package or shipping unit provided in any internation convention or national law relating to the carriage of Goods by sea. Except as afores the Container shall be considered the numbers or relativistics units.

convention or national law relating to the carninge of Goods by sea. Except as aforeseld the Container shall be considered the package or shipping unit.

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

(E) Rust, etc.

It is agreed that superficial rust, oxidation or any like condrivin due to misture, is not a remotion of demance but is inherent to the nature of the Goods and acknowledgement.

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

(F) Notice of Loss or Demego

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

(S) Time-Day

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

MERCHANT'S RESPONSIBILITY

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

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 orsulfered by reason thereof or by 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 displexous, inflammable or damaging or which are or may become displet to damage any property or person whatsoever shall be tendered to the Carrier for Carriage having the displexous property or person whatsoever shall be tendered to the Carrier for Carriage and though the Carrier and without the Contrainer or other covering in which the Goods are to be transported and the Goods being distinctly marked on the ourstends so as to indust the nature and relaying or in the opinion of the Carrier the articles are or are liable to become of a dargerous, inflammable or damaging nature, the same may at anytime bediestroyed disposed of, abarroiner, or rendered than or any person or vessel (after his nature of the Merchant shall be liable for the loss, damage, contamination, solling, detention or demurage before, during and after the Carrier or inspit to Charge or property (including), but not limited to Containers) of the Carrier or any person or vessel (other hard the Merchant is otherwise proposition in the Merchant or any person or vessel (other hard the Merchant is otherwise region in its behalf or for which the Merchant is otherwise region in its behalf or for which the Merchant is otherwise region in the behalf or for which the Merchant is otherwise region in its behalf or for which t

is otherwise responsible.

(i) The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, fability 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

responsible.

5. CONTAINERS

(1) Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods.
(2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Morchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Morchant.

(3) If a Container has been stuffed by or on behalf of the Merchant.
(4) the Carrier shall not be fails the loss of or dismage to the Goods.
(5) caused by the manner in which the Container has been stuffed.
(6) caused by the manner in which the Container has been stuffed.
(7) caused by the manner in which the Container has been stuffed.
(8) categories by the unattability of the Container has Container provided caused when the Container has been supplied by or on behalf of the Carrier, this paragraph (6) shall only apply if the unsulability or defective condition arose (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

the Container was stuffled:

(iv) If the Container is not sealed at the commencement at the Carriage except where the Carriar has agreed to seal the Container.

(it) the Merchant shall defend, Indemnity and hold harmless the Carrier against any loss, carriage, claim, liability or expense whatscever aring from one or more of the matters covered by (4) above except for (A/jiling) above aring from one or more of the matters (1) 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.

TEMBERATURE COURTERS OF THE CARRIER OF THE PROVIDERS OF THE PROVIDE

# 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 this Bill of Lading if this Bill of Lading has been propered by the Merchant or a person acting on his behalf) of their nature and particular temperature range to be maintained and in the case of

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

before receipt of the Goods by the Carrier.

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

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

# 10. INSPECTION OF GOODS

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

# 11. MATTERS AFFECTING PERFORMANCE

11. MATTERS AFFECTING PERFORMANCE

11. MATTERS AFFECTING PERFORMANCE

11. It 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), whensoewer and howsoewer arising (whether or not the Carriage has commenced) the the Carrier may:

(A) without notice to the Merchant abaundon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Werchant's disposal at any place which the Carrier any okem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall casss;

(B) without prejudice to the Carriaries ingly subsequently to abandon the Carriage under (A) above, continue the Carriage.

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

(2) The Siability 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 recummendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority or any person acting or purporting to act as or on behalf of such government or authority.

any government of authority.

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever, load or carry the Goods on any vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another inclinding 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 Container and lorward the same in any manner whatsoever, proceed at any appead and by any route in his discretion (whether or not menous Goods which have been stutted in or on a Container and proceed to or stay at any place whatsoever one or ormore often and on any other means of the container of the container of the place is a port named on the front hereof as the intended Port of Loading or intended Port of Dischargely, comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or lawing 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, to take or the towed or to be dry-docked; permit the vessel to proceed with or without places, to take or unamed.

(2) The liberties set out in (1) above may be invoked by the Carrier for any purposas whatsoever whather or not connected with the Carrier for any purposas whatsoever whather or not connected with the Carrier for any purposas whatsoever whather or not connected with the Carrier for any purposas whatsoever whather or not connected with the Carrier for any purposas in accordance with (1) above or any delay arising thereform shall be deemed to be within the contractual Carriage and shall not be a deviation of whats

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

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

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

any extra cost inchrors or crany reason winaspaper in commencent wint cample or investigation.

If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part hereof if stuffer in or on a Container and to store the Goods or that part in the ord in stuffer in or on a Container and to store the Goods or that part in the ord in the star thereof of stuffer in or on a Container and to store the Goods or that part in the ord in the star that the store and the store is the store of the Merchant. Such storage shall constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cases.

# 15. BOTH-TO-BLAME COLLISION

15. BOTH-TO-BLAME COLLISION
If the vessel on which the Goods are carried (the carying vessel) comes into collision with
any other vessel or object (the non-carying vessel or object) as a result of the negligence
of the non-carrying vessel or object or the owner of, chartere or of person responsible for
the non-carrying vessel or object or the owner of, chartere or of person responsible for
the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold
harmless the Carder against all claims by or fallability to fand any evenese acting therefrom
any vessel or person in respect of any less of, or damage to, or any claim whatsoever of
the Merchant paid or payable to the Merchant by the non-carrying vessel or object or the
owner of, chartere of or person responsible for the non-carrying vessel or object and set-off,
recouped or recovered by such vessel, object or person(s) against the Carrier, the carrying
vessel or har owners or charterers.

# 18. GENERAL AVERAGE

16. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1974 at any piace at the option of the Carrier and the Amended Jason Clause as approved by BIMOG to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.
(2) Notwithstanding (1) above, the Merchant shall defend, indeemily and hold harmless the Carrier in respect of any claim fand any expense arising thereforn) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.
(3) The Carrier in this connection.
(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merthant.

# 17. CHARGES

17. CHARGES

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

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

# 18. LIEN

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 contributions to whomosever due and for the coals of recovering the same and the Carrier shall have the right to salf the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and whotut any liability lowavis the Merchant.

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

20. PARTIAL INVALIDITY

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 hereit.

B/L No. 33019580 Shipper ROCKWOOL B.V. LAPINUS FAMOUS PACIFIC LINES INDUSTRIEWEG 15 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated.

The carrier, in accordance with and to the extent of the the provisions contained in this CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU 600 006 CHENNAI, INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility for such transport and such services. Notify party (No claim shall attach for faillure to notify) Weight, measures, marks, numbers, quality, contents, descriptions and value as BRAKES INDIA PVT. LTD. declared by the shipper but unknown by the carrier. SHOLINGUR 631102 TAMIL NADU INDIA IEC NUMBER: 0488001382, GSTNO: 33AAACB2533Q1ZP PAN NO: AAACB2533Q, PHONE: +91 4172307768 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 FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. BIIMPORTS@BRAKESINDIA.CO.IN 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/vovage no. For delivery please apply to: ROTTERDAM, NETHERLANDS EMU LINES PVT. LTD (CHENNAI) AMOLIANI/IEX251E NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 9376392 DELIVERY NO.: 33782005 PO NO.: 5700003358		STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250.00 KGS DELIVERY TERMS: CIP CHENNAI		1287.500	2.363

600 001 CHENNAI INDIA

AAACE3803E, GERALD@EMULINES.IN

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

TOTAL PACKAGES: 2, TOTAL GROSS WEIGHT: 1287,500 KGS, TOTAL CBM: 2,363 LOADED INTO CONTAINER(S): TGBU5167418 WITH SEAL: CTG3004250 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGEES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Place of delivery

Port of discharge

CHENNAI, INDIA

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 23-01-2023	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3/3	3	
100 5/2				As Agent
Copy Shipped on board 23-01-2023			FAMOUS PACIFIC LINES	

B/L No. 33019580 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, INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as SHOLINGUR 631102 TAMIL NADU INDIA declared by the shipper but unknown by the carrier. IEC NUMBER: 0488001382, GSTNO: 33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO: AAACB2533Q, PHONE: +91 4172307768 FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS 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 BIIMPORTS@BRAKESINDIA.CO.IN 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. EMU LINES PVT. LTD (CHENNAI) ROTTERDAM, NETHERLANDS AMOLIANI/IEX251E NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN Port of discharge Place of delivery AAACE3803E, GERALD@EMULINES.IN CHENNAI, INDIA 600 001 CHENNAI INDIA Tel:91 44 25214407/08/09 Fmail: IMPORT CHENNAI@EMIII INFS IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 9376392 DELIVERY NO.: 33782005 PO NO.: 5700003358	- / ( - )	STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250.00 KGS DELIVERY TERMS: CIP CHENNAI		1287.500	2.363

TOTAL PACKAGES: 2, TOTAL GROSS WEIGHT: 1287,500 KGS, TOTAL CBM: 2,363 LOADED INTO CONTAINER(S): TGBU5167418 WITH SEAL: CTG3004250 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGEES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 23-01-2023	FPS Famous Pacific Shipping
Laden on board the	e vessel	No. of original(s) B/L 3/	3	
				As Agent
Copy Shipped on board 23-01-2023			FAMOUS PACIFIC LINES	

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

Port of discharge

CHENNAI, INDIA

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

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

Pre- carriage by Port of loading ROTTERDAM, NETHERLANDS Vessel name/vovage no. AMOLIANI/IEX251E

B/L No. 33019580



FAMOUS PACIFIC LINES

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

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

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

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

EMU LINES PVT. LTD (CHENNAI) NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN AAACE3803E, GERALD@EMULINES.IN 600 001 CHENNAI INDIA Tel-91 44 25214407/08/09 Email: IMPORT CHENNAI@EMIII INES IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 9376392 DELIVERY NO.: 33782005 PO NO.: 5700003358		STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250.00 KGS DELIVERY TERMS: CIP CHENNAI		1287.500	2.363

For delivery please apply to:

TOTAL PACKAGES: 2, TOTAL GROSS WEIGHT: 1287,500 KGS, TOTAL CBM: 2,363 LOADED INTO CONTAINER(S): TGBU5167418 WITH SEAL: CTG3004250 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGEES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Place of Receive

Place of delivery

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN ROTTERDAM 23-01-2023		FPS Famous Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/	3	
				As Agent
Copy Shippe	ed on board	23-01-2023		FAMOUS PACIFIC LINES





For attn of

Date 13-01-2023

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 9376392

Product: Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty: 1.250 kg

Batch no. Batch Qty: 56785274 - 1.250 kg

4

# 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 : 5-1-2023

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

1.

Prod. Date: 4-1-2023

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 ) Max.	Limits (	micron ) Max.
56785274		113,00	138,00	100	150

Batch no.	Shotcontent	Results Min.	(%wt) Max.	Limits (%wt) Max.
56785274	Shot > 125 μm	0,49	0,78	1.0

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

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

This document is automatically generated and therefore contains no signature.

LF007/F03 / June 1994



# **ORIGINAL**

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Item

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

631102 Tamil Nadu

INDIA

**INVOICE** 

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Quantity

ROCKWOOL B.V.
P.O. Fox 1160
6040 KD Reermond

Price

Amount

Invoice no. / date: 163901672 / 12.01.2023 Page 1 / 1

Order no. / date: 9376392 / 29.12.2022

Your reference: 5700003358
Contactperson: Sonja van der Haar

Material description Unit Unit Unit

Country of origin: The Netherlands

Number

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

10 Lapinus® RB250

Material

bag 25 kg - pallet 625 kg

29508 1.250,00 1.250,00 2.464,56 3.080,70 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33782005 / 11.01.2023

Container Number: 08BTD3 Country of origin: NL

Freight Cost 530,00

Amount excl. VAT 3.610,70
Output Tax 0,00 % 0,00

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

EUR 3.610,70

Delivery date: 11.01.2023 Terms of delivery: CIP Chennai Port
Payment term: 60 days net

Gross/Nett weight: 1.287,500 / 1.250 KG

Transp. volume: 3,750 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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



# **ORIGINAL**

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

ROCKAPOL B.V.
P.O. Box 1160
6040 KD Reemond

Invoice no. / date:

163901672 / 12.01.2023 Page 1 / 1

Order no. / date:

Your reference: Contactperson: 9376392 / 29.12.2022 5700003358

Sonja van der Haar

ItemMaterialNumberQuantityPriceAmountMaterial descriptionUnitUnitUnit

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 1.250,00 1.250,00 2.464,56 3.080,70

KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33782005 / 11.01.2023

Container Number: 08BTD3 Country of origin: NL

Freight Cost 530,00

Amount excl. VAT
Output Tax
0,00 %

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

EUR 3.610,70

3.610,70

0,00

Delivery date: Terms of delivery: 11.01.2023 -CIP Chennai Port 60 days net

Payment term:

1.287,500 / 1.250 KG

Gross/Nett weight: Transp. volume:

3,750 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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# ORIGINAL

# Part of the ROCKWOOL Group

# **INVOICE**

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

P.O permond lands The !

163901672 / 12.01.2023 Page 1 / 1 Invoice no. / date:

9376392 / 29.12.2022 Order no. / date:

5700003358 Your reference: Sonja van der Haar Contactperson:

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 <sup>®</sup> RB250 bag 25 kg - pallet 625 kg				
	29508	1.250,00	1.250,00	2.464,56	3.080,70
		KG	KG	1.000 KG	
	Stat. No.: 68061000				

Delivery No/Date: 33782005 / 11.01.2023

Container Number: 08BTD3 Country of origin: NL

> 530,00 Freight Cost

> 3.610,70 Amount excl. VAT 0,00 0.00 % **Output Tax**

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

EUR 3.610.70

11.01.2023 -Delivery date: Terms of delivery: CIP Chennai Port Payment term: 60 days net

1.287,500 / 1.250 KG Gross/Nett weight:

Transp. volume: 3,750 M3 Delivery address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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



# COPY

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 ND Reermond
The Natherlands

Invoice no. / date: 163901672 / 12.01.2023 Page 1 / 1

Order no. / date: 9376392 / 29.12.2022

Your reference: 5700003358
Contactperson: Sonja van der Haar

 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 1.250,00 1.250,00 2.464,56 3.080,70

KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33782005 / 11.01.2023

Container Number: 08BTD3 Country of origin: NL

Freight Cost 530,00

Amount excl. VAT 3.610,70
Output Tax 0,00 % 0,00

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

EUR 3.610,70

Delivery date: Terms of delivery: Payment term: 11.01.2023 -CIP Chennai Port 60 days net

Gross/Nett weight: 1.287,500 / 1.250 KG

Transp. volume: 3,750 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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# **INVOICE**

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

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

ROCION FOL B.V.
P.O. Box 1160
6040 KD Reemond

lands

Invoice no. / date: 163901672 / 12.01.2023

Order no. / date: 9376392 / 29.12.2

Your reference: 5700003358
Contactperson: Sonja van der Haar

 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 1.250,00 1.250,00 2.464,56 3.080,70

KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33782005 / 11.01.2023

Container Number: 08BTD3 Country of origin: NL

Freight Cost 530,00

Amount excl. VAT 3.610,70
Output Tax 0,00 % 0,00

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

EUR 3.610,70

Delivery date: Terms of delivery:

Payment term:

11.01.2023 -CIP Chennai Port 60 days net

Gross/Nett weight: 1.287,500 / 1.250 KG

Transp. volume: 3,750 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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



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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

631102 Tamil Nadu

INDIA

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

The

631102 TAMIL NADU

INDIA

B.V. P.O

lands

163901672 / 12.01.2023 Page 1 / 1 Invoice no. / date: 9376392 / 29.12.2022 Order no. / date:

5700003358 Your reference: Sonja van der Haar Contactperson:

Price Quantity Amount Material Number Item Unit Unit Unit Material description

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

2.464,56 3.080,70 1.250,00 1.250,00 29508

KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33782005 / 11.01.2023

Container Number: 08BTD3 Country of origin: NL

> 530,00 Freight Cost

> 3.610,70 Amount excl. VAT 0.00 % 0.00 **Output Tax**

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

**EUR** 3.610,70

Delivery date: 11.01.2023 -CIP Chennai Port Terms of delivery: 60 days net Payment term:

1.287,500 / 1.250 KG Gross/Nett weight:

3,750 M3 Transp. volume:

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 9376392

Delivery nr : 33782005

Your ordernr: 5700003358

Container nr:

Shipment nr.: 0007295772

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

ORIGINAL India



# DETAILED PACKING LIST

	1300,00
Dimensions in m per package	1000,00
Dimen	1210,00
Total gross weight per item kgs	1287,500
Total net weight per item kgs	1250,000
Total quantity per item in m <sup>1</sup> / m <sup>2</sup> / kg	1250,00
Contents per package in m1/m2/kg	1,000
Type and number of packages	12.14
Product and dimensions	Lapinus® RB250, bag 25 kg -pallet 625 25,0 0,1 50 BAGS

Date: 12-01-2023

Kgs

1287,500

1250,000 Kgs

Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

Our ordernr : 9376392

Delivery nr : 33782005

Your ordernr: 5700003358

Container nr:

Shipment nr.: 0007295772

For Brakes India Put. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382

631102 Tamil Nadu India

ORIGINAL



# **DETAILED PACKING LIST**

	00,00	1
	1300,00	
Dimensions in m per package	1000,00	
Dimension per par		
	1210,00	
	00	
Total gross weight per item kgs	1287,500	
otal gross per item	₩.	
12	0	
ight gs	1250,000	
Total net weight per item kgs	12	
Tot		
me)	1250,00	
tity per i	12	
Total quantity per item in m <sup>1</sup> /m <sup>2</sup> /kg		
	1,00	-
package //kg	٦,	
Contents per package in m <sup>1</sup> / m <sup>2</sup> / kg		
Cont	p)	-
ber 3	, 625 AGS	
Type and number of packages	kg -pallet 625 50 BAGS	
Type	kg -r	
	bag 25	
sions	50, b	
Product and dimensions	® RB2	
au	Lapinus® RB250, 25,0	
	Lapin 25,0	

Date: 12-01-2023

Kgs

1287,500

1250,000 Kgs

TOTAL:

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

Our ordernr : 9376392

Delivery nr : 33782005

Your ordernr: 5700003358

Sholingur GST: 33AAACB2533Q1ZP India

For Brakes India Pvt. Ltd. IEC Number 0488001382

631102 Tamil Nadu

A Lapinus

# DETAILED PACKING LIST

		C	g.
		1300,00	
	Dimensions in m per package	1000,00	
	Dimens per p	1210,00	
	Total gross weight per item kgs	1287,500	
CRIGINAL	Total net weight per item kgs	1250,000	
	Total quantity per item in m <sup>1</sup> /m <sup>2</sup> /kg	1250,00	
	Contents per package in m¹/m²/kg	نغ 1,000	
772 Container nr :	Type and number of packages	kg -pallet 625 kg 50 BAGS	
Shipment nr.: 0007295772	Product and dimensions	Lapinus® RB250, bag 2525,0 0,1	

Date: 12-01-2023

Kgs

1287,500

1250,000 Kgs

TOTAL:

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 9376392

Delivery nr : 33782005

Your ordern: 5700003358

Container nr:

Shipment nr.: 0007295772

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

COPY



# DETAILED PACKING LIST

	1300,00
Dimensions in m per package	1210,00 1000,00 1
Total gross weight per item kgs	1287,500
Total net weight per item kgs	1250,000
Total quantity per item in m <sup>1</sup> / m <sup>2</sup> / kg	1250,00
Contents per package in m <sup>1</sup> /m <sup>2</sup> /kg	1,00
Type and number of packages	kg -pallet 625 50 BAGS
Product and dimensions	Lapinus® RB250, bag 25

Date: 12-01-2023

Kgs

1287,500

1250,000 **Kgs** 

TOTAL:

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

Our ordernr : 9376392

Delivery nr : 33782005

Your ordernr: 5700003358

Container nr :

Shipment nr.: 0007295772

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

631102 Tamil Nadu India

A Lapinus

# DETAILED PACKING LIST

	0	_
Dimensions in m per package	1210,00 1000,00 1300,00	
Total gross weight per item kgs	1287,500	
Total net weight per item kgs	1250,000	
Total quantity per item in m1/m2/kg	1250,00	
Contents per package in m¹/m²/kg	1,00 1,00	
Type and number of packages		
Product and dimensions	Lapinus® RB250, bag 25 kg -pallet 625 25,0 0,1 50 BAGS	

Date: 12-01-2023

Kgs

1287,500

1250,000 **Kgs** 

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 9376392

Delivery nr : 33782005

Your ordernr: 5700003358

Container nr

Shipment nr.: 0007295772

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu

India

COPY



# **DETAILED PACKING LIST**

	1300,00	
Dimensions in m per package	1000,00	
Dimens per p	1210,00	
Total gross weight per item kgs	1287,500	
Tota		
aight gs	1250,000	
Total net weight per item kgs	112	
item	1250,00	
Total quantity per item in m <sup>1</sup> / m <sup>2</sup> / kg	Ä	
Total o		
ackage kg	1,00	
Contents per package in m <sup>1</sup> / m <sup>2</sup> / kg		
Co	ğ	-
number iges	kg -pallet 625 50 BAGS	
Type and number of packages	y -pall 50	
	25	-
ions	.0, bag	
Product and dimensions	® RB250,	
an	lapinus® 25,0	

Date: 12-01-2023

Kgs

1287,500

1250,000 **Kgs**