Shipper ROCKWOOL B.V. LAPINUS INDUSTRIEWEG 15 6045 JG ROERMOND THE NETHERLANDS		B/L No. 32114001		
		FAMOUS PACIFIC LINES OCEAN - BILL OF LADING for combined transport or port to port shipment FMC OTI No. 024325		
Consignee (if 'to order' is indica STATE BANK OF INDIA CAG BRANCH, 149 GREAMS A/C NO: 010130458989 TAMIL NADU 600 006 CHENN INDIA	ROAD	RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. The carrier, in accordance with and to the extent of the the provisions contained in this B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility		
Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. IEC NUMBER 0488001382 SHOLINGUR GSTNO:33AAACB2533Q1ZP PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA PHONE: +91 4172307768, FAX: +91 4172262210 * Pre- carriage by Place of Receive		for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not otherwise stated above, one of which being accomplished the other (s) to be void.		
Vessel name/voyage no. YM FOUNTAIN/165E	Port of loading ROTTERDAM, NETHERLANDS	For delivery please apply to: FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) 5TH FLOOR, LEELAVATHY BUILDING,		
Port of discharge CHENNAI, INDIA	Place of delivery	NO. 69, ARMENIAN STREET, GST # 27AAACF8646G2ZG - PAN AAACF8646G ,SHANKARI@FBLINDIA.IN 600 001 CHENNAI INDIA Tal·91-44-4345-6464 Fmail· IMP CHN@FBI INDIA IN		

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 9297024 DELIVERY NO.: 33691224 PO NO.: 5700003358	1 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 25 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 625,00 KGS DELIVERY TERMS: CIF CHENNAI * CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		643.750	1.430

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 04-12-2022	FPS Famous Pacific Shipping	
	L			_ <	PAUL BRANDS
Laden on board th	ne vessel	No. of original(s) B/L 3/3		11	
ICS B/L		0	RIGINAL	B	22
04 Dec	2022				12 AN
Original Shi	pped on board	04-12-2022		As Agent	
				FAMOUS PA	CIFIC LINES

1. DEFINITIONS

"Carrier" means the Company stated on the front of this Bill of Lading as being the Carrier means the Company stated on the front of this Bill of Lading as being the Carrier Merchant" includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person having or entitled to the possession of the Goods or this Bill of Lading, any person having a resent or future interest in the Goods or any person exting on bothalf of any of the above mentioned persons.

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

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

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

"Port to Port Shipment."

a Port to Port Shipment.

"Port to Port Shipment a isses where the Place of Receipt and the Place of Delivey are not indicated on the front of this Bill of Lading or it both the Place of Receipt and the Place of Delivey indicated are ports and the Bill of Lading does not in the nomination of the Place of Delivery on the front hereoft specify any place or spot within the area of the port so nominated.

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

"Hague-Visty Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 25th August 1924.

"Rules" means the Carriage of Goods by Sea Act of the United States of America septowed on this April 1936.

"COGSA" means the Carriage of Goods by Sea Act of the United States of America stoved on 18th April 1936.
"COGWA" means the Carriage of Goods by Water Act 1936 of Canada.
"Charges" includes freight and all expenses and money obligations incurred and pays by the Marchant.
"Shipping Lutti Includes freight and a state of the Carriage of Shipping Lutti Includes freight and a state of the Carriage of Carriage of the Carriage of Carriage of the Carriage of Car

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

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

CARRIER'S TARIFF
 — The provisions of the Carrier or his agents upon request or, where applicable family, if any, are incorporated herein Copiesof such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the Tariff has been filled, in the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall provail.

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

NEGOTIABILITY AND TITLE TO THE GOODS

4. MEGO INSULTY AND TITLE TO THE GOODS
(1) This Bill of Lading shall be non-negotiable unless made out "to order" in which event it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described.
(2) This Bill of Lading shall be prima facile 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.

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

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

(2) The Metchant undertakes that no claim or allegation shall be made against any person or vessel whatsoever, other than the Carrier, including, but not limited to, the Cardres solvants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriago, whether cliently or indirectly, is procured, performed or undertaken who the cardiago, whether cliently or indirectly, is procured, and indirectly indirectly or indirectly, is procured, and in a legation shows the cardiago of the cardiago, whether cliently indirectly indirec

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(A) Subject to clause 13 below, this Bill of Lading insofer as it relates to see carriege by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Vaby Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (COGSA or COGWA) to this Bill of Lading as subject to U.S. or Canadian law respectively) shall apply to the carriage of Goods by Inland waterways and reference to critical waterways. If and to the extent that the provisions of the Inter Act of the United States of America 1838 would otherwise be compulsorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of the Vessel the Carrier's responsibility shall instead be determined by the provisions are found to be invalid such responsibility and be entitled to (and nothing in this Bill of Lading shall operate to deprive or limits such entitlement) the full benefit of, and rights to, all limitations of an exclusions from liability and all rights conferend or authorised by any applicable law, statute or regulation of any country (including but not mirriad to, where applicable are provisions or sections4281 to 4287, Inclusive, of the Rwised 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 amendments thereto and where applicable any provisions of the laws of the United States of America and amendments thereto.

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

(2) PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during leading not the vessel and the Carrier shall not be fiable 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 with others for transport, storage, handling or anyother services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or ormiscion whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

(3) COMBINED TRANSPORT

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

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

(5) The Carrier shall be entited to rely upon all exclusions from liability under the Rules or legislation that would have been applied under (fill)(A) above had the loss or damage occurred carront be proved;

(6) The Carrier shall be entited to rely upon all exclusions from liability under the Rules or legislation that would have been applied under (fill)(A) above had the loss or damage occurred carront be proved;

(7) The Carrier shall be entitled to rely upon all exclusions from liability under the Rules or legislation that would have been applied under (fill)(A) above had the loss or damage occurred as eas or, if

Fulses (or COCISA or COCISA or This Islin or Learning is sunject to U.S., or Cumular law respectively.
Where under (i) above, the Carnier is not liable in respect of some of the factors causing the loss or duringe, he shall only be liable to the extent that those factors for which he is liable have confibured to the loss or damage. Some strength of the company of the company of the property of t

value of such Goods, whichever is the lesser.

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

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

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

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

inational law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' cohracts of carrieringe and tariffs and any law compulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' collegions under their contracts and tariffs;

Where neither (i) or (ii) above apply, any liability of the Carrier shall be determineded.

(iii) Where neither (i) or (ii) above apply, any liability of the Carner shall be determinded by e3(I)(J) above.
(4) GENERAL PROVISIONS
(A) Delay, Consequential Loss Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, inclined or consequential loss or damage caused by delay or any other cause whatsoever and howseever caused. Without prejudice to the foregoing, if the Carner is found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the transcort.

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

[9] Package or Shipping Unit Limiston

[9] Package or Shipping Unit Limiston

[9] Package or Shipping Unit Limiston

[9] Where the Hague Rules or any legislation making such Rules compulsorily applicable

[9] (such as COSSA or COSWA) to this Bill of Lading apply, the Carrier shall not, unless a

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

loss or demange to or in connection with the Goods in an amount rep package or shipping

unit in excess of the package or shipping unit limitation as laid down by such Rules or

[9] package or shipping unit in excess of the package or shipping unit in excess of the package or shipping unit in excess of the package or shipping unit in limitation shall be USSSO.

[10] Ad Valorem: Declared Value of Package or Shipping Unit

The Carrier's liability may be increased to a higher value by a declaration in writing

of the value of the Goods by the shipper upon delivery to the Carrier of the Goods to shipping unit in the form of the Bill of Lading in the space

provided and, if majuriced by the Carrier's Rabilly, if any, shall not exceed the declared value

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

[10] Definition of Reviews or Shipping Lint

[11] Definition of Reviews or Shipping Lint

[12] Definition of Reviews or Shipping Lint

[13] Definition of Reviews or Shipping Lint

[14] Definition of Reviews or Shipping Lint

[15] Definition of Reviews or Shipping Lint

[16] Definition of Reviews or Shipping Lint

[16] Definition of Reviews or Shipping Lint

[16] Definition of Reviews or Shipping Lint

[17] Definition of Reviews or Shipping Lint

[18] Defini

value. (D) Definition of Packaga or Shipping Unit

Value.

(D) Definition of Packaga or Shipping Unit Minora of Container is surfed by the Morra of Container is used to conselicate 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 units or value of the container of the package or shipping units or strength or containers shall be considered the package or shipping unit.

The words "shipping unit" shall mean each physical unit or piece of cargo not shipped in package, including articles or things of any description whatsoewer, accept Goods anippod in bulk, and Irrespective of the weight or measurement unit employed in calculating freight charges. As to Goods shipped in bulk, the initiation applicable thereto anallow the imitation provided in such convention or law which may be applicable, and in no event shall anything herein be construed to be a waker of limitation as to Goods shipped in bulk, the limitation as to Goods in the shipped in bulk, the limitation as to Goods in the shipped in bulk, the limitation as to Goods in the shipped in bulk, the limitation as to Goods in the shipped in bulk, the limitation as to Goods in the shipped in bulk the shipped in bulk the shipped in bulk the shipped in bulk. The shipped in bulk the shipped in b

In the Carmer shall be deemed prima facie to have delivered the scoods 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 Carmer or to his representative at the place of delivery before or at the time of removal of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

(G) Time-bar The Carriershall be discharged of all liability unless suff is brought in the proper forum and written notice thereof received by the Carrier within heelve 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 compulsarily applicable, the period prescribed by such convention or law shall then apply but in that circumstance

period prescribed by such conversion of law shall then apply but in that circumstance only.

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, condition, marks numbers and values 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 dirties, taxes, fines, imposts, expenses and losses incurred or suffered by reason thereof or by research and content or suffered by reason thereof or bytes.

(3) The Merchant undertakes that the Goods are peocled in a manner adequate to insufficient marking, numbering or addressing of the Goods.

(3) The Merchant undertakes that the Goods are peocled in a manner adequate to withstand the ordinary risks of Carriege having regard by their dature and in compliance with all lows, regulations and regard to comply a support of carriege and the content of the

9. TEMPERATURE CONTROLLED CARGO

PERATURE CONTROLLED CARGO

The Marchant undertakes not to ender for transportation any Goods which recurs control without previously giving written notice (and filing in the box on the for It Lading it this Bill of Lading hos been prepared by the Merchant or a person action) of their nature and particular temperature arrage to be maintained and in the care

a temperature controlled Container stuffed by or on behalf of the Merchant lurther undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its themostatic controls have been properly set by the Merchant before neceipt 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, insulation or any appearatue of the Container, provided that the Carrier shall before or at the beginning of the Carriage exercise due diligence to maintain the refrigerated Container in an efficient state.

10. INSPECTION OF GOODS

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

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 (including the condition of the Goods), whenseever and howscoever arising (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 upon of them at the Morchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease;
(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage.

In any evert the Carrier shall be entitled to full Charges on Goods received for Carriage and the Merchant shall pay any additional coats 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.

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

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever; load or carry the Goods on any vessel whether named on the front hereof or not; transfer the Goods from one conveyance to another including transsipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever; at any place unpack and remove Goods which have been authed in or on a Container and forward the same in any manner whatsoever, proceed at any speed and by any route in his discretion (whether or not the namest or most direct or customary or advertised noted) and proceed to or stay at any place whatsoever proceed at any other hand to the same in any place whatsoever and the same in any others. For economic same same and the same in any place whatsoever and in same place and the same in the same of the instrumance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without places, to tow or be towed or to be directions; permit the vessel to proceed with or without places, to the order of the same and the vessel to carry livestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or wardike stores and sail armed or unammed.

(2) The liberties set out in (1) above may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriege of the Goods. Anything done in accordance with (1) above or any delay arising therefrom s

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 shalf participate in General Average and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Fulles or any legislation making such Rules or the Hague-Misby Rules computisonly applicable (such as COGSA or COGWA) to this Bill of Lading,

[2] Goods (not being Goods striffed in or on Containers other than open flats or patients) which are sated on the forter of this Bill of Lading to be carried on deck and which are so carried (and fivestock, whether or not carried on deck) are carried without responsibility on ir part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea or infand waterway whether caused by unseaworthiness or negligence or any other carriage has a carried of the Rechart shall defend, Indemnify and roll of harmless the Carrier again stalland any axto cost incurred for any reason whatsoever in connection with carriage of fivestock.

any extra uosa incurred nor any reason whatboever in connection with carriage of livestock.

14. DELIVERY OF GOODS

It delivery 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. He Carrier shall be artitled without notice to remove from a Container the Goods or that part thereof if sufficient on on a Container and to store the Goods or that part thereof abshore, affoct, 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 flability of the Carrier in respect of the Goods or that part thereof shall casse.

15. BOTH-TO-BLAME COLLISION

15. BOTH-TO-BLAME COLLISION If the vessel on which the Goods are carried (the carying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold harmless the Carrier against all claims by or liability to (and siny experse ariting thereform) any vessel or person in responsible for 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(s) against the Carrier, the carrying vessel or her owners or charterers.

18. GENERAL AVERAGE

18. GENERAL AVERAGE
[1) The Carrier may declare General Average which shall be adjustable according to the
Your/Anniverp Rules of 1974 at any place at the option of the Center and the Amended Jeson
Clause as approved by BIMOC 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] Northithstanding (1) above, the Merchant shall defend, indemnify and hold harmless
the Carrier in respect of any claim (and any expense arising therefrom) of a General Average
nature which may be made on the Carrier and shall provide such security as may be required
by the Carrier in this connection.
[3] The Carrier shall be under no obligation to take any steps whistsoever to collect
security for General Average contributions due to the Merhant.

17. CHARGES

CHARGES
(1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and be paid and non-returnable in any event.
(2) The Charges have been calculated on the basis of particulars furnished byor on behalf he Merchant. The Carrier shall be entitled to production of the commercial invoice for the about complete state to entitled to production of the desired and the state of the

18. LIEN

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

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

So to wave of vary.

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

Shipper ROCKWOOL B.V. LAPINUS B/L No. 32114001 INDUSTRIEWEG 15 FAMOUS PACIFIC LINES 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA by reasonable means of checking, as specified above unless otherwise stated.

The carrier, in accordance with and to the extent of the the provisions contained in this CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name **TAMIL NADU 600 006 CHENNAI** INDIA to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. IEC NUMBER 0488001382 SHOLINGUR GSTNO:33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations. PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA exceptions and conditions whether written, printed, stamped or otherwise incorporated PHONE: +91 4172307768, FAX: +91 4172262210 and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: Vessel name/voyage no. Port of loading YM FOUNTAIN/165E ROTTERDAM, NETHERLANDS FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, GST # 27AAACF8646G2ZG - PAN AAACF8646G Place of delivery Port of discharge SHANKARI@FBLINDIA.IN CHENNAI, INDIA 600 001 CHENNAI INDIA Tel-91-44-4345-6464 Fmail: IMP CHN@FRI INDIA IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 9297024 DELIVERY NO.: 33691224 PO NO.: 5700003358	1 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 25 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 625,00 KGS DELIVERY TERMS: CIF CHENNAI * CONTACT: MR. S. ILLIYAS		643.750	1.430

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 04-12-2022	FPS Famous Pacific Shipping	
Laden on board th	ne vessel	No. of original(s) B/L 3/3		12	PAUL BRANDS
ICS B/L			ORIGINAL	B	22 1
04 Dec	2022		NO.		2 AN
Original Shi	pped on board	04-12-2022		As Agent	
				FAMOUS PA	CIFIC LINES

1. DEFINITIONS

"Carrier" means the Company stated on the front of this Bill of Lading as being the Center and on whose behalf this Bill of Lading has been signed.
"Merchart" includes the subject, the consignast, the receiver of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person owning a resent or human interest in the Goods or any person acting on behalf of any of the above mentioned persons.
"Goods' includes the cargo supplied by the Marchant and includes any Container not supplied by or on behalf of the Carder.
"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 Carder in respect or the Goods.
"Carriage" means the whole of the operations and services undertaken or performed by or on behalf of the Carder in respect or the Goods.

"Carriage" includes any facts where the Cardage called for by this Bill of Lading is not a 18-to 15-to 1

over on 1 tern April 1938.

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

Charges includes freight and all expenses and money obligations incurred and pay-by the Merchant.

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

CARRER'S TARIEF
 The provisions of the Carrier's applicable 1 striff, if any, are incorporated herein Coplesof 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 arth de applicable Tariff, this Bill of Lading arth provid.

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

4. NEGOTIABILITY AND TITLE TO THE GOODS

4. 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 consistule title to the Goods and the holder shall be entitled to receive no to transfer the Goods heriari described.
(2) This Bill of Lading shall be prima facie evidence of the talking in charge by the Carrier of the Goods as hernia 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 thirt can't serious in condition. when this bill or Lauring third party acting in good faith.

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

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

(2) The Merchant undertakes that no claim or allegation shall be mede against any person or vessed whatscover, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is produced, parformed or undertaken, which imposes or attempts to impose upon any such person or vessed any liability whatscover 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 prefudical to the foregoing every such person and vasced shall have the benefit of all provisions herein benefiting the Carrier as if such provisions, does so not only on his own behalf but also as agent or Instee for such persons and vessels and such persons and vessels shall to this extract the Carrier to the extent of these provisions, does so not only on his own behalf but also as agent or Instee for such persons and vessels shall to this extract the carrier against any claim or intaility (and appropriate arising therefrom) arising from the Carriage of the Gooda insofar as such claim or liability provision of the Bill of Lading.

(4) The decharics and limits of liability provicted for in this Bill of Lading aball apply in any action against the Carrier whether the action be found in Contract or in Tort.

6. CARRIERTS RESPONSIBILITY

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

CARRIER'S RESPONSIBILITY
(1) CLAUSE PARAMOUNT
(3) Subject to clause 13 below, this Bill of Lading insofar as it relates to eas carriage by any vassel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Neby Rules compulsority applicable (such as COSSA or COSWA) to this Bill of Lading and the provision of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Rague Rules or applicable legislation shall be deemed incorporated herein. The Rague Rules of COSSA or COSWA it this Bill of Lading is subject to U.S. or Canada new respectively shall apply to the carriage of Goods by infland waterways and createring of various by see in such Rules or legislation shall be deemed to include retirement of various by see in such Rules or legislation shall be deemed to include retirement of various by the carrier as exponsibility of the Goods during any period prior to loading hater Act of the clarifies the Carrier's responsibility of the Goods during any period prior to loading on the provisions of (8) below, but if such provisions are found to be Invalid such responsibility in the Carrier's responsibility and all right of the Carrier's responsibility on the such artificement the extended prior to the deep and rights to, all limitations of and exclusions from Ballis and all right of loading, but not limited to, water applicable law, statute or regulation of any oversity including, but not limited to, water applicable any provisions or sections of America and amendments therein and where applicable any provisions of sections of America and amendments therein and where applicable any provisions of sections of America and amendments therein and where applicable any provisions of sections of America and amendments therein and where applicable any provisions of the

Goods are carried.

(2) POHT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during loading orth the vessel up to aird during discharge from the vessel and the Carrier shall not be liable for any loss or dismage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage nave though Charges for the whole carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to enter into contracts so behalf of the Merchant with others for transport, storage, hardling or anywher services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less (avourable than the terms in this Bill of Ladino.

into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading, [3] COMBINED TRANSPORT.

33) 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 vester set out below:

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

(F) The Carrier shall be entitled to rely upon all exclusions from fability under the Fulse 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 Halpus Rules (or COGSA or COGWA if this Sill of Lading is subject to U.S. or Canadian International).

ruses (or CUSIAN or CUSIAN If this Bill of Lading is subject to U.S. or Canadian law respectively).

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

(ii) Subject to (64(C) below, where the Hague Pulses or any legislation applying such applicable, the Carrier's Bablity shall not exceed US\$2.00 per kill or the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of auch Goods, whichever is the lesser.

(iv) The value of the Goods shall be determined according to the commodity exchange price at the place and time of deliventy to the Marchant or at the place and time of deliventy 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 revised price by reference to the normal value of Goods of the same kind and quality, at such place and time.

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

ved: 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,

(a) cannot be departed from by private contract to the destination of and
(b) would have applied if the Merchant had made a separate and direct contract
with the Carrier in respect of the particular stage of Carriage where the loss or
damage occurred and had received as evidence thereof any particular document which must be issued in order to makes such international convention
or national law applicable;
with respect to the transportation in the United States of America or in Canada to
the Port of Loading or from the Port of Discharge, the responsibility of the Carrier
shall be to prouve transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carriage and tariffs and any
law computorly applicable. The Carrier guarantees the fulfilment of such inland
carriers' obligations under their contracts and tariffs;
Wheren 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

(A) GENERAL PROVISIONS (A) Delay, Consequential Loss save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever and howsoever caused. Without prejudice to the foregoing, if the Cartier's found liable for delay, liability shall be limited to the heright applicable to the relevant stage

found liable for delay, itability state to entirect to 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 limitation as laid down by such Rules or
legislation. Such limitation amount according to COGSA is USSS00 and according to
COGWA is Can \$500. If no limitation amount is applicable undersuch Rules or legislation,

"Backage and the In ISSGON."

COGWA is Can \$500. If no limitation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500. (C) Ad Valcerem: Declared Value of Packaga or Shipping Unit The Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier's liability may be increased to a higher value being inserted on the front of this Bill of Lading in the space provided and, if inequired by the Carrier, exther highly paid, in such case, if the actual value of the Goods shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's highlity, forny, shall not exceed the declared value and any partial loss or demage shall be adjusted pro rata on the basis of such declared value.

be the declared value and the Carnier's liability, if any, shall not exceed the declared value, and any partial loss or demage 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 to for the purpose of any limit of liability per package or shipping unit provided in any international convention or national law relating to the carniage of Goods by sea. Except as afforeasid 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 place, and package, including articles or things of any description whatsoever, except Goods anipped in bulk, and irrespective of the weight or measurement unit employed in no event shall anything herein be construed to be a waiver of limitation asplicable thereto shall be the limitation provided in such convention or law which may be applicable, and no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

(E) Rust, etc.

It is agreed that superficial rust, oxidation or any like condition due to moisture, is not a condition or dramage 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 usin, discistion or the like did not exist or necesific.

(F) Notice of Loss or Demege

The Carrier shall be deemed prima facie to have delivered the Goods as described in this Bill of Lading unless notice of loss or, or damage to, the Goods, indicating the general nature of such loss or damage, stall thave bean given in withing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods in the c

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

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 Merchant and the Membant warrants to the Carrier that the description and particulars including, but note limited to, of veight, content, measure, quantity, quality, condition, makes including, but note limited to, of veight, content, measure, quantity, quality, condition, makes including, but note limited to, of veight, content, measure, quantity, quality, condition, makes including, but herebrant shall comply with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred orsulfered by reason thereof orly reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

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

(4) No Goods which are or may become dangerous, inflammable or damaging or which are or may become flable to damage any property or person whatsoever shall be tendered to the Carrier for Carriage without the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as at indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations and requirements, if my such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the authors are one properties of the Carrier arise through such articles are or are labeleto become of a dangerous, inflammable ordermaging nature, the same may at anytime bedestroyed disposed of, abandoned, or re

is otherwise responsible.

(6) The Morchant shall defend, indemnify and hold harmless the Carrier against any loss, demange, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 7 or from any cause in connection with the Goods for which the Carrier is not responsible.

8. CONTAINERS

8. CONTAINERS

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

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

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

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

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

(6) caused by the numer in which the Container has been stuffed;

(7) caused by the numer that the Goods for carriage in Containers;

(8) caused by the numer as been supplied by or on behalf of the Carrier or bounded that where the Container has been supplied by or defective condition arcse (a) without any want of due diligence on the part of the Carrier or (6) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was suffect;

apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was suffed; if the Container was suffed; if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container. The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, nage, claim, liability or expense whatsoever arising from one or more of the matters werd by (A) above except for (A)(iii)(a) above. Where the Carrier is instructed to provide a Container, in the absence of a written to the contrary, the Carrier is not under an obligation to provide a Container of any art type or quality.

9. TEMPERATURE CONTROLLED CARGO (1) The Merchant undertakes not to tend-

The Merchant undertakes not to tender for transportation any Goods which require the Merchant undertakes not to tender for transportation any Goods which require examined without previously giving written notice (and filling in this box on the front of adming if this Bill of Lading has been prepared by the Merchant or a person acting on 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 understate the Container has been properly pre-succiled, that the Goods have been properly sits in the Container and that its thermostatic controls have been properly sat by the Merchedror receipt of the Goods by the Carrier.

before noeight of the Goods by the Carrier.

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

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

10. INSPECTION OF GOODS

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

11. MATTERS AFFECTING PERFORMANCE

MATTERS AFFECTING PERFORMANCE

(I) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, culty or disadvantage of any kind (including the condition of the Goods), whenecover and severa raining (whether or not the Carriage has commenced) the the Carrier may:
(A) without notice to the Merchant abandon the Carriage of the Goods and where rearently possible place the Goods or any part of them at the Merchant's disposal of any

sonably possible place the Goods or any part of them at the Morchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall classe;

(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage.

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

stances.

The liability of the Carrier in respect of the Goods shall cease on the delivery or sposition of the Goods in accordance with the orders or recommendations given by remment or authority or any person acting or purporting to act as or on behalf of such mment or authority

any government or authority.

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever, load or carry the Goods on any vessel whether named on the front hereof or not; transfer the Goods from one conveyance to another including transhipping or carrying the same on another vessel than that named on the front hereof or the yard the Goods from a place unpeck and remove Goods which have been sutified in or on a Container and forward the same in any manner whetsoever; proceased any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advantaged route) and proceed to or stay at any place whatsoever once or more often and of 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 Dischargely comply with any orders or recommendations gloven by any government or authority or any person or body acting or purporting to act as or on behalf of cust of government or authority or any berson or body acting or purporting to act as or on behalf of cust of government or authority or having under the owns of the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without places, to two or be towed or to be dry-docked, permit the vessel to carry livestock, Goods of all lands, dangerous or otherwise, contraband, explosives, munitions or warkles stores and sail armed or unermed.

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

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 (other than fivestock) 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 compulsonly applicable (such as COGSA or COGWA) to this Bill of Lading,
(2) Goods (not being Goods suffed in or on Containers other than open flats or pallets) which are stated on the front of this Bill of Lading to be carried on deck and which are so carried (and livestock, whether or not carried on deck) are carried without responsibility on the part of the Carrief for loss or demage of whatsoever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchantshall defend, Indemnity and hold harmlessthe Carrieraginalisal and any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

All DELIVERY OF GOODS any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof is thatfer in or on a Container and to store the Goods or the part thereof is thatfer in or on a Container and to store the Goods or the part thereof and how the contrainer and to store the Goods or the part thereof above, afford, in the open or under cover at the sole risk and expense of the Merchant. Such storage shall constitute due delivery Interunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

15. BOTH-TO-BLAME COLLISION
If the vessed on which the Goods are carried (the carying vessel) comes into collision with
any other vessel or object (the non-carrying vessel or object) as a result of the negligence
of the non-carrying vessel or object of the owner of, charterer of or person responsible for
the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold
harmless the Carler against all claims by a fishibity to (and any expense arising therefron)
any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of
the Merchant pald or payable to the Merchant by the non-carrying vessel or object or the
owner of, charterer of or person responsible for the non-carrying vessel or object and set-off,
recouped or recovered by such vessel, object or person(s) against the Carrier, the carrying
vessel or her owners or charterer.

18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by SIMCO is to be considered as incorporation benefin and the Merchant shall provide such security as may be required by the Carrier in this connection.
(2) Notwittstanding (1) above, the Merchant shall defend, Indemnify and hold harmless the Carrier in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.
(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the 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 Merchart. 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 increared the Merchant shall pay the Carrier the correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier the silbertship the correct particulars.

18. LIEN

18. LIEM. The Currier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average contributions to whomsoever due and for the oosts of recovering the some and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant at the Merchant's oxpense and without any flability towards the Merchant.

18. WARIATION OF THE CONTRACT
No senared re agent of the Carrier shall have power to weive or vary any of the terms hereof unless such webver 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 walve or vary.

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

Shipper ROCKWOOL B.V. LAPINUS B/L No. 32114001 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 TAMIL NADU 600 006 CHENNAI B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, 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. IEC NUMBER 0488001382 SHOLINGUR GSTNO:33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA PHONE: +91 4172307768, FAX: +91 4172262210 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. Vessel name/voyage no. Port of loading For delivery please apply to: YM FOUNTAIN/165E ROTTERDAM, NETHERLANDS FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, GST # 27AAACF8646G2ZG - PAN AAACF8646G Port of discharge Place of delivery SHANKARI@FBLINDIA.IN CHENNAI, INDIA 600 001 CHENNAI INDIA Tel-91-44-4345-6464 Fmail: IMP CHN@FRI INDIA IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 9297024 DELIVERY NO.: 33691224 PO NO.: 5700003358	1 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 25 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 625,00 KGS DELIVERY TERMS: CIF CHENNAI		643.750	1.430
		* CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN			

Collect	Payable at	Place and date of issue		
	ORIGIN	ROTTERDAM 04-12-2022	FPS Famous Pacific Shipping	
e vessel	No. of original(s) B/L 3/3	3	-0	PAUL BRANDS
	, ,		B	
2022				nAO
ped on board	04-12-2022		As Agent	0.5.0
	e vessel	ORIGIN No. of original(s) B/L 3/3	ORIGIN ROTTERDAM 04-12-2022 No. of original(s) B/L 3/3 ORIGINAL 2022	ORIGIN ROTTERDAM 04-12-2022 FPS Famous ORIGINAL 2022 As Agent

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

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

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

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

"Container" includes are considiate 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.

