B/L No. 32045238 Shipper **ROCKWOOL B.V. - LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, SHOLINGUR PAN NO. AAACB2533Q GSTNO:33AAACB2533Q1ZP, 631102 TAMIL NADU INDIA exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. PHONE: +91 4172307768, FAX: +91 4172262210 * IN WHITNESS where of the number of original Bs/L have been signed, if not Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: Vessel name/voyage no. Port of loading EMU LINES PVT. LTD (CHENNAI) AMOLIANI/2218E ROTTERDAM, NETHERLANDS 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 el·91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8935231 DELIVERY NO.: 33222553 PO NO.: 5700003358	2 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250,00 KGS GROSS WEIGHT: 1287,50 KGS DELIVERY TERMS: CIF CHENNAI		1287.500	2.520
		* CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN			

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 23-05-2022	FPS Famous	Pacific Shipping
		No of advisor(a) DII 9/0		- 0	PAUL BRANDS
Laden on board th	e vessel	No. of original(s) B/L 3/3		A	
ICS B/L			DRIGINAL	B	22 1
23 May	/ 2022				12 AN
Original Ship	oped on board			As Agent	
Onginal Oni	pod on bodia			FAMOUS PA	CIFIC LINES

1. DEFINITIONS

er" means the Company stated on the front of this Bill of Lading as being the Carrier

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.

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

"Goods" includes any container, trailer, transportable tank, lift van, flat, pallet or any supplied by or on behalf of the Carrier.

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

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

"Combined Transport" arises where the Place of Receipt and the Pface of Delivery are not inclicated on the front of this Bill of Lading or if both the Pface of Receipt and the Pface of Delivery are not inclicated on the front of this Bill of Lading or if both the Pface of Receipt and the Pface of Pfaceipt or the Pface of Pfaceipt or the Pface of Pfaceipt or the Pface of Pfaceipt and the Pface of Pfaceipt and the Pface of Pfaceipt or the Pface of Pfaceipt and the Pface of Pfaceipt and the Pface of Pfaceipt and the Pface of Pfaceipt or the Pface of Pfaceipt and the Pface of Pfaceipt or the Pface of Pfaceipt and the Pface

able by the Merchart.

"Stripping Unit" includes freight unit and the term "unit" as used in the Hague Rules and Hague Velby Rules.

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

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

2. CARRIER'IS TARIFF
This provisions when Conference, peaces, received to decirate the reinf Copiesor provisions are not carrier's applicable Tariff, if any, are incorporated herein Copiesor provisions are not that nather for his agents upon request or, where applicable, a government body with whom the Tariff has been filed. In the case of inconsistency betwiths Bill of Lading and the applicable Tariff, this Bill of Lading part prevail.

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

4. NEGOTIABILITY AND TITLE TO THE GOODS

4. NEGOTABILITY 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 lacie 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 Lading has been negotiated or transferred for valuable consideration to a third party acting in good faith.

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

(1) The Cerrier shall be entitled to sub-contract on any terms the whole or any part of the Carniage.
(2) The Merchant undertakes that no claim or alegation shall be made against any person or vessel whatsonever, there than the Carrier, including, but not limited to, the Carnier's servants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carnierys, whether directly or indivently, is procurred, performed or undertaken, which imposes or attempts to impose upon any such person or vessel any liability whatsoever in connection with the Goods or the Certisge; and if any claim or allegation should neverthless be made to delived, internmity and hold harmiess the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and ressel 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 are the contract of the carrier and such persons and vessels shall to this extent be or be deemed to be parties to this contract.
(3) The Merchant shall defend, indemnify and hold harmless the Carrier against any claim or liability (and any expense arising therefrom) arising from the Carriage of the Goods insortize as such claim or liability wooseds the Carrier's liability under this Bill of Lading.
(4) The defences and limits of liability provided for in this Bill of Lading, and the contract of the contract of the contract of liability provided for in this Bill of Lading, and the contract of the contract

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

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CARRIERTS RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(3) Subject to clause 13 below, this Bill of Lading insofar as it relates to see carriage by any vascal wrether named herein or not shall have effect subject to the Hague Riules or any legislation making such Riules or the Hague-Valby Rlued compulsority applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Riules or applicable legislation shall be deemed inconsorated herein. The 'Hague Riules' or applicable legislation shall be deemed inconsorated herein. The 'Hague Riules' or papicable legislation shall be deemed inconsorated herein. The 'Hague Riules' or spiciable regislation shall be deemed to includer reference to inland walloways. If and to the extent that the provisions of the Hatter Act of the United States of America 1883 would otherwise be compulsorily applicable to regulate the Carrier's responsibility for the Goods during any period prior to leading one after discharge from the vessel for carrier's responsibility shall instead be determined by the provisions of 6[5] below, but if such provisions are found to be intended auch responsibility shall be subject to COGSA (5). The Carrier's hall be enrited to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all finitetations of and exclusions from lability and all rights conterned or authorised by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any provisions or excitosate 14 merica) and without provisions or excitosate 51 to 4257, inclusive, with the Privade Statutes of the United States of America and amendments thereto and where applicated any provisions of the law of the United States of America) and without provisions or excitorase five regulation available to the Owne

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 vesset up to and during discharge from the vesset and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage even though Charges for the whole Carriage have been charged by the Carrier. The Merchart constitutes the Carrier as agent to entar into contracts on behalf of the Merchart with others for transport, storage, handling or any other services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent other into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Ladino.

into contracts with others on any terms whatsoever including terms less ravourable man 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 sestent set out belows:

(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 Riles or legislation that would have been applied under R(1)(A) above had the loss or damage occurred at sea, or if there was no carriage by sea, under the Heigus Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Caradian Item researchistsh).

or damage occurred a was a large of damage or damage occurred as was a large of coSoS or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively). Where under (i) above, the Carrier is not liable in respect of some of the factors causing the loss or damage, he shall only be liable to the extent that those factors for which he is liable have contributed to the loss or damage. Subject to (4)(C) below, where the Hague Pules or any legislation applying such Pules or the Hague-Vistly rules (such as COGSA or COGWA) is not compulsority applicable, the Carrier's liability shall not exceed US\$2.00 per kills of the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lessar.
The value of the Goods as hall be determined according to the commodity exchange price at the place and dime of delivery to the Marchant or at the place and time when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quality, at such place and time.

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

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 the supplied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular docu-ment which must be issued in order to make such international convention or

ment which must be issued in order to make such international convention or 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 curriers (one or more) and such transportation shall be subject to the internal carriers' contracts of carriage and tariffs and any law computionly applicable. The Carrier guarantees the fulfilment of such inland carriers' obligations under their contracts and tariffs;

Where nother (i) or (ii) above apply, any liability of the Carrier shall be determined by \$63(A) above.

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

AD Delay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be liable
for itself, indirect or consequential loss or damage caused by delay or any other cause
whatsoever and howso

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

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

(C) Ad Visionem Doclared 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 tor shipment, such higher value being inserted on the front of this Bill of Lading in the space provided and, if required by the Carrier of the Goods by the carrier, auch relight paid. In such case, if the actual value of the Goods shall exceed such doclared value, the value shall nevertheless be deemed to the docds value and the Carrier's liability. If any, shall not exceed the declared value on the Goods value and the Carrier's liability. If any, shall not exceed the declared value and the Carrier's liability. If any, shall not exceed the declared value and the Carrier's liability. If any, shall not exceed the declared value and the Carrier's liability. If any, shall not exceed the declared value and the Carrier's liability. If any, shall not exceed the declared value and the Carrier's liability. If any, shall not exceed the declared value and the Carrier's liability.

be the declared value and the Carrier's liability, if any, shall not exceed the d and any partial loss or damage shall be adjusted pro rata on the basis of s

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

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

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 chipped in bulk.

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

[F] Notice of Loss or Domage

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, shall have been given this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

[S] Time-bar

The Carriershall be discharged of all liability unless suit is brought in the proper forum and written notice thereof necessed by the Carrier within twelve months after delivery of the Goods or the data when the Goods should have been delivered. In the event that such interese provides that be found contraved by the Carrier within twelve months after delivery of the Goods or the data when the Goods should have been delivered. In the event that such the period prescribed by such convention or law shall then apply but in that circumstance only.

MERCHANT'S RESPONSIBILITY

only.

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereol are furnished by the Merchant and the Merchant warrants to the Carmer that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, contion, 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 attiets, taxes, fines, imposts, or process, and the processing are described by reason thereof or by reason of any litegal, incorrect or in the processing are described by reason thereof or by reason of any litegal, incorrect or in the processing are described by reason thereof or by reason of any litegal, incorrect or in the description of the processing of the Goods.

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

(4) No Goods which are or may become dangerous, inflammable or damaging or which are or may become disable to damage any property or person whetsoever shall be tendened to the Carrier for Carriage alvidout the Carrier's express consent in writing and without the Corrective accessions and sequirements. If any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles and delivered to the Carrier the articles are orare liable to become of a dangerous, inflammable or damaging nature, the semantery at anytime bedestryoed disposed of, abund ond, or rendered harmless without compensation to the Merchant stall be liable for the loss, damage, contamination, colling, deternition or demurrage before, during and after the Carriage of property (including, but not limited to, Containers) of the Merchant shall defend, indemntify and hold harmless the Carrier along the formation and the den

herwise responsible. (ii) The Merchant shall defend, indemnify and hold hamless the Carrier again, demage, claim, liability or expense whatspewer arising from any breach of the pro-ils clause 7 or from any cause in connection with the Goods for which the Carrier

8. CONTAINERS

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

(ii) Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed th offine Goods.

(iii) He terms of this Bitl of Lading shall govern the responsibility of the Carrier in conciden with or arising out of the supply of a Container to the Merchant, Whether supplied fone or after the Goods are roceeded by the Carrier or delivered to the Merchant.

(iii) It a Container has been stuffed by or on behalf of the Merchant.

(iii) It a Container has been stuffed by or on behalf of the Merchant.

(iii) Caused by the manufactify of the Goods for carriage in Containers;

(iii) Caused by the unsultability or the Goods for carriage in Containers;

(iii) Caused by the unsultability or the Goods for carriage in Containers;

(iii) Caused by the unsultability or the Goods for carriage in Containers;

(iii) Annual of the Container has been supplied by or on behalf of the Carrier; this paragraph (iii) shall only apply if the unsultability 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.

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

(v) If the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.
(3) the Menchart shall defined, inderminity and hold harmless the Carrier against any loss, clamage, claim, liability or expense whatscever arising from one or more of the matters covered by (4) above except for (Aptiligia) above.
(4) Where the Carrier is instructed to provide a Container, in the absence of a writton request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or quality.

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

If the above requirements and not compiled with the Carrier shalf not be liable for any loss

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-compliance.

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

10. INSPECTION OF GOODS

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

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

11. MATTERS AFFECTING PERFORMANCE

(1) If any time the Carriage in a ris life ley to be effected by any hindrance, risk, delay, clifficulty or diseavantage of any kind finaluding the condition of the Goods), whensoower and hovesover arising Membler or not the Carriage has a commenced the the Carriar may.

(A) without notice to the Merchant abendon the Carriage of the Goods and where reasonably possible places the Goods or any part of them at the Merchant disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of south Goods had cases;

(B) without prejudice to the Carriage.

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

circumstances.

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

government or authority.

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whistoever; load or carry the Goods on any vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another including transhipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever, at any place unpack and ermove Goods which have been stuffed in or on a Container and forward the same in any manner whistoever, proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever once or or most offers and or unload the Goods from any convagance at any place (whether or not the place is a port named on the front hereof as the intended Port of Loading or intended Port of 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 which were the right to give orders or directions; permit the vessel to proceed with or without plints, to two or the toward or the bedry-docked, permit the vessel to carry fleestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or warlies stores and sall ammed or unamed.

warfile stores and sail armed or unarmed.

(2) The liberties set out in (1) above may be invoked by the Carrier for any purposes whatever the carrier for any purposes whatever we have been a coordance with (1) above or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation of whateveer matter or degree.

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

3. 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 atowage shall not be a deviation of whatsoewer nature or degree Subject to (2) below, such Goods whether carried on deck or under deck and 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 Hegue Fulse or any legislation making such Rules or the Hegue-Velay Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading.

9. Goods (not being Goods stuffed in or no Containers other than open false or pallets) which are sated on the front of this Bill of Lading to be carried on dock and which are so

which are stated on the front of this Bill of Lading to be carried on deck and which are so carried dand livestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea or inhand waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchant shall defend, Indemnifyand hold harmlessthe Carrieragiantsall and any axtra cost incurred for any reason whatsoever in connection with carriage of livestock.

14. LIELIVEHY OF GOODS

If dalway of the Goods or any part thereof is not taken by the Merchant at the time and place when end 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 thereof if stuffed in or on a Container and to store the Goods or that part thereof and in or on a Container and to store the Goods or that part thereof and one 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 case.

Goods or that part thereof shall cases.

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 Merchart undertakes to defend, indemrify and harmless the Carrier against all claims by or liability to (and any expense arising therefrom any vessel or person in respect of any loss of, or damage to, or any claim wistosever of the Merchart paid or psyablo to the Merchart by the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object and sel-orf, recoupted or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or charterers.

GENERAL AVERAGE The Carrier may de

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by BIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connoction.
(2) Notwittsstarding (1) above, the Menchant shall defend, Indemnify and hold harmless the Carrier in respect of any claim fand any expense arising therefrom) of a General Average contacts 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 Carrier and shall be paid and non-returnable in any event.
(2) The Charges have been educulated on the basis of particulars furnished byor on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reweigh, memasure and revalue the Goods and if the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.
(a) All Charges shall be paid without any set-off, counter-claim, deduction or stay of execution.

18. LIEN

16. LLEM.
The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoewer due at any time to the Carrier from the Murchant and for General Average contributions to whomsower 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 reasy, without notice to the Merchant and at the Merchant's expense and without any flability towards the Merchant.

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

20. PARTIAL INVALIDITY

co. FOR LIMITALIMITY
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 unenforceablify situal attach
only to such provision. The validity of the remaining provisions shall not be affected thereby
and this Bill of Lading contract shall be carried out as if such invalid or unenforceable provision were not contained herein.

B/L No. 32045238 Shipper ROCKWOOL B.V. – LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU 600 006 CHENNAI INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR PAN NO. AAACB2533Q 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. GSTNO:33AAACB2533Q1ZP, 631102 TAMIL NADU INDIA PHONE: +91 4172307768, FAX: +91 4172262210 IN WHITNESS where of the number of original Bs/L have been signed, if not Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading For delivery please apply to: Vessel name/voyage no. AMOLIANI/2218E 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 Tel-91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 8935231 DELIVERY NO.: 33222553 PO NO.: 5700003358	2 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250,00 KGS GROSS WEIGHT: 1287,50 KGS DELIVERY TERMS: CIF CHENNAI		1287.500	2.520
		* CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN			

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 23-05-2022	FPS Famous	Pacific Shipping
11217110				_	PAUL BRANDS
Laden on board th	ne vessel	No. of original(s) B/L 3/3		1/	
ICS B/L			ORIGINAL	B	
23 May	y 2022		JINOINAL		nto
Original Shi _l	pped on board	*		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, merchant" includes the shipper, the consigness, the neceiver of the Goods, the holder of this Bill of Lading, any person owing or entitled to the possession of the Goods or this Bill of Lading, any person having or a first or future interest in the Goods or any person acting on behalf of any of the above mentioned persons on behalf of any of the above mentioned persons.

"Goods" includes the cargo supplied by the Merchant and includes any Container not

of Leding, any person having a present or future interest in the Goods or this Bill on behalf of any of the above mentioned persons. "Goods" includes the carry supplied by the Merchant and includes any Container not supplied by or on behalf of the Carrier. "Container includes the carry supplied by the Merchant and includes any Container not supplied by or on behalf of the Carrier, "Container includes any container, trailer, transportable tank, lift van, flat, pallet or any similar article of transport used to consolidate goods. "Carriage" means the whole of the operations and services undertaken or performed by or on behalf of the Carrier in respect of the Goods. "Combined Transport" arises where the Carriage called for by this Bill of Lading is not a Port to Port Shipment. "Port to Port Shipment." "Port to Port Shipment." "Port to Port Shipment." "Port to Port Shipment." The carrier is the service of Receipt and the Place of Delivery and the Place of Receipt and the Place of Place and the Bill of Lading arise to the three place of secret and the Place of Delivery on the front hereof specify any place or spot within the areas of the port as orminated. "Hague Pulses" means the travelsions of the International Convention for Unification of certain fulles relating to Bills of Lading signed at Brussels on 25th August 1924. "Hague-Vasty Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 25th August 1924.

"COGSA" means the Carriage of Goods by Sea Act of the United States of America Tourise of Brussels on 25th August 1924.

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

"Compared medium the Carriage of Goods by Water Act 1936 of Canada.

"Compared medium the Carriage of Goods by Water Act 1936 of Canada.

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

arges" includes freight and all expenses and money obligations incurred and pay-

Onte gee included angles for did not consider the consideration of the Merchant.

"Shipping Unit" includes freight unit and the term "unit" as used in the Hague Mules.

Hagua-Vlashy Rules.

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

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

CARRIER'S TARIF
 The provisions of the Cartier's applicable Tariff, if any, are incorporated herein Copieso provisions are obtainable from the Cartier or his agens tupon request or, where applicable, a government body with whom the Tariff has been filed. In the case of inconsistency bet this Bill of Lading and the applicable Tariff, this Bill of Lading lath provall.

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

4. NEGOTIABILITY AND TITLE TO THE GOODS

4. NEGOTABILITY 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 reactive 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 PER: The Carrier shall be entitled to sub-contract on any terms the whole or any particles.

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

(2) The Marchant undertakes that no claim or allegation shall be made against any berson or vessel whatscover, other than the Carrier, including, but not limited to, the Carriers servents or agents, any independent contractor and his servents or agents, and all others by whom the whole or any part of the Carriers, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or reseal any liability whatscover in comerction with the Goods or the Carriege; and if any dain or allegation should nevertheless be made to defend, indemnity and hold harmless the Carrier and such about the benefit of all provisions herein benefiting the Carrier at fleuch provisions were expressly for his benefit and in entering into the contract the Carrier at fleuch provisions were expressly for his benefit and in entering into the contract the Carrier to the extent of these provisions, does so not only on his own behalf but also as agent or trustees for such persons and vessels shall to this cottent be or be deemed by parties to the cortext.

(3) The Merchant shall defend, indemnity and hold harmless the Carrier against any dain calcium; as a contract the Carrier, to the context.

(3) The Merchant shall defend, indemnity and hold harmless the Carrier of Bodds hardless as agent or trustees for such persons and vessels are attained to the context.

(4) The carrier shall provided for in the fill of Lading, all apply in any action against the Carrier whether the action be found in Contract or in Text.

CARRIEFERS RESPONSIBILITY

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(2) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vassed whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Nusy Rules compulsorily applicable (such as COSA) 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 COSA) or COGWA! to this Bill of Lading is subject to U.S. or Carriadian law respectively) shall apply to the carriage of Goods by Inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed to incube afference to incarriage spectively) shall apply to the carriage of Goods by Inland waterways and reference to fact and straways. If and to the extent that the provisions of the Harter Act of the United States of America 1839 would otherwise be compulsorily applicable to regulate the Carrier's responsibility for the Goods during any pariod prior to loading on or after discharge from the vessel the Carrier's responsibility and Instead be determined by the provisions of 6(3) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(3) The Carrier's after sections/261 to 44267, inclusing, but not limited to, where applicable law, statute or regulation of any country (including, but not limited to, where applicable any provisions or sections/261 to 44267, inclusing, or the Revised Statutes of the United States of America and amendments thereto and where applicable any provisions of the laws of the United States of America and without prefulce to the generality of the Grossing also any law, statute or regulation available to the

also any law, statute or regulation resembled.

(2) PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vesses lay to and during discharge from the vesses land the Carrier shot to be lable for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage even though Charges for the whole Carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, storage, handling or anytowner services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier ray as such a agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Ledding.

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 a contensive 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:

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

or damage decented as seed in it the wash of barnage by seed, since the Pague Nelles (or COGSA or COGSA) in this Bill of Lading is subject to U.S. or Canadian law respectively). Where under (i) above, the Carrier is not liable in respect of some of the factors causing the loss or damage, he shall only be liable to the extent that those factors for which he is flatble have contributed to the loss or damage. Subject to 6(4)(C) believe, where the Hargue Rules or damage. Subject to 6(4)(C) believe, where the Hargue Rules or damage. Subject to 6(4)(C) believe, where the Hargue Rules or damage which y largue visitly Pague Subch as COGSA or COGSA) is not compulsorly applicable, the Carrier's liability shall not exceed USE200 per kill of the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of each of each of each of each of each of the Goods shall be determined according to the commodity exchange price at the place and time of delivery to the Merchart or at the place and time when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and qualify, at such place and time.

When the stage of Carriage where the loss or damage occurred can be well:

(B) Where the stage of Carriage where the loss or damage occurred can be proved:
(i) the liability of the Carrier shall be determined by the provisions contained in any

mational convention or national law of the country which provisions.

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

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

ment which must be issued in order to make such international convention or national law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carnier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carnage and tariffs and any law compulsority applicable. The Carrier guarantees the fulliment of such inland carriers' obligations under their contracts and tariffs;
When neither (i) or (ii) above apply, any liability of the Carrier shall be determined by 6(3)(4) above.

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

Delay, Consequential Loss. Sava as otherwise provided herein, the Carrier shall in no circumstances be liable direct, indirect or consequential loss or damage caused by delay or any other cause stace-ever and howscever caused. Without prejudice to the foregoing, if the Carrier is und liable for delay, liability shall be limited to the freight applicable to the relevant stage

found liable for delay, labulity shall be immed to the imagin: upulmease to the transport.

(8) Package or Shipping Unit Limilation. When the Hague Rules or any legislation making such Rules compulsorily applicable (such ac 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.

loss or damage to or in connection with the Goods in an amount per package or shipping unit In excess of the package or shipping unit limitation as laid down by such Rules or legislation. Such limitation amount according to COGSA is US\$500 and according to COGMA is Can \$500. It no limitation amount is explicately undersuch Rules or legislation, the limitation shall be US\$500.

(C) Ad Velorem: Declared Velue 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'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's liability in equival by the Carrier's liability in equival by the Carrier's liability is a continuation of the Goods and so the Goods and so the Carrier's liability is a continuation of the Goods and so the Carrier's liability is any, and in creaced the Carrier's liability is any, shall not exceed the declared value and any partial loss or demage shall be adjusted pro rata on the basic of such declared value.

and any partial loss or damage shall be adjusted pro ratia on are beare on sectionary 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 sea. Except as afteresed

the Container shall be considered the package or shipping unit.

The words "shipping unit" shall mean each physical unit or piece of cargo not

stripped in a package, including articles or things of any description whatsoner, except

Goods shippod 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 fimitation provided in such convention or law which may be applicable, and

in no event shall anything herein be construed to be a walver of limitation as to Goods

shipped in bulk.

in no event shall anything terem use consultant and an advantage of in bulk.

(2) Rust, setc.

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

such conditions of rust, oxidation or the like did not exist on receipt.

(F) Notice of Loss or Demoge
The Carrier shall be deemed prima facile to have delivered the Goods as described in this Bill of Losing 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 clellvery before or the time for removal of the Goods into the custody of the person entitled to clellvery thereof under this Bill of Loding or, if the loss or damage is not apparent, within three consecutive days thereafter.

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

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hersof are furnished by the Merchart and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, condition, manufacture 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 dutiles, taxes, fines, imposts, expenses and losses incurred or suffered by respon thereof or by reason of any illegal, incorrect or insufficiant marking, numbering or addressing of the Goods.

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

(4) No Goods which are or may become dangerous, inflammable or damaging or which are or may become flable to damage any property or person whatsoever shall be tended to the Carrier for Carriage without the Goods are to be transported and the Goods being or distinctly marked on the costside so as to indicate the nature and character of any such articles and so as to comply and without such written consent and marking or if in the opinion of the same may at anytime bedies troyed disposar of, abandones, or rendered harmless without compressition to the Merchant and without prejudice to the Carrier in pilit to Charges.

(3) The Merchant shall be liable for the loss, dernage, contramination, soliting, deternion or demurage before, during and after the Carriage of property (including, but not limited to, Containers) of the Carrier can presson or vessel (other than the Merchant flate) activation of the Merchant shall defend, indemnify and hold harmless the Carrier against any less otherwise responsible.

therwise responsible.

(6) The Merchant shall defend, Indemnify and hold harmless the Carrier again, damage, claim, liability or expense whatsoever arising from any breach of the prohis clause 7 or from any cause in connection with the Goods for which the Carrier

B. CONTAINERS

with at

CONTAINERS

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

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

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

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

(3) caused by the manufactify or defective condition of the Container provided that where the Container has been 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 aroses (s) without any want of due diligence on the part of the Carrier (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

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

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

9. TEMPERATURE CONTROLLED CARGO

(1) The Marchart undertakes not to tender for transportation any Goods which require temperature control without previously glving written notice (and filing in the box on the front of this Bill of Lading if this Bill of Lading in the been prepared by the Merchard or a person acting on the 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 per-cooled, that the Goods have been properly stuffed in the Container and that its themostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier.

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

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

10. INSPECTION OF GOODS

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

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

11. MATTERS AFFECTING PERFORMANCE
(1) If at any time the Carriage) is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind fincluding the condition of the Goods), whenever and howsoower affecting (whether or not the Carriage has commenced the the Carrier may:
(A) without notice to the Marchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Marchant's debosal at any place which the Carrier may doen serie and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cases;
(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, coortinus the Carriage.
In any event the Carrier shall be entitled to full Charges on Goods received for Carriage and the Morchant shall pey any additional costs resulting from the above mentioned circumstances.

circumstances.

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

12. METHODS AND ROUTE OF TRANSPORTATION

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whitsoever; load or carry the Goods on any vessel whether named on the front harmof or not; transfer the Goods from one conveyance to another including transcripcing or carrying the same on another vessel than that named on the front hereof or by any other means of transport whitsoever; at any place unpack and remove Goods which have been staffed in or on a Contrainer and forward the same in any manner whitsoever, proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay st any place whetherever 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 forth hareof as the istended Port of Loading or intended Port of Discharge(comply with any orders or recommendations given by any government or authority or any pessen or body acting or purporting to act as or on behalf osticing or purporting to act as or on behalf of the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without pilots, to two ver he towed or to be dy-dockety permit the vessels to carry livestock, Goods of all livids, dangerous or otherwise, contrabend, explosives, munitions or warfiles stores and sail armed or unarmed.

warfield stores and sall armsd or unarmed.

(3) The liberties set out in (1) above may be invoked by the Camer for any purposes whatsoever whether or not connected with the Caminge of the Goods. Anything done in accordance with (1) above or any delay arising therefrom shall be deemed to be within the contractual Caminge 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 Metchant 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 (whether carried on deck or under deck shall participate in General Average and such Goods (whether than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Pulses or any legislation making such Rules or the Hispace-Vielby Rules compulsorily applicable (such as COGSA or COGW) to this Bill of Lading.
(2) Goods (and being Goods stuffed in or on Containers other than open figits or pallets) which are stated on the Irent of this Bill of Lading to be carried and deck and which are so carried (and itseatock, whether or not carried or deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea or inlead wetenersy whether caused by unseavorthiness or realigioner or any other cause whatscewer. The Merchantshall defence, indummifyand hold harmlessthe Carrieragalnstall and any acta cost incurred for any reason whatsoever in connection with carriage of fivestrock.

14. DELIVERY OF GOODS

14. DELIVERY OF GOODS If dollvery 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 Cantainer the Goods or that part thereof if stuffed in or on a Container and to store the Goods or that part thereof ashron, aftoat, 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.

Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

If the vessel or which the Goods are carried (the carying vessel) comes into collision with
any other vessel or object (the non-carrying vessel or object) as a result of the negligence
of the non-carrying vessel or object or the owner of, charterer of or person responsible for
the non-carrying vessel or object, the Merchant undertakes to defend, indemnity and hold
armices the Carrier against all claims by or listility to fand any expense arising therefrom
any vessel or person in respond 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,
recoupled or recovered by such vessel, object or person(e) against the Carrier, the carrying
vessel or her owners or charterers.

vessels or her owners or charterers.

18. GENERAL AVERAGE

(1) The Carrier may dectare General Average which shall be adjustable according to the York/Artwerp Falies 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) Notwithstanding (1) above, the Menchant shall defend, indemnify and hold hermiless the Carrier in respect of any claim (and any expense arising thereform) of a Ceneral Average and the Carrier and hall provide such security as may be required by the Carrier in this connection.

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

17. CHARGES

17. CHARGES
(1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.
(2) The Charges have been calculated on the basis of particulars turnished 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 Cerrier the correct. Charges (credit being given for the Charges charged) and the costs incurred by the Carrier in establishing the correct cardiculars. (3) All Charges shall be paid without any set-off, counter-claim, deduc

18. LIEN
The Carrier shall have a fien on Goods and any documents relating thereto for all sums whatscever due at any time to the Carrier from the Merchent and for General Average contributions are all the Carrier shall have the whatspeed outside any intensit of a college little in which the carrier shall be titings to whomscower due and for the costs of recovering the same and the Carrier shall be right to sell the Goods and documents by public auction or private treaty, without notice Merchant and at the Merchant's expense and without any liability towards the Mercha

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 waker 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 stall not be affected thereby and this Bill of Lading contract shall be carried out as if such invalid or unenforceable provi-sion were not contained herein.

Shipper B/L No. 32045238 ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, SHOLINGUR PAN NO. AAACB2533Q GSTNO:33AAACB2533Q1ZP, 631102 TAMIL NADU INDIA PHONE: +91 4172307768, FAX: +91 4172262210 * 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 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: EMU LINES PVT. LTD (CHENNAI) Vessel name/voyage no. ROTTERDAM, NETHERLANDS AMOLIANI/2218E 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

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8935231 DELIVERY NO.: 33222553 PO NO.: 5700003358	2 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250,00 KGS GROSS WEIGHT: 1287,50 KGS DELIVERY TERMS: CIF CHENNAI		1287.500	2.520
		* CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN			

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 23-05-2022	FPS Famous	Pacific Shipping
				_ <	PAUL BRANDS
Laden on board th	ne vessel	No. of original(s) B/L 3/3	•	1	
ICS B/L		(ORIGINAL	M	
			JINGINAL		MI
23 May	y 2022				12 200
				As Agent	
Original Ship	oped on board			FAMOUS PA	CIFIC LINES

1. DEFINITIONS
"Carrier" means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed.
"Merchard" includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person having a present or future interest in the Goods or any person acting on behalf of any of the above mentioned person.
"Goods" includes the cargo supplied by the Merchant and includes any Confainer not supplied by or on behalf of the Carrier, traiter, transportable tank, litt van, flat, pallet or any similar article of transport used to consolidate goods.
"Container" includes any container, traiter, transportable tank, litt van, flat, pallet or any similar article of the Carrier in respect of the Goods.
"Combined Transport" arises where the Operations and services undertaken or performed by or on behalf of the Garrier in respect of the Goods.
"Combined Transport" arises where the Place of Receipt and the Place of Delivery and Indicated are ports and the Bill of Lading or if both the Place of Receipt and the Place of Delivery indicated are ports and the Bill of Lading or if both the Place of Receipt and the Place of Delivery indicated are ports and the Bill of Lading does not in the nomination of the Place of Belevery in the Place of Delivery any place or aport within the area of the port so nominated.
"Larvae Deliver" means the provisions of the International Convention for Unification of

of Robotist or the Hasce or Lewiss or the Market State of the port of the Protection 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 certain Rules relating to Bills of Lading signed at Brusselis on 25th August 1924.

"Hague-Visty Rules" means the Hague Rules as amended by the Protocol signed at Brusselis on 25th Protocol Signed at Brusselis on 15th Protocol Signed at Brusselis on 15th Protocol Signed at Brusselis on 25th Protocol Signed at Brusselis on 25th Protocol Signed Si

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 agenst upon request or, where applicable, from a government body with whom the Tariff has been filed. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

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

A. NEGOTABILITY 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 consorthate little to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described.

(2) This Bill of Lading shall be 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 hals been negotiated or transferred for valuable consideration to a third party acting in good faith.

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

Carriage.

(2) The Merchant undertakes that no claim or allegation shall be made against any son or vessel whatsoever, other than the Carrier, including, but not limited to, the Carrier's person or vessel whatsower, other than the Carrier, including, but not limited to, the Carrier's severant or agents, any independent contractor and his servants or agents, and all others severants or agents, and all others severants or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured, performed or undertaken, which imposes or eithertight to impose upon any such person or vessel any liability whatsower in connection with the Goods or the Carriage; and if any claim or allegation should nevertheless be made to defend, indemnify and hold harmless the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in entering into this contract the Carrier, to the extent of these provisions, does so not only on his cown benefit but also as agent or instact for such persons and vessels and such persons and vessels shall to this extent be or be deemed to the narties to this contract. es to this contract

be parties to this contract,
(3) The Merchant shall defend, Indemnify and hold harmless the Carrier sgainst any claim
or liability (and any expense arising therefrom) arising from the Carriage of the Goods insofar
as such claim or liability exceeds the Carrier's liability uncer this Bill of Lading,
(4) The defences and limits of liability provided for in this Bill of Lading, shall apply in any
action against the Carrier whother the action to the found in Contract or in Toxt.

e.

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

CARRIER'S RESPONSIBILITY

(1) CALUSE PARAMOUNT

(1) CALUSE PARAMOUNT

(2) Subject to clause 13 below, this Bill of Lading insofar as it relates to see carriage by any vassed whether named harein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Rules promises of the Hague-Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COSSA or COSWA) to this Bill of Lading is subject to U.S. or Canadian lave respectively) shall apply to the carriage of Goods by Irland waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include reference to include respective to the Carrier's responsibility of the Goods during any period prior to loading on or after discharge from the vessel the Carrier's responsibility and listense of the Carrier's responsibility of the Goods during any period prior to loading on or after discharge from the vessel the carrier's responsibility and listense of the United States of America and emendence shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the bill benefit of, and rights to, all irritations of and exclusions from listility, and all rights conference or with the Vision of the Lading shall period be any applicable law, statute or regulation of any country (including, but not limited to, where applicable law, statute or regulation of any country finclading, but not limited to, where applicable any provisions of the lawes of the United States of America and amendments therein and where applicable any provisions of

(2) PORT TO PORT SHIPMENT
The responsibility of the Certife 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 whateover in respect of the Goods or for any other matter arising during any other part of the Carriage even though Charges for the whole Carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, storage, handling or any prother services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsonever on the part of the Carrier or others and the Carrier any as such agent enter into contracts with others on any terms whatsoever including terms less fevourable than the terms in this Bill of Lading.

wisessawer on the part of the darker or conters and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

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

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

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

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

Where under (f) above, the Carrier is not liable in respect of some of the factors causing the lose or damage, he shall only be liable to the settent that those factors for which he is liable heve contributed to the loss or damage. Subject to 4(4)(C) below, where the Hague Rules or any legislation applying such Rules or the Hague Rules or any legislation applying such Rules or the Hague Veby Rules (such as COGSA or COGWA) is not computationly applicable, the Carrier's liability shall not exceed US\$2.00 per kilo of the gross weight of the Goods Isat, damaged or in respect of which he claim arises or the value of such Goods (sat, damaged or in respect of which he claim arises or the value of such Goods shall be determined according to the commodity exchange price at the place and time of delivery to the Morchant or at the place and time when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quellity, at such place and time.

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

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

nternational convention or national law of the country which provisions.

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

and 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 ovidence thereof any particular document which must be issued in order to make such international convention or national law applicable;

national law applicable; with respect to the turning distance 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 bransportation by carriers of nor or morpl and such transportation shall be subject to the inland carriers' contracts of carriage and tariffs and any tave computationly applicable. The Carrier guarantees the fulfilment of such inland

law computeonly applicable. The Carrier guarantees the fulfilment of such inland carriers' obligations under their contracts and tariffs;

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

(3) GENEPAL 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 whatsoever and howsoever caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the transport.

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

(B) Package or Shipping Unit Limitation
Where the Hague Rules or any logistation making such Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a declared value has been noted in accordance with (C) below, be or become liable for any loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit in interests of the package or shipping unit in interests of the package or shipping unit in excess and so the package or shipping unit in excess and so the package or shipping unit or COGWA is Can SSO.01 in initiation amount is applicable undersuch Rules or logislation. Such limitation as the spical spical ship in the COGWA is Can SSO.01 in or limitation amount is applicable undersuch Rules or logislation, the limitation shall be USSSO.01

(C) Ad Velorem: Doclared Velue of Package or Shipping Unit The Carrier's Islaitify 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's Islaitify and the Carrier's Islaitify in a space provided and, if required by the carrier's Islaitify, farry, shall not case, if the actual value of the Goods shall exceed such advanced value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

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

(D) Definition of 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 sea. Except as aforeseld
the Container shall be considered the package or shipping unit.

The words "shipping unit" shall mean each physical unit or plece of cargo not
shipped in a package, including articles or things of any desorption whatsoever, except
Goods shipped in bulk, and irrespective of the weight or measurement unit employed
and 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.

[5] Rust, etc.

empresum out.

(E) Rust, etc.

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

(F) Notice of Loss or Demostration or the like did not exist on receipt.

The Carrier shall be deemed prima facts to have delivered the Goods as described in this Bill of Loding 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 its representative at the place of delively before or at the time of removal of the Goods into the custody of the person entitle to delivery thereof under this Bill of Loding or, if the loss or damage is not apparent, within three consecutive days thereafter.

(G) The later enhalls be discharged of all liability unless suit is brought in the proper forum and written notes 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 computionity applicable, the period preservible by such convention or law shall then apply but in that dircumstance only.

only.

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereof are furnished by the Merchant and the Merchant warrants to the Cernier that the description and particulars including, but not limited to, or weight, content, measure, quantity, quality, condition, marker 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, toxes, fines, imposts, expenses and losses incurred orsulfered by research tervoir orby meason of any lilegal, incorrect or insufficient marking, numbering or addressing of the Goods.

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

(4) No Goods which are or may become dangerous, inflammable or demanging or which are or may become liable to damage any property or person whatsoever shall be tendered to the Carrier for Carriage without the Carrier despress on markers and the Goods being continuous or off on the opicial so as as to indicate the nature and orbarcater of any such articles and so as to comply with all applicable laws, regulations and requirements. It any such articles cistincity marked on the outside so as to Indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the articles are orane liable to become of a dangerous, inflammable ordamaging nature, the same may at anytime bed estroyed disposed of, abandoned, or rendered harmless without compensation to the Marchant and without prejudice to the Carrier's right to Charges. (5) The Merchant shall be liable for the loss, damage, contamination, solling, detention or demurrage before, during and after the Carriage of property (including, but not limited to, Containens) of the Carrier any person or vessel (other than the Merchant) referred to in SQ1 above caused by the Merchant or any person er vessel (other than the Merchant) referred to in SQ2 above caused by the Merchant carrier any person er vessel (other than the Merchant) referred to in SQ3 above caused by the Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, callim, libability or expense whistoever arising from any breach of the provisions of this clause? For from any cause in connection with the Goods for which the Carrier is not responsible.

CONTAINERS (1) Goods may

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

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

(2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in container with the Carrier in Container in the Marchant, whether supplied since or after the Goods are received by the Carrier or delivered to the Merchant.

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

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

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

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

(7) caused by the unsultability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph fill shall only apoly if the unsultability or defective condition areas (a) without any want of due diligence on the part of the Carrier for the when the Container was stuffed;

(9) If the Carrier has agreed to seel the Container.

(9) If the Carrier has agreed to seel the Container.

(9) If the Carrier has agreed to seel the Container.

(9) If the Carrier is not support the unsultability or defective condition areas (a) without any want of due diligence on the part of the Carrier ge except where the Carrier agreed to seel the Container.

(9) If the Carrier is not support the unsultability of the Carrier agreed to see the Container.

(9) If the Carrier is not the Carrier against any loss, damage, claim, liability or expense whetsoever arising from one or more of the matters covered by (A) showe except for (A)(iii)(a) above.

TEMPERATURE CONTROLLED CARGO
 The Menchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filing in the box on the front of this Bill of Lading I this Bill of Lading has been prepared by the Menchant or a person acting on the 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 property pre-cooled, that the Goods have been property stuffed in the Container and that its them

10. INSPECTION OF GOODS

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

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

11. MATTERS AFFECTING PERFORMANCE

(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind fincluding the condition of the Goods), whensoever and howsoever arriang (whether or not the Carriage has commonced) the the Carrier ray:

(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 ray deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods all and classe;

(B) without prejudice to the Carriege.

In any event the Carriage.

In any event the Carriage and the Merchant stall pay any additional costs resulting from the above mentioned circumstances.

circumstances.

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

12. METHODS AND ROUTE OF TRANSPORTATION (1) The Carrier may at any time and without notice

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 whatterower; load or carry the Goods on any vessed 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, at any place unpack and renove Goods which have been stuffed in or on a Conteiner and forward the same in any manner whatsoever; proceed at any speed and by any voice in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever once or more often and it 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 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 brieff or such government or authority or any person or body acting or purporting to act as or on brieff or such government or authority or any person or body acting or purporting to act as or on brieff or such government or authority or alway 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 pilots, to tow or be towed or to be dry-docked; permit the vessel to proceed with or without pilots, to tow or be towed or to be dry-docked; permit the vessel to proceed with or without pilots, to tow or be towed or to be dry-docked; permit the vessel to carry livestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or warlike stores and sail armed or unammed.

[2] The liberties set out in (1) above may be invoked by the Carrier for any purpose whatsoever whether or not connected with the Carriage of th

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

13. DECK CARGO (AND LIVESTOCK)

(1) Goods of any description whether containerised or not may be stowed on or under dock without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (pitcher than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague-Visby 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 pallists) which are staded on the front of this Bill of Lading to be carried on deck and which are so carried (and livestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or demage of whatsoever nature arising during carriage by sea or inland waterway whether caused by unseeworthiness or negligence or any other carried whatsoever. The Merchant shall defend, indemnity and hold harmlessters Carrier againstall and any extra cost incurred for any resson whatsoever in connection with carriage of livestock.

14. DELIVERY OF GOODS

14. DELIVERY OF GOODS
If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notate to remove from a Container the Goods or that part thereof is sufficient or on a Container and to store the Goods or that part thereof achore, affoct, in the open or under cover at the sole is risk and expense of the Merchant. Such storage affords constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the constitute due delivery hereunder, Goods or that part thereof shall ce

Goods or that part theroof shall cease.

15. BOTH-TO-BLAME COLLISION

If the vessel or which the Goods are carried (the carying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object of the negligence of the non-carrying vessel or object or the cover of, charters or of person responsible for the non-carrying vessel or object or the owner of, charters or of person responsible farmless the Carrier against all claims by or listicity to (and sary expense arising therefron) any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of the Morchart paid or payable to the Merchart by the non-carrying vessel or object or the owner of, chartere of or person responsible for the non-carrying vessel or object or the owner of, chartere of or person responsible for the non-carrying vessel or object or the concerned by such vessel, object or person(s) against the Carrier, the carrying vessel or object or ocharterers.

vessal or her owners or charterers.

18. GENERAL AVERAGE
(1) The Carrier may dealine General Average which shall be adjustable according to the York/Antwerp Pulses of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approach by BIMO Cols to be considered as incorporation herein and the Menchant shall provide such security as may be required by the Carrier in this connection.
(2) Norwithstanding (1) above, the Mechant shall defend, indemnity and hold harmless the Carrier in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.

(3) The Carrier in this connection.

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 Carrier and shall be paid and non-returnable in any event.
(2) The Charges have been calculated on the basis of particulars furnished byor on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reweigh, remeasure and revalue the Goods and if the particulars are found by the Carrier to be increment that Merchant shall pay the Carrier to be increment that Merchant shall pay the Carrier to example (prediction of the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.
(3) All Charges shall be paid without any set-off, counter-claim, deduction or stay of execution.

18, LIEN
The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average combibutions 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 transt, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

19. VARIATION OF THE CONTRACT

No sensent or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such weiver 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.

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

Shipper B/L No. 32045238 **ROCKWOOL B.V. - LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier.

In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, IEC NUMBER 0488001382 SHOLINGUR PAN NO. AAACB2533Q exceptions and conditions whether written, printed, stamped or otherwise incorporated GSTNO:33AAACB2533Q1ZP, 631102 TAMIL NADU INDIA and in particular to the terms overleaf as if they were all signed by the merchant. This PHONE: +91 4172307768, FAX: +91 4172262210 * 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: EMU LINES PVT. LTD (CHENNAI) Vessel name/voyage no. ROTTERDAM, NETHERLANDS AMOLIANI/2218E NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN AAACE3803E, GERALD@EMULINES.IN Port of discharge Place of delivery CHENNAI, INDIA 600 001 CHENNAI INDIA Tel-91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8935231 DELIVERY NO.: 33222553 PO NO.: 5700003358	2 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250,00 KGS GROSS WEIGHT: 1287,50 KGS DELIVERY TERMS: CIF CHENNAI		1287.500	2.520
		* CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN			

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 23-05-2022	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3/3	3	
ICS B/L				
				As Agent
Copy Shippe	ed on board			FAMOUS PACIFIC LINES

B/L No. 32045238 Shipper ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, SHOLINGUR PAN NO. AAACB2533Q GSTNO:33AAACB2533Q1ZP, 631102 TAMIL NADU INDIA PHONE: +91 4172307768, FAX: +91 4172262210 * 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 Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: EMU LINES PVT. LTD (CHENNAI) Vessel name/voyage no. Port of loading ROTTERDAM, NETHERLANDS AMOLIANI/2218E NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN AAACE3803E, GERALD@EMULINES.IN Port of discharge Place of delivery CHENNAI, INDIA 600 001 CHENNAI INDIA Tel-91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 8935231 DELIVERY NO.: 33222553 PO NO.: 5700003358	2 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250,00 KGS GROSS WEIGHT: 1287,50 KGS DELIVERY TERMS: CIF CHENNAI		1287.500	2.520
		* CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN			

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 23-05-2022	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3/3		
CS B/L				
				As Agent
Copy Shippe	ed on board			FAMOUS PACIFIC LINES

B/L No. 32045238 Shipper **ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name TAMIL NADU to procure performance of the combined transport and the delivery of the goods, 600 006 CHENNAI INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, SHOLINGUR PAN NO. AAACB2533Q exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This GSTN0:33AAACB2533Q1ZP, 631102 TAMIL NADU INDIA PHONE: +91 4172307768, FAX: +91 4172262210 * B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. Vessel name/voyage no. For delivery please apply to: EMU LINES PVT. LTD (CHENNAI) Port of loading ROTTERDAM, NETHERLANDS AMOLIANI/2218E NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER EMU LINES - GST: 33AAACE3803E1ZC - PAN AAACE3803E, GERALD@EMULINES.IN Port of discharge Place of delivery CHENNAI, INDIA 600 001 CHENNAI INDIA Tel·91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 8935231 DELIVERY NO.: 33222553 PO NO.: 5700003358	2 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 50 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 1250,00 KGS GROSS WEIGHT: 1287,50 KGS DELIVERY TERMS: CIF CHENNAI * CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		1287.500	2.520

Collect	Payable at	Place and date of issue	
	ORIGIN	ROTTERDAM 23-05-2022	FPS Famous Pacific Shipping
vessel	No. of original(s) B/L 3/3		
			As Agent
			As Agent
on board			FAMOUS PACIFIC LINES
	vessel	ORIGIN vessel No. of original(s) B/L 3/3	ORIGIN ROTTERDAM 23-05-2022 vessel No. of original(s) B/L 3/3





For attn of

Date

09-05-2022

Please find attached Test Report of compliance with the order (EN 10204: 2004 / 2.2)

Client

Brakes India Pvt. Ltd.

Client-orderno

5700003358

Lapinus orderno

8935231

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:

51838035 - 1.250 kg

Kind regards

Customer Services

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

cs@lapinus.com www.lapinus.com

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





Test report Date : 12-4-2022

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

1...

Prod. Date : 11-4-2022

Product : Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

2. Testresults

Batch no.	Fibre length	Results (micron) Max.	Limits (micron) Max.
51838035		113,00	125,00	100	150

Batch no.	Shotcontent	Results	(%wt)	Limits (%wt)
		Min.	Max.	Max.
51838035	Shot > 125 μm	0,44	0,74	1.0

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

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

ltem

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

631102 Tamil Nadu

INDIA

INVOICE

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Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

AIDIN

ROCKWOOL B.V. P.O. Box 1160

6040 KD Reermond The Netherlands

Invoice no. / date:

163825541 / 06.05.2022

Order no. / date:

8935231 / 14.04.2022

Your reference: Contactperson:

5700003358 Corina Hendriks

Material description

Material

Number Unit

Page 1 / 1

Quantity Unit Price Unit Amount

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

1,250,00

KG

1,250,00

KG

2.282,00 1.000 KG

2.852,50

Stat. No.: 68061000

Delivery No/Date: 33222553 / 04.05.2022

Container Number: OR99VH Country of origin: NL

Freight Cost

573,00

Amount excl. VAT **Output Tax**

0,00 %

3.425,50 0,00

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

EUR

3.425,50

Delivery date: Terms of delivery: Payment term:

04.05.2022 -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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ORIGINAL

Part of the ROCKWOOL Group

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Page 1 / 1

P.O. Box 1 6040 KD Reermond The Netherlands

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

163825541 / 06.05.2022

8935231 / 14.04.2022

Your reference:

5700003358

Contactperson:

Corina Hendriks

Item	Material	Number	Quantity	Price	Amoun
	Material description	Unit	Unit	Unit	
	Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres				

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

2.282.00 1.250.00 1.250.00 29508 1.000 KG KG KG

Stat. No.: 68061000

Delivery No/Date: 33222553 / 04.05.2022

Official email id: biimports@brakesindia.co.in

Container Number: OR99VH Country of origin: NL

> 573,00 Freight Cost

Amount excl. VAT 0.00 % **Output Tax**

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

EUR 3.425,50

2,852,50

3.425,50

0,00

Delivery date: Terms of delivery: 04.05.2022 -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.

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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

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Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

LB.V. P.O. Box 17 60 6040 KD Roermond The Netherlands

Invoice no. / date:

Order no. / date: Your reference:

Contactperson:

163825541 / 06.05.2022

8935231 / 14.04.2022

5700003358 Corina Hendriks

Material ltem

Material description

Country of origin: The Netherlands

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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

29508

Stat. No.: 68061000 Delivery No/Date: 33222553 / 04.05.2022

Container Number: OR99VH

Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

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

Number

Page 1 / 1

Unit

1.250.00

KG

Quantity Unit

Price Unit

Amoun

1.250.00 2.282,00 KG

1.000 KG

2.852,50

573.00

3.425,50 0,00

0,00 %

EUR

3.425,50

Delivery date:

Terms of delivery: Payment term:

04.05.2022 -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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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

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631102 TAMIL NADU

INDIA

P.O. Box 60 6040 KD Reermond The Netherlands

Invoice no. / date:

Order no. / date:

163825541 / 06.05.2022

8935231 / 14.04.2022

Your reference:

Contactperson:

5700003358 Corina Hendriks

Material Item

10

Material description

Number Unit

Page 1 / 1

Quantity Unit Price Unit Amoun1

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

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

Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

1,250,00

KG

1.250,00

KG

2.282,00 1.000 KG 2.852,50

Stat. No.: 68061000

Delivery No/Date: 33222553 / 04.05.2022

Container Number: OR99VH Country of origin: NL

Freight Cost

573,00

Amount excl. VAT

Output Tax

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

0,00 %

3.425,50

0,00

EUR

3.425,50

Delivery date: Terms of delivery: 04.05.2022 -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

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631102 TAMIL NADU

INDIA

Item

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

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP 631102 TAMIL NADU

INDIA

Quantity

Unit

Page 1 / 1

P.O. Box 1 6040 KD Reermond The Netherlands

Invoice no. / date:

Order no. / date:

Your reference: Contactperson: 163825541 / 06.05.2022

8935231 / 14.04.2022

631102 Tamil Nadu

5700003358 Corina Hendriks

Material description

Material

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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

29508

1.250,00 KG

Number

Unit

1.250,00 KG 2.282,00 1.000 KG

Price

Unit

2.852,50

Amoun

Stat. No.: 68061000

Delivery No/Date: 33222553 / 04.05.2022

Container Number: OR99VH

Country of origin: NL

Freight Cost

Output Tax

Amount excl. VAT

0.00 %

573,00

3.425,50 0,00

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

EUR

3,425,50

Delivery date: Terms of delivery: 04.05.2022 --CIP Chennai Port 60 days net

Gross/Nett weight:

1.287,500 / 1.250 KG

Transp. volume:

Payment term:

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 an 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

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

Sholingur GST: 33AAACB2533Q1ZI 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

Quantity

Unit

Page 1 / 1

ROCKWOOL B.V.
P.O. Box 1-50
6040 KD Reermond
The Netherlands

Invoice no. / date:

Order no. / date:

Your reference: Contactperson: 163825541 / 06.05.2022

8935231 / 14.04.2022

5700003358 Corina Hendriks

Item Material

Material description

Country of origin: The Netherlands

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

1.250,00 KG

Number

Unit

1.250,00 KG 2.282,00 1.000 KG

Price

Unit

2.852,50

Amount

Stat. No.: 68061000

Delivery No/Date: 33222553 / 04.05.2022

Container Number: OR99VH Country of origin: NL

Freight Cost

Amount excl. VAT
Output Tax

ax 0,00

0,00 %

3.425,50 0,00

573,00

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

EUR

3.425,50

Delivery date: Terms of delivery:

Payment term:

04.05.2022 -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

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

Our ordernr : 8935231

Delivery nr : 33222553

Your ordernr: 5700003358

Container nr: OR99VH

Shipment nr.: 0006885976

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

India

ORIGINAL

Lapinus[®]

DETAILED PACKING LIST

Product and dimensions	Type and number of packages	Contents per package in m ¹ /m ² /kg	Total quantity per item in m ¹ / kg	Total net weight per item kgs	Total gross weight per item kgs	Dimensions in m per package	E
Lapinus® RB250, bag 25	kg -pallet 625 1250 Kilogr	kg am 1,00	1250,00	1250,000	1287,500	1210,00 1000,00	0 1300,0
			TOTAL:	1250,000 Kgs	1287,500 Kgs		

Date: 06-05-2022

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 8935231

For Brakes India Pvt. Ltd. IEC Number 0488001382

631102 Tamil Nadu India

Your ordernr: 5700003358

Container nr: OR99VH

Shipment nr.: 0006885976

Delivery nr : 33222553

Sholingur GST: 33AAACB2533Q1ZP ORIGINAL

A Lapinus

DETAILED PACKING LIST

	1900	
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 m ¹ / m ² / kg	1250,00	
Contents per package in m ¹ /m ² /kg	g n 1,00	
Type and number of packages	kg -pallet 625 kg 1250 Kilogram	
Product and dimensions	Lapinus® RB250, bag 25 25,0	

Date: 06-05-2022

Kgs

1287,500

1250,000 Kgs

TOTAL:

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 8935231

Delivery nr : 33222553

Your ordernr: 5700003358

Container nr: OR99VH

Shipment nr.: 0006885976

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu

India

A Lapinus

DETAILED PACKING LIST

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 m ¹ /m ² /kg	1,00	
Type and number of packages	kg -pallet 625 kg 1250 Kilogram	
Product and dimensions	Lapinus® RB250, bag 25 kg -pallet 625 25,0 0, 1250 Kilogr	

Date: 06-05-2022

Kgs

1287,500

1250,000 **Kgs**

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 8935231

Delivery nr : 33222553

Your ordernr: 5700003358

Container nr: OR99VH

Shipment nr.: 0006885976

For Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP 631102 Tamil Nadu India

COPY

A Lapinus

DETAILED PACKING LIST

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 m ¹ / m ² / kg	1,00 I,00	
Type and number of packages	kg -pallet 625 1250 Kilogra	
Product and dimensions	Lapinus® RB250, bag 2525,0	

Date: 06-05-2022

Kgs

1287,500

1250,000 Kgs

TOTAL:

Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

Our ordernr : 8935231

Delivery nr : 33222553

Your ordernr: 5700003358

Container nr: OR99VH

Shipment nr.: 0006885976

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



DETAILED PACKING LIST

	1300,00	
Dimensions in m per package	1210,00 1000,00	
Dimensi per pa	0,00	
	121	
reight gs	1287,500	
Total gross weight per item kgs	128	
To	00	
weight kgs	1250,000	
Total net weight per item kgs		
	1250,00	
ity per iten n² / kg	125(
Total quantity per item in m ¹ /m ² /kg		
	1,00	
Contents per package in m ¹ /m ² /kg		
Contents in m	kg a	
ber		
Type and number of packages	kg -pallet 625 1250 Kilogra	
Typ	kg.	
	bag 25	
Product and dimensions	RB250,	
and d	Lapinus® RB250, bag 2525,0	
	Lapir 25,0	

Date: 06-05-2022

Kgs

1287,500

1250,000 **Kgs**

TOTAL:

Rockwool B.V.

Industrieweg 15

6045 JG Roermond / The Netherlands

Our ordernr : 8935231

Delivery nr : 33222553

Your ordernr: 5700003358

OR99VH

Container nr:

Shipment nr.: 0006885976

Product and dimensions

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

631102 Tamil Nadu India

△ Lapinus

DETAILED PACKING LIST

1300,00 Dimensions in m per package 1000,00 1210,00 1287,500 Total gross weight per item kgs 1250,000 Total net weight per item kgs 1250,00 Total quantity per item in m¹/m²/kg 1,00 Contents per package in m⁴ / m² / kg 1250 Kilogram Lapinus® RB250, bag 25 kg -pallet 625 25,0 0,1 1250 Kilogr Type and number of packages

Date: 06-05-2022

Kgs

1287,500

1250,000 Kgs

TOTAL: