B/L No. 31121356 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, TAMIL NADU 600 006 CHENNAI, INDIA B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER: 0488001382 SHOLINGUR declared by the shipper but unknown by the carrier. GSTNO: 33AAACB2533Q1ZP, PAN NO: AAACB2533Q 631102 TAMIL NADU INDIA, PHONE: +91 4172307768 In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN 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 FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) ROTTERDAM, NETHERLANDS MSC GAIA/IS150B 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, Port of discharge Place of delivery 600 001 CHENNAI INDIA CHENNAI, INDIA Tel:91-44-4345-6464 Email: IMP.CHN@FBLINDIA.IN

uantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
	STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 5000.00 KGS		5150.000	9.984
	packages ALLET(S)	ALLET(S) STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000	packages ALLET(S) STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 5000.00 KGS	packages Weight ALLET(S) STC: ROCKWOOL MINERAL FIBRE. 5150.000 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 5000.00 KGS

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 10-01-2022	FPS Famous Pacific Shipping
TREFAID				PAUL BRANDS
Laden on board the	e vessel	No. of original(s) B/L 3/3		1:1
ICS B/L			DRIGINAL	
			JINOINAL	Mun
10 Jan	2022			, no
		***************************************		As Agent
Original Ship	ped on board			FAMOUS PACIFIC LINES

1. DEFINITIONS
"Carrier" means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed.
"Merchard" includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person overing or entitled to the possession of the Goods or this Bill of Lading, any person overing or entitled to the possession of 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 the cargo supplied by the Merchant and includes any Container not supplied by or on behalf of the Carrier, trailer, transportable tank, lift van, flat, pallet or any similar article of transport used to consolidate goods.
"Container" includes the supplied by the Goods.
"Combined Transport" arises where the Carriage called for by this Bill of Lading is not a Port to Port Shipment.
"Part to Port Shipment" arises where the Place of Receipt and the Place of Delivery are not indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Receipt or the Place of Place of Receipt or the Place of Receipt or the Place of Receipt or the Place of Place of Receipt or the Place of Receipt or the Place of Place of the port so nominated.
"Harvan Relies" means the provisions of the International Convertion for Unification of of Receipt or the Place of Delivery on the front hereot speciny any pense or apparature of the port so nominated.

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

"Hague-Visby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 25th Pacinal 1925.

"COGSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936.

"COGWA" means the Carriage of Goods by Wester Act 1935 of Canada.
"Charges" Includes freight and all expenses and money obligations incurred and payable by the Marchant.

Chialges includes region and an expenses and money congestion and an expense and by the Merchant.

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

Person' includes an inclividual, a partnership, a body corporate or other entity.

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

2. CARRIER'S TARIF Inprovisions stribe Gamier's applicable Tariff, if any, areincorporated herein Coplesofsuch provisions are abstantable from the Carrier or his agents upon request or, where applicable, from a government body with whom the Tariff has been flied. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall provail.

3. WARRANTY

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

NEGOTIABILITY AND TITLE TO THE GOODS
 (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

In state or regionate of at a state distances were to the receive or to transfer the Good's herein described.

(2) This Bill of Lading shall be prima facie evidence of the taking in charge by the Camier 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 Cerrier shall be entitled to sub-contract on any terms the whole or any part of

(1) The Cerrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage.
(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatscower, other than the Carrier, including, but not limited to, the Carrier's senents or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or vessel any liability whatscower in connection with the Goods or the Carriage, and if any claim or allegation should newertheless be made to defend, indemnity and hold harmless the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and vessels shall have the benefit of all provisions herein benefiting the Carrier as all such provisions were expressly for his benefit and in erbering into this contract the Carrier, to the extent of these provisions, does so not only on his own behalf but allos as agent or fursibles for such persons and vessels all have contract the Carrier to the deem of the parties of the Carrier and such persons and vessels as the foreign of the contract. person be part

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

(3) The Merchant shall defend, indemnity and hold harmless the Camier against any claim or liability (and any expense esiting therefrom) arising from the Carriage of the Goods insofar as such claim or liability exceeds the Carrier's liability under this Bill of Lading.

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

CARRIER'S RESPONSIBILITY

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 vessels whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Vsby 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 (or COGSA or COGWA) if this Bill of Lading is subject to U.S. or Canadian law respectively shall apply to the carriage of Gods by infalad waterways and reference to circlivally shall provisions of the Harrer Act of the Unified States of America 1884 would otherwise be compulsionly applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of 6(S) below, but of the Gods during any period prior to leading on or after discharge from the vesself the Carrier's responsibility shall instead be determined by the provisions of 6(S) below, but of the Gods during any period in invalid such responsibility shall be subject to OCGSA.

(8) The Carrier shall be entitled to fand nothing in this Bill of Lading shall operate to deprive or limit such entitlement the full benefit of, and rights to, all limitations of and exclusions from liability and all rights conterned or authorised by any applicable law, statute or regulation of any country (including, but not limitate to, where applicable any provisions or sections 4281 to 4287, inclusive, orthe Havised Statutes of the United States of America and without prejudices to the generality of the Gorgalous of America and without prejudices to the generality of the Gorgalous of the leaves of the United States of America and without prejudices to the generality of the Gorgalous of the leaves of the United States of America and without prejudices to the generality of the Gorgalous of the leaves of the Un

(2) PORT TO PORT SHIPMENT

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

(3) COMBINED TRANSPORT Save as is otherwise omisted in

(3) COMBINED TRANSPORT Save as is otherwise provided in this Bill of Lading, the Carrier shall be liable for loss of or damage to the Goods occurring from the time that the Goods are taken into his charge until the time of delivery to the extent set dut belows: give occurred cannot be proved: /A) Where the stage of Carriage where the loss or damager occurred cannot be proved: /The Carrier shall be entitled to rely upon all exclusions from liability under the Rules or legislation that would have been applied under 6(1)(A) above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Heigus Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Caradian law respectively).

Fulse for COGSA or COGWA if this Bill of Lading is subject to U.S. or Caracian inw respectively.

Where under (i) above, the Carrier is not liable in respect of some of the factors causing the loss or damage, he shall only be liable to the extent that those factor for which he is liable have contributed to the loss or damage. Subject to 8(4)(5) above, where the Hague Relace or any legislation applying such Fulses or the Hague-Naty Rules (such as COGSA or COGWA) is not compulsority applicable, the Carrier's liability shall not exceed USS.20 per kild or the gross weight of the Codds of COGSA or COGWA) is not compulsority applicable, the Carrier's liability shall not exceed USS.20 per kild or the gross weight of the Goods sold, damaged or in respect of which the claim arises or the value of the Goods shall be determined according to the commodity exchange price at the place and time when they should have been so delivered or if there is no such price and time when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods.

and time when they around have price by reference to the normal value of Goods of the same kind and quality, at such place and time. Where the stage of Carriage where the loss or damage occurred can be

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

tional convention or national law of the country which provisions.

and would have applied if the Merchant had made a separate and direct contribution to Carrier in respect of the particular stage of Carriage where the lost diamage occurred and had received as evidence thereof any particular document which must be issued in order to make such international convention.

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

law compusionly againstant. The carrier guarantees are tunined to social necessaries obligations under their contracts and tariffs;
Where neither (i) or (ii) above apply, any flability of the Carrier shall be determine (i) or (iii) above.
GENERAL PROVISIONS

(4) GENERIAL 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 projudice to the foregoing, if the Carrier is found liable for delay, liability altable brinkted for the rigith applicable to the relevant stage

(B) Packaga or Shipping Unit Limiation

[8] Package or Shipping Unit Limieston
Where the Hague Rules or any legislation making such Rules compulsorily applicable
(such as COGSA) or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a
declared value has been noted in accordance with (C) below, be or become liable for any
loss or damage to or in connection with the Goods in an amount per package or shipping
unit in excess of the package or shipping unit limitation as laid down by such Rules or
eligislation. Such limitation amount according to COGSA is to 1985600 and according to
COGWA is Can \$50.0 Into limitation amount is applicable undersuch Rules or legislation,
the limitation shall be US\$500.

(C) Ad Valorem: Declared Value of Package or Shipping Unit
The Carrier's liability may be increased to a higher value by a declaration in writing
of the value of the Goods by the shipper upon delivery to the Carrier of the Goods for
hippered, such higher value being insende on the front of this Bill of Lading in the space
provided and, if required by the Carrier, extra freight paid, in such case, if the actual value
of the Goods is hall exceed such declared value, the value shall nevertheless be deemed to
be the declared value and the Carrier's liability in any, shall not exceed the declared value
and any partial loss or damage shall be adjusted pro rata on the basis of such declared
value.

and any parties loss or damage state to exclusive private on the class of social discussive value. (In) Definition of Package or Shipping unit

Where a Container's 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 Later 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 aforeseld the Container shall be considered the package or shipping unit. The words "shipping in "shall mean each physical unit or place of cargo not shipped in a package, including ericles or things of any description whatsoever, accept Goods shipped in bulk, and respective of the weight or measurement unit employed in calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto shall be the filmitistion provided in such convention or law which may be applicable, and in no evert shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk. ped in bulk.

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

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

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

[G] Time-Dar The Carriershall be discharged of all liability unless suit is brought in the proper forum and written notice thereof recaived by the Carrier within twelve months after delivery of the Goods or the date when the Goods should have been delivered, in the event that such

time period shall be found contrary to any convention or law compulsorily applicable period prescribed by such convention or law shall then apply but in that circums

period prescribed by such convertion or law shall then apply but in that circumstance only.

7. MERCHANT'S RESPONSIBILITY

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

(2) The Merchant shall comply with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred orsulfered by reason thereof orby reason or 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 dengenous, inflammable or damaging or which are or may become flable to damage any property or person whatsoover shall be tendered to the Carrier for Carriage whithout the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles and so as to exempt the articles are orare liable to become of a dangerous, inflammable ordamaging nature, the same may at anytime bedestroyed dispose of abandoned, or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's fight to Charges.

(5) The Merchant shall be liable for the loss, damage, contamination, solling, detention or demurage before, during and after the Carriage of property (including, but not limited to, Containings) of the Carr

is otherwise responsible.

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

8. CONTAINERS

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

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

(2) The tarms of this Bill of Lading shall govern the responsibility of the Carrier in conscion with or arising out of the supply of a Container to the Merchant.

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

(4) the Carrier shall not be listle for loss of or demange to the Goods.

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

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

(8) caused by the unsuitability or discretive condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only apply if the unsuitability or defective condition areas (a) without any want of due diligence on the part of the Carrier or (b) would have been appeared upon responsable inspection by the Merchant at or prior to the time when the Container was stuffed;

(6) if the Container has to sealed at the commencement of the Carriage except where the Carrier to a supplied to seal the Container.

(8) the Merchant and Islanding or expense whatsoewer airsing from one or more of the matters covered by (4) above except for (A)(iii) above.

(4) Where the Carrier is instructed to provide a Container, in the absence of a written particular type or quality.

particular type or quality.

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

a temperature controlled Container stuffed by or on behalf of the Merchant further underfakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its thermostatic controls have been properly set by the Merchant before necepit 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 clamage to the Goods actived by such non-compliance.

If the above requirements are not complied with the Carrier shall not be liable for any loss of or clamage to the Goods activing from defacts, derangement, breakdown, stoppage of the temperature controlling machiner, plant, insulation or any apparatus of the Container, provided that the Carrier shall believe 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 Cerdershall be entitled, but under no obligation, to open any Container or package at any time and to inspect the Goods.

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

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

psy wtrout prejudice to the Carrier's right subsequently to abendon the Carriage under (A) above, continue the Carriage.

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

circumstances.

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

any government or authority or any person scung or purporung to act as or on behalf of souling 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 transshipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever; tarry place unpack and menue Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever; proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever once or note of them and in any order load or unload the Goods from any conveyance at any place or authority or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or high to give orders or directions; permit the vessel to carry investock, goods of all kinds, dangerous or otherwise, contrabend, explosives, munificions or warfiles stores and sail armed or underwise.

13. DECK CARGO (AND LIVESTOCK)

13. DECK CARGO (AND LIVESTOCK)

(1) Goods of any description whether containerised or not may be atowed on or under dock without notice to the Merchant and such stowage shall not be a devisition of whatsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COSSA or COGWA) to this Bill of Lading.
(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which are stated on the front of this Bill of Lading to be carried on deck and which are so carried (and investock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchant shall defend, indomnifyand hold narmlessathe Carrieragainstall and any extra cost incurred for any reason whatsoever in connection with carriage of investock.

14. DELIVERY OF GOODS If delivery of the Goods of

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

Goods or that part thereor shall rease.

15. BOTH-TO-BLAME COLLISION
If the vessel or which the Goods are carried (the carying vessel) comes into collision with any other vessel or object (in so non-carying vessel or object or the owner of, charterer of or person responsible for the pron-carying vessel or object or the owner of, charterer of or person responsible for the pron-carying vessel or object, the Merchant undestakes to detend, indemnity and hold hormites the Carrier against all claims by or list-lity to fand any experse arising thereform, any vessel or object of any loss of, or damage to, or any claim vistesoes or the Merchant path or payable to the Merchant by the non-carying vessel or object or the owner of, charter or of or person responsible for the non-carying vessel or object or the covers of, charter or of or person responsible for the non-carying vessel or object or the covers of, charter or of or person responsible for the non-carying vessel or object or the covers of, charter or of or person responsible for the non-carying vessel or object or the covers of, charter or of or person responsible for the non-carying vessel or object or the covers of charter or of or person responsible for the non-carying vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s) against the Carrier, the carrying vessel or object or person(s) against the Carrier, the carrying vessel or object or person or the carri

18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shalf 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 BIM CO is to be considered as Incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.
(2) Notwithstanding (1) above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any expense arising thereform) of a General Average the Carrier in this connection.
(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merhant.

security for General Average contributions due to the Merhant.

17. CHARGES

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

(2) The Charges have been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, evenly, 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 (redft 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 whatscever due at any time to the Carrier from the Merchant and for Genoral Average contributions to whomscever due and for the costs of recovering the same and the Carrier shall have the right to sall the Goods and documents by public auction or private testly, without no retrieval to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

19. VARIATION OF THE CONTRACT

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

20. PARTIAL INVALDITY

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

Shipper ROCKWOOL B.V. - LAPINUS B/L No. 31121356 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 CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated The carrier, in accordance with and to the extent of the the provisions contained in this A/C NO: 010130458989, TAMIL NADU B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name 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) BRAKES INDIA PVT. LTD. for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER: 0488001382 SHOLINGUR declared by the shipper but unknown by the carrier. GSTNO: 33AAACB2533Q1ZP, PAN NO: AAACB2533Q In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, 631102 TAMIL NADU INDIA, PHONE: +91 4172307768 exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS and in particular to the terms overleaf as if they were all signed by the merchant. This BIIMPORTS@BRAKESINDIA.CO.IN B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not otherwise stated above, one of which being accomplished the other (s) to be void. Place of Receive Pre- carriage by For delivery please apply to:
FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) Port of loading Vessel name/voyage no. ROTTERDAM, NETHERLANDS MSC GAIA/IS150B 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, Port of discharge Place of delivery 600 001 CHENNAL INDIA CHENNAI, INDIA Tel:91-44-4345-6464 Email: IMP.CHN@FBLINDIA.IN

antity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
(5)	200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 5000.00 KGS		5150.000	9.984
	packages LET(S)	packages	DET(S) STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 5000.00 KGS	Description

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 10-01-2022	FPS Famous	Pacific Shipping
				_ ^	PAUL BRANDS
Laden on board th	ie vessel	No. of original(s) B/L 3/3	3	1	
ICS B/L			ORIGINAL	B	
10 Jan	2022		JINOINAL	1	Mo
				As Agent	
Original Ship	ped on board			As Agent FAMOUS PA	CIFIC LINES

1. DEFINITIONS

1. DEFINITIONS
"Carrier" means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed.
"Merchant" includes the shipper, the consigness, the receiver of the Goods, the holder of this Bill of Lading, any person owing or entitled to the possession of the Goods or this Bill of Lading, any person having a present or future in termet in the Goods or any person acting and the present or future in termet in the Goods or any person acting and the present or future in termet in the Goods or any person facing and the present or future in termet in the Goods or any person acting and the present or future in terms in the Goods or any person acting and the goods or any person acting any person acting and the goods or any person acting and the goods or any person acting any person acting acting

of this Still of Lading, any person daving or entitied to the possession or the success or that of Lading, any person having a present or future interest in the Goods or any person acting on behalf of any of the above mentioned persons.

"Goods" includes the cargo supplied by the Mercharit and includes any Container not supplied by or no behalf of the Carrier.

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

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

"Combined Transport "arises where the Goods, "Combined Transport arises where the Carriage called for by this Bill of Lading is not a Port to Port Shipment" arises where the Place of Receipt and the Place of Delivery are not indicated on the Intern of this Bill of Lading of the both the Place of Receipt and the Place of Receipt and the Place of Receipt and the Place of Televiery on the Place of the Place of Televiery on the Place of the Place of Receipt and the Place of Receipt or the Place of Delivery on the front hereof specify any place or spot within the sear of the port so rominated.

"Hop to the Place of Delivery on the front hereof specify any place or spot within the carriage of the port place." The Place of Delivery on the front hereof specify any place or spot within the carriage of the port place. The Place of Delivery on the place of Beaster to Ash August 1924.

"Hop to Place Televiery Hules" means the Heiger Rules as amended by the Protocol signed at Brussels on 33th August 1924.

"Hop to Place Televiery Hules" means the Rules Rules as amended by the Protocol signed at Place of Televiery are as the Carriage of Goods by Sea Act of the United States of America exprosed on 18th April 1938.

"COMBA" areas the Carriage of Goods by Sea Act of the United States of America expressed on 18th April 1938.

eproved on 18th April 1938.

"COCIWA" means the Carriage of Goods by Water Act 1938 of Canada.

Charges" includes freight and all exponses and money obligations incurred and peysibly that Merchant.

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

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

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

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

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. In testo HABILLIY AND TITLE TO THE GOODS.

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

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

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

(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 vessel whateover, 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 Carriery, whether directly or indirectly, is procured, performed or undertaken, which impose or attempts to impose upon any such person or or essell any liability whatsover in connection with the Goods or the Carriage, and if any daim or allegation should inventheless be made to defend, indemnity and hold harmless the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in entering into this contract. He Carrier, to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such persons and vessels shall to this orthor to a be deemed to be parties to this contract.

(3) The Merchant shall defend, indemnity and hold harmless the Carrier gainst any daim or liability acceeds the Carrier's liability from the Carrier go the Goods insofter as such claim or liability acceeds the Carrier's liability from the Carrier shall puty in any action against the Carrier whether the action be found in Contract or in Tort.

6. CARRIER'S RESPONSIBILITY

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

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(3) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have reflect subject to the Hisgue Rules or any legislation making such Rules or the Haguer-Vatby Plates computsorily applicable (such as COSSA or COSWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COSSA or COSWA) it is Bill of Lading is subject to U.S. or Canadian law respectively) shall apply to the carriage of Goods by Inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed in after Act of the United States of America. 1833 would otherwise be compulsorily applicable to regulate the Carrier's responsibility shall instead be determined by the provisions of S(S) below, but Such provisions are found to be invalid such responsibility shall be unified to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the United States of G(S) below, but such provisions are found to be invalid such responsibility shall be subject to COGSA.

(3) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the United States of the United States of America and amendments thereto and where applicable to, where applicable any provisions or sections/4251 to 4257, inclusive, of the Revised Statutes of the Linded States of America, statute or regulation or any country (including), but not limited to the views applicable any provisions or sections/4251 to 4257, inclusive, of the Revised Statutes of the United States of America and amendments thereto and where applicable to the provisions or sections/4261 to 4257, inclusive, of the Revised Statutes of t

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

[2] PORT TO PORT SHIPMENT
The responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoower in respect of the Goods or for any ollar matter arising during any other part of the Carriage awen though Charges for the whole matter arising during any other part of the Carriage awen though Charges for the whole matter arising during any other part of the Carriage awen though Charges for the whole matter a signet to enter into contracts on behalf of the Merchart with others for transport, storage, handling or anywhort 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 crission wistsoower on the part of the Carrier or others and the Carrier any as such agent enter into contracts with others on any terms whatsoever including terms less fevourable than the terms in this Bill of Lading.

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

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

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

(The Carrier shall be entitled to rely upon all exclusions from Biblity 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 see, under the Heigue Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian inva respectively).

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

Where under (i) above, the Carrier is not liable in respect of some of the factors causing the less or dramage, he shall only be liable to the extent that those factors for which he is liable have contributed to the loss or durnage. Subject to 84(fc) below, where the Hague Fulse or any legislation applying such Rules or the Hague-Valsy Rules (such as COGSA or COGWA) is not compulsorily applicable, the Carrier's liability shall not exceed US\$2.00 per live of the Goods such value of the Goods whichever is the lesser. The value of the Goods whichever is the lesser.

(iii) In value of the Goods shall be determined according to the commodify exchange price at the place and time of delevery to the Marchant or at the place and time when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and qualify, at such