"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 Porto Port Shipment.

"Port to Port Shipment.

"Port to Port Shipment.

"Port to Port Shipment arises where the Place of Receipt and the Place of Delivery or to so nominated and the Bill of Lading of the both the Place of Receipt and the Place of Delivery on to so nominated and the Bill of Lading does not in the nomination of the Place of Beseipt or the Place of Clading signed at Brussels on 25th August 1924.

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

"Hague Pulse" means the Jading Billed as a mended by the Protocol signed at Brussels on 25th August 1924.

"Hague Cod February 1968.

"COGSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1935, includes freight and all exponences and monwe observations.

eparavec on 19th April 1936.

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

"Charges" includes reight and all expenses and money obligations incurred and payable by the Merchant.

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

"Person" includes are included.

rague-visby rules.
"Person" includes an individual, a partnership, a body corporate or other entity.
"Stuffed" includes filled, consolidated, packed, loaded or secured.

CARRIER'S TARIFF
 The provisions and be Carrier's applicable latiff, if any, are incorporated herein Coplesof such provisions are obtainable from the Carrier or his agent 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 and the problematics.

WARRANTY 3.

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

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

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

(2) The Merchant undertakes that no claim or allegation shall be made against any person or vesses whatsoewer, other than the Carrier, including, but not limited to, the Carrier's sorvants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured, parformed or undertaken, which imposes or attempts to impose upon any such person or vessel any liability whatsoever in connection with the Goods or the Carriage; and if any claim or allegation should nowstheless be made to defend, indemnify and hold harmless the Carrier against all consequences thereof. Without projucial 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. Because it is not provised to the service of the carrier as a such claim or liability (and any expense arising thereform) areing from the Carriage of the Goods insofer as such claim or liability (and any expense arising the carrier against any claim or liability (and any expense arising the Carrier's liability funds the Carrier's liability funds that is all to Lading.

(4) The Merchant shall defend, indemnify and hold harmless the Carrier against any claim or liability exceeds the Carrier's liability funds that is all to Lading, and the Carrier's liability provided for in this Bill of Lading.

(5) The Merchant shall defend indemnify and hold harmless the Carrier against any claim or liability exceeds the Carrier's liability funds this Bill of Lading.

(6) The defences and limits of liability provided for in this Bill of Lading.

(7) Carrier against the Carrier's liability funds this Bill of Lading.

(8) Carrier against the Carrier's liability funds this Bill of Lading.

(a) 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 Tart.

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(3) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any logislation making such Rules or the Hague-Vaby Rules compulsorily applicable (such as COSSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hegue Rules or applicable legislation shall be deemed incorporated herein. The Hegue Rules or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively shall apply to the carriage of Goods by Inland waterways and reference to arriage by see in such Rules or legislation shall be deemed in their Act of the United States of Armetca 1838 would otherwise be compulsorily applicable to regulate the Carrier's responsibility of the Goods during any perior plant or to leading on or after discharge from the vessel the Carrier's responsibility shall instead be determined by the provisions of skip below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(8) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the III benefit of, and rights to, all limitations of and exclusions from liability and all rights conterned or authorised by any applicable any provisions of scions-4281 to 4287, inclusive, or the Revised Statutes of the United States of America and amendments thereto and where applicable any provisions of the lavies of the India States of America) and without prejudice to the generality of the foresports also any 1 say, statute or regulation available to the Owner of the vessel(s) on which the Cocks are carried.

Goods are carried.

[2] PORT TO POST SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during leading onto the vessels up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage even though Charges for the whole Carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, stosed handling or anyother services in respect of the Goods prior to leading and subsequent to discharge of the Goods from the vessel without responsibility for any act or onlission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lalier.

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

(3) COMBINED TRANSPORT

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

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

(7) The Carrier shall be entitled to rely upon all exclusions from liability under the Rules or logislation that would have been applied under 6(1)(A) above had the loss or damage occurred at sea or, if there was no carriage by seas, under the Hague Rules for COSSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law reson-critishe).

or damages on COSSA or COSWA It his Bill of Lading is subject to U.S. or Canacian Rules (or COSSA or COSWA It his Bill of Lading is subject to U.S. or Canacian (as wrespectively).

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

(ii) Subject to 6((6)) below, where the ledgue RoCSSA or ACGWA) is not computed in the lague RoCSSA or ACGWA) is not computed in the lague RoCSSA or ACGWA) is not computed in the series of the lague RoCSSA or ACGWA) is not computed in the series of the lague RoCSSA or ACGWA) is not computed in the series of the lague RoCSSA or ACGWA) is not computed in the series of the series of the lague RoCSSA or ACGWA) is not computed in the series of the series o

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

international convention or national law of the country which provisions.

(a) cannot be departed from by private contract to the detriment of the Merchant, and (b) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any perticular document which must be issued in order to make auch international convention or national law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (not a more) and such transportation shall be subject to the inland carriers' collegate and turiffs and any law compulsority applicable. The Carrier guarantees the billiment of such inland carriers' obligations under their contracts and tartiff; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determinded by 48/3(A) above.

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

Delay, Consequential Loss.

Save 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 direct, indirect or consequential loss or damage caused the delay or any other cause associated and indicate for elegantic and the cause delay in the Carrier's and iniable for delay, liability shall be limited to the reight applicable to the relevant stage.

Multiphoto and the fordelsy, liability shall be limited to the freight applicable to the presence of the transport.

(B) Package or Shipping Unit Limietton

Where the Hagus Bulles or any legislation making such flules compulsorily applicable (such as COSSA or COSWA) to this Bill of Lading apply, the Carrier shall not, unless a declared value has been noted in accordance with (C) below, be or become liable for any toss or detrange to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit in excess of the package or shipping unit in excess of the package or shipping unit in State of the State of the State of the COSA is undersuch flutted in the Institution shall be USSS0.

(C) Ad Valoram: Declared Value of Pockage 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 responsible of the Cost of the Goods and the Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods are in the carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods and the Goods and the Goods and the Goods 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 any partial loss or demage shall be adjusted pro rata on the basis of such declared value.

(D) Definition of Package or Shipping Unit Where a Container is selfed 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 carriege of Goods by sea. Except as advressed the Container shall be considered the package or shipping unit provided in any international convention or shipping in the package or shipping unit provided in a package, including articles or things of any description whatsoewer, except the Coods shipped in bulk, and irrespective of the weight or measurement unit amployed in calculating freight charges. As to Goods shipped in bulk, the limitation provided in such convention or law which may be applicable, and in no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk. (E) Rust, etc.

It is agreed that superficial rust, coldation 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, coldation or the like did not exist on receipt.

Notice of Losse or Demange.

or receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, exidation or the like did not exist on roceipt.

(F) Notice of Loss or Demegra

The Carrier shall be deemed prima face 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 therefor under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

[13] Time-Darriershall be described in the control of the condition of the condition

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

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

including, but not limited to, of weight, content, measure, quantity, quelity, contration, market numbers and value are correct.

(2) The Marchant shall comply with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay all duties, taxes, fires, imposts, expenses and lossessincured or numbered by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

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

(4) No Goods which are or may become dangerous, inflammable or damaging or which are or may become liable to damage any property or person whetsoever shall be tendered to the Carrier for Carriage without the Carrier's express consent in writing and without the container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the articles are or any become and any such 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 than a design of the Carrier of the covering and after the Carriage of property (including, but not limited to, Containers) of the Carrier or any person or vessel (other than the Merchant) referred to in 50.0 The Merchant shall be liable for the loss, damage, contamination, soiling, detention or demurrage before, during and after the Carriage of property (including, but not limited to, Containers) of the Carrier or any person or vessel (other than the Merchant) interest to in 50.0 The Merchant shall be liable fort and only the Merchant or an

above caused by the which last or any person arraining of this beliant or where the which the is otherwise responsible.

(i) The Merchant shall defend, indemnify and hold hamless the Carrier against any loss, darnings, dalim, liability or expense whatsoever arising from any breach of the provisions of this clause 7 or from any cause in connection with the Goods for which the Carrier is not responsible.

8. CONTAINERS

CONTAINERS

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

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

) the Carrier has been striffed by or on behalf of the Merchant.

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

) caused by the manner in which the Container has been striffed;

) caused by the unsuitability of the Goods for carriage in Container;

) caused by the unsuitability of reflective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph? (ii) shall only apply if the unsuitability 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 Merchart at or prior to the time when the Container was stiffed;

) if the Container is not sealed at the commencement of the Carriage except where

the Container was stuffed;

ii) if the Container is not sealed at the commencement of the Carriare except where the Carrier has agreed to seal the Container.

B) the Merchant shall defend, indemnify and hold instring the Carrier against any loss, samege, claim, Rability or expense whatscever arising from one or more of the matters owned by (A) above except for (A)(iii)(a) above.

6) Where the Carrier is instructed to provide a Container, in the absence of a written st to the contrary, the Carrier is not under an obligation to provide a Container of any ular type or quality.

9. TEMPERATURE CONTROLLED CARGO (1) The Merchant undertaken pot to the

The Merchant undertakes not to tender for transportation any Goods which require tables control without previously giving written notice (and filing in the box on the front of cit Lading If this Bill of Lading has been prepared by the Merchant or a person acting on with of their nature and particular temperature range to be maintained and in the case of

a temperature controlled Container stuffed by or on behalf of the Merchart further undertakes that the Container has been property pre-cooled, that the Goods have been properly stuffed in the Container and that its flammostatic controls have been properly set by the Merchart before noticely of the Goods by the Carrier.

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

(2) The Carrier shall not be liable for any loss of or damage to the Goods arising from defects, derangement, breakdown, stoppage of the temperature controlling machinery, plant, insulation or any appraisation of the Carriage accercise due diligence to maintain the refrigenated Container in an

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

11. MATTERS AFFECTING PERFORMANCE

MATTERS AFFECTING PERFORMANCE

(I) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, culty or claschvantage of any kind (including the condition of the Goods), whensower and soover airing, of whether or not the Carriage has commenced, the the Carriar enay; (A) without notice to the Merchant abandon the Carriage of the Goods and when neasonably possible place the Goods or any part of them at the Merchant's disposal at any

sonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cesse;

(3) without prelicide to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage.

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

tances.

The liability of the Carrier in respect of the Goods shall cease on the delivery or sposition of the Goods in accordance with the orders or recommendations given by erminent or authority or any person acting or purporting to act as or on behalf of such need or authority. ment or authority

government or automotion.

(1) The Carrier may at any time and without notice to the Merchant use any me transport or storage whatsoever, load or carry the Goods on any vessal whether name the front hereof or not; transfer the Goods from one correvyance to another including shipping or carrying the same on another vessel than that named on the front hereof ina front nereof or not; transier the Goods from one conveyance to another including trans-shipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever, at any piace unpack and remove Goods which have been stuffed in or on a Contrateir and forward the same in any manner whatsoever, proceed at any speed and by any route in his discretion (whether or not the nearest or most diver-ded or customary or advertised route) and proceed for or stay at any place whatsoever once or more often and in any order; load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hisroid 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 no behalf of such government or authority or any uniform the terms of the insurance on the conveyance amployed by the Carrier the right to give orders or directions; permit the vesset to proceed with or without pilots, to two or be towed or to be dry-docked; permit the vesset to carry fluestock, Goods of all kinds, designeous or otherwise, contrabation, explassive, muralitans or warfike stores and cell amend or unamen. (2) The fiberflee set out in (1) above may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriage of the Goods. Anything done accordance with (1) above or any delay artifling thereims of the Goods. Anything do to be within the contractual Carriage and shall not be a deviation of whatsoever nature or degree.

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

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

(2) Goods (not being Goods stuffed in or on Containers often than open flats or pallets) which are shall apply the property of the Self of Lading to the Computer of the Self of Lading the Self of Self

COGWA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which are sated on the front of this Bill of Lading to be carried on dock and which are so carried (and livestock, whether or not carried on dock) are carried without responsibility on the part of the Carrier for loss or damage of whatoveer nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other caused whatower. The Merchantshall defend, indemnifyand hold harmlessthe Carrieragainstalland any axtra cost incurred for any reason whatsoewer. The

All DELIVERY OF GOODS

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

15. ROTH-TO-RI AME COLLISION

15. BOTH-TO-BLAME COLLISION
If the vessel on which the Goods are carried (the carying vessel) comes into collision with
any other vessel or object (the non-carrying vessel or object) as a result of the negligence
of the non-carrying vessel or object of the owner of, charter or of or person responsible for
the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold
harmless the Carrier against all claims by or lastility to fand any expense erising therefron)
any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of
the Merchant paid or psyable 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(s) against the Carrier, the carrying
vessel or her owners or charterers.

18. GENERAL AVERAGE

18. GENERAL AVERAGE
[1] The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by BIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.
[2] Notwithstanding (1) abows, the Menchant shall defend, indeamily 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.
[3] The Carrier shall be under no obligation to take any steps whatsoever to collect socurity for General Average contributions due to the Merhant.

17. CHARGES

17. CHARGES

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

(2) The Charges have been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoke for the Goods or true copy thereof and to inspect, reweigh, remeasure and revalue the Goods and if the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier in establishing the 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 stacewer due at any time to the Carrier from the Merchart and for General Average contribu-tion to whomsewer due and for the costs of recovering the same and the Carrier shall have the rt to sell the Goods and documents by public auction or private treaty, without notice to the charter and at the Merchart's expense and without any liability lowards the Merchart.

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 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.

So to ware to the provision in this Bill of Lading is held to be invalid or unenforceable by any court or regulatory or self regulatory or 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.

Shipper ROCKWOOL B.V. LAPINUS B/L No. 32114001 INDUSTRIEWEG 15 FAMOUS PACIFIC LINES 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) 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 GSTNO:33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations. PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA exceptions and conditions whether written, printed, stamped or otherwise incorporated PHONE: +91 4172307768, FAX: +91 4172262210 and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: Vessel name/voyage no. Port of loading YM FOUNTAIN/165E ROTTERDAM, NETHERLANDS FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, GST # 27AAACF8646G2ZG - PAN AAACF8646G Place of delivery Port of discharge SHANKARI@FBLINDIA.IN CHENNAI, INDIA 600 001 CHENNAI INDIA

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 9297024 DELIVERY NO.: 33691224 PO NO.: 5700003358	1 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 25 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 625,00 KGS DELIVERY TERMS: CIF CHENNAI * CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN		643.750	1.430

Tel·91-44-4345-6464 Fmail· IMP CHN@FRI INDIA IN

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 04-12-2022	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 Shipped on board 04-12-2022			FAMOUS PACIFIC LINES	

B/L No. 32114001 Shipper **ROCKWOOL B.V. LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) STATE BANK OF INDIA RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated. CAG BRANCH, 149 GREAMS ROAD The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989 TAMIL NADU 600 006 CHENNAI B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382 declared by the shipper but unknown by the carrier. SHOLINGUR GSTNO:33AAACB2533Q1ZP In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA exceptions and conditions whether written, printed, stamped or otherwise incorporated PHONE: +91 4172307768, FAX: +91 4172262210 and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading For delivery please apply to: Vessel name/voyage no. FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) ROTTERDAM, NETHERLANDS YM FOUNTAIN/165E 5TH FLOOR, LEELAVATHY BUILDING. NO. 69, ARMENIAN STREET, GST # 27AAACF8646G2ZG - PAN AAACF8646G Port of discharge Place of delivery SHANKARI@FBLINDIA.IN CHENNAI, INDIA 600 001 CHENNAI INDIA Tel:91-44-4345-6464 Fmail: IMP CHN@FRI INDIA IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 9297024 DELIVERY NO.: 33691224 PO NO.: 5700003358	1 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 25 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 625,00 KGS DELIVERY TERMS: CIF CHENNAI		643.750	1.430
		* CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN			

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 04-12-2022	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3/3		
				As Agent
Copy Shipped on board 04-12-2022			FAMOUS PACIFIC LINES	

B/L No. 32114001 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. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, SHOLINGUR GSTNO:33AAACB2533Q1ZP exceptions and conditions whether written, printed, stamped or otherwise incorporated PAN NO. AAACB2533Q, 631102 TAMIL NADU INDIA PHONE: +91 4172307768, FAX: +91 4172262210 and in particular to the terms overleaf as if they were all signed by the merchant. This B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading Vessel name/vovage no. For delivery please apply to: YM FOUNTAIN/165E ROTTERDAM, NETHERLANDS FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, GST # 27AAACF8646G2ZG - PAN AAACF8646G Port of discharge Place of delivery SHANKARI@FBLINDIA.IN CHENNAI, INDIA 600 001 CHENNAI INDIA

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 9297024 DELIVERY NO.: 33691224 PO NO.: 5700003358	1 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 25 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 625,00 KGS DELIVERY TERMS: CIF CHENNAI * CONTACT: MR. S. ILLIYAS		643.750	1.430

Tel-91-44-4345-6464 Fmail: IMP CHN@FRI INDIA IN

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 04-12-2022	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3/3	3	
				As Agent
Copy Shippe	ed on board	04-12-2022		FAMOUS PACIFIC LINES



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

Item

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

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Quantity

Unit

Page 1 / 1

Mapinus'

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

Price

Unit

Amount

Invoice no. / date: Order no. / date: 163862902 / 25.11.2022

9297024 / 09.11.2022

Your reference: Contactperson: 5700003358

Corina Hendriks

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

Material

bag 25 kg - pallet 625 kg

29508 625,00 625,00 2.464,56 1.540,35

Number

Unit

KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33691224 / 25.11.2022

Container Number: OR-99-VH

Country of origin: NL

Freight Cost 447,00

Amount excl. VAT 1.987,35
Output Tax 0,00 % 0,00

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

EUR 1.987,35

Delivery date: Terms of delivery: 25.11.2022 -CIP Chennai Port

Payment term:

60 days net

Gross/Nett weight:

643,750 / 625 KG

Transp. volume:

1,875 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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



ORIGINAL

Part of the ROCKWOOL Group

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Item

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

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Quantity

Unit

Page 1 / 1

Number

Unit

ROCKWOOL B.V. Box 1160 KD Roermond Netherlands

Price

Unit

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

163862902 / 25.11.2022 9297024 / 09.11.2022

Your reference: Contactperson:

5700003358 Corina Hendriks

Official email id: biimports@brakesindia.co.in

Material description

Country of origin: The Netherlands Country of acquisition: The Netherlands Description of goods: Rockwool mineral Fibres

Lapinus® RB250 10

Material

bag 25 kg - pallet 625 kg

29508

625,00 625,00 2.464,56 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33691224 / 25.11.2022

Container Number: OR-99-VH

Country of origin: NL

447,00 Freight Cost

Amount excl. VAT **Output Tax**

0,00 %

1.987,35 0,00

Amount

1,540,35

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

EUR 1.987,35

Delivery date: Terms of delivery:

Payment term:

25.11.2022 CIP Chennai Port 60 days net

Gross/Nett weight:

643,750 / 625 KG

Transp. volume:

1,875 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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



ORIGINAL

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Item

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

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

Part of the ROCKWOOL Group

631102 TAMIL NADU

INDIA

Quantity

Unit

Page 1 / 1

A Lapinus'

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

Price

Unit

Amount

Invoice no. / date: Order no. / date: 163862902 / 25.11.2022

9297024 / 09.11.2022 5700003358

Your reference: 5700003358
Contactperson: Corina Hendriks

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

Country of origin: The Netherlands

10 Lapinus® RB250

Material

Material description

bag 25 kg - pallet 625 kg

29508 625,00 625,00 2.46**4**,56 1.540,35 KG KG 1.000 KG

Number

Unit

Stat. No.: 68061000

Delivery No/Date: 33691224 / 25.11.2022

Container Number: OR-99-VH

Country of origin: NL

Freight Cost 447,00

Amount excl. VAT 1.987,35
Output Tax 0,00 % 0,00

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

EUR 1.987,35

Delivery date: Terms of delivery: Payment term: 25.11.2022 -CIP Chennai Port 60 days net

Gross/Nett weight:

643,750 / 625 KG

Transp. volume:

1,875 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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



Part of the ROCKWOOL Group

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

INDIA

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Quantity

Page 1 / 1

ROCKWOOL B.V.

Box 1160 KD Roermond Netherlands

Price

Amount

Invoice no. / date:

Order no. / date:

Your reference: Contactperson:

163862902 / 25.11.2022 9297024 / 09.11.2022

5700003358

Corina Hendriks

Item	Material				,
	Material description	Unit	Unit	Unit	
	Country of origin: The Netherlands				

Number

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

625,00 2.464,56 625,00 1.540,35 29508 1.000 KG KG KG

Stat. No.: 68061000

Delivery No/Date: 33691224 / 25.11.2022

Container Number: OR-99-VH

Country of origin: NL

447,00 Freight Cost

Amount excl. VAT 1.987,35 0.00 % 0,00 **Output Tax**

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

EUR 1.987,35

Delivery date: Terms of delivery:

25.11.2022 -CIP Chennai Port 60 days net

Payment term:

Gross/Nett weight:

643,750 / 625 KG

1,875 M3 Transp. volume:

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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



Part of the ROCKWOOL Group

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

631102 Tamil Nadu

INDIA

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Page 1 / 1

ROCKWOOL B.V.

Box 1160 **KD** Roermond Netherlands

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

163862902 / 25.11.2022 9297024 / 09.11.2022

Your reference:

5700003358

Contactperson:

Corina Hendriks

Quantity Price Amount Material Item Unit Unit Unit Material description

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

625,00 625,00 2.464,56 1.540,35 29508 KG KG 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 33691224 / 25.11.2022

Container Number: OR-99-VH

Country of origin: NL

447,00 Freight Cost

Amount excl. VAT 1.987,35 0,00 % 0,00 **Output Tax**

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

EUR 1.987,35

Delivery date: Terms of delivery: 25.11.2022 -CIP Chennai Port

Payment term:

60 days net

Gross/Nett weight:

643,750 / 625 KG

Transp. volume:

1,875 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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



Part of the ROCKWOOL Group

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

biimports@brakesindia.co.in PAN NO. AAACB2533Q

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Item

Payer: 15577

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

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

163862902 / 25.11.2022

INDIA

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Quantity

Unit

Page 1 / 1

ROCKWOOL B.V. Box 1160 **KD** Roermond Netherlands

Invoice no. / date:

Order no. / date:

Your reference: Contactperson:

Material description

9297024 / 09.11.2022

5700003358

Corina Hendriks

Country of origin: The Netherlands

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

10 Lapinus® RB250

Material

bag 25 kg - pallet 625 kg

29508

625,00 KG

Number

Unit

625,00 KG 2.464,56 1.000 KG

Price

Unit

1.540,35

Amount

Stat. No.: 68061000

Delivery No/Date: 33691224 / 25.11.2022

Container Number: OR-99-VH

Country of origin: NL

Freight Cost

Output Tax

Amount excl. VAT

0,00 %

447,00

1.987,35

0,00

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

EUR 1.987,35

Delivery date:

25.11.2022 -CIP Chennai Port

Terms of delivery: Payment term:

60 days net

Gross/Nett weight:

643,750 / 625 KG

Transp. volume: 1,875 M3 Delivery address: 15577 Brakes India Pvt. Ltd.

IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Delivery nr : 33691224 Our ordernr : 9297024

Your ordernr: 5700003358

Container nr :

Shipment nr.: 0007230087

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

631102 Tamil Nadu India

M Lapinus

DETAILED PACKING LIST

ORIGINAL

	1300,00	
in m	1000,00	
Dimensions in m per package		
ig ₄	1210,00	
weight kgs	643,750	
Total gross weight per item kgs	9	
Tol		
ight gs	625,000	
Total net weight per item kgs	9	
Tot		
item	625,00	
antity per //m²/kg		
Total quantity per item in m ¹ / m ² / kg		
e ge	1,00	
per pack		
Contents per package in m1/m2/kg		
	3 Kg	
number	allet 62 25 BAGS	
Type and number of packages	kg -pallet 625 25 BAGS	
	25	
ર	, bag	
Product and dimensions	RB250	
and di	Lapinus® RB250, bag 25,0	
	Lapir 25,0	

Date: 25-11-2022

PACKED ON 1 PALLET

Rockwool Mineral Fibre

Kgs

643,750

625,000 Kgs

Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

Our ordernr : 9297024

Delivery nr : 33691224

Your ordernr: 5700003358

Container nr :

Shipment nr.: 0007230087

For Brakes India Pvt. Ltd. IEC Number 0488001382

631102 Tamil Nadu India

Sholingur GST: 33AAACB2533Q1ZP



DETAILED PACKING LIST

ORIGINAL

	1300,00	
Dimensions in m per package	1000,00	
Dimens per p	1210,00 1000,00 1300,00	
Total gross weight per item kgs	643,750	
Total pe		
ht	625,000	
Total net weight per item kgs	62.	
E E	625,00	
otal quantity per item in m1/m2/kg	9	
Total qua in m1		
cage	1,00	
Contents per package in m ¹ /m ² /kg		
Content in n	ğ	
iber	. 625 A	
Type and number of packages	Lapinus® RB250, bag 25 kg -pallet 625 25,0 0,1 25 BAGS	
Typ	5 kg -	
	bag 25	
Product and dimensions	B250,	
Prc and din	nus® R	
	Lapi 25,0	

Date: 25-11-2022

PACKED ON 1 PALLET

Rockwool Mineral Fibre

Kgs

643,750

Kgs

625,000

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 9297024

Delivery nr : 33691224

Your ordernr: 5700003358

For Brakes India Pvt. Ltd.

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



DETAILED PACKING LIST

Container nr Shipment nr.: 0007230087

Dimensions in m per package	1210,000 1000,000 1300,00	
Total gross weight per item kgs	643,750	
Total net weight per item kgs	625,000	
Total quantity per item in m1/m2/kg	625,00	
Contents per package in m¹/m²/kg	1,00	
Type and number of packages		
Product and dimensions	Lapinus® RB250, bag 25 kg -pallet 625 25,0 0,1 25 BAGS	

Date: 25-11-2022

PACKED ON 1 PALLET

Rockwool Mineral Fibre

Kgs

643,750

625,000 Kgs

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 9297024

Delivery nr : 33691224

Your ordernr: 5700003358

Container nr:

Shipment nr.: 0007230087

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	1 00,	
	1210	
s s	643,750	
Total gross weight per item kgs	64.	
Tota		
3ht	625,000	
Total net weight per item kgs		
Tota		
item	625,00	
Total quantity per item in m ¹ /m ² /kg		
Total qu in m		
kage	1,00	
Contents per package in m ¹ /m ² /kg		
Content in m	<u>p</u>	
Jec.	200	
Type and number of packages	kg -pallet 625 25 BAGS	
Type of p	kg -p	
	apinus [®] RB250, bag 25 25,0	
uct insions	250, k	
Product and dimensions	IS® RB	
	Lapinu 25,0	

Date: 25-11-2022

PACKED ON 1 PALLET

Rockwool Mineral Fibre

Kgs

643,750

625,000 **Kgs**

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

Delivery nr : 33691224

Our ordernr : 9297024

Your ordernr: 5700003358

Container nr

Shipment nr.: 0007230087

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

A Lapinus

DETAILED PACKING LIST

COPY

India

	1300,00			
Dimensions in m per package	1000,00			
Dimens	1210,00			
	0			
Total gross weight per item kgs	643,750			
Total net weight per item kgs	625,000			
Total quantity per item in m ¹ / m ² / kg	625,00			
Contents per package in m¹/m²/kg	1,00			
Type and number of packages	kg -pallet 625 25 BAGS			
Product and dimensions	Lapinus® RB250, bag 25 25,0			

Date: 25-11-2022

PACKED ON 1 PALLET

Rockwool Mineral Fibre

Kgs

643,750

625,000 **Kgs**

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

Delivery nr : 33691224 Our ordernr : 9297024

Your ordernr: 5700003358

Container nr:

Shipment nr.: 0007230087

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

631102 Tamil Nadu India

COPY



DETAILED PACKING LIST

	1300,00				
Dimensions in m per package	1210,00 1000,00				
Dime	1210,00				
Total gross weight per item kgs	643,750				
Total net weight per item kgs	625,000				
Total quantity per item in m¹/m²/kg	625,00				
Contents per package in m1/m2/kg	1,00				
Type and number of packages	kg -pallet 625 25 BAGS				
Product and dimensions	Lapinus® RB250, bag 25 25,0				

Date: 25-11-2022

PACKED ON 1 PALLET

Rockwool Mineral Fibre

Kgs

643,750

625,000 Kgs





For attn of

Date

28-11-2022

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

9297024

Product:

Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty:

625 kg

Batch no. Batch Qty:

56451435 - 625 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

: 16-11-2022

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

1...

Prod. Date: 15-11-2022

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) Min. Max.		Limits (micron) Min. Max.	
56451435		113,00	138,00	100	150

Batch no.	Shotcontent	Results (%wt)		Limits (%wt)	
		Min.	Max.	Max.	
56451435	Shot > 125 μm	0,41	0,72	1.0	

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

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

This document is automatically generated and therefore contains no signature.

LF007/F03 / June 1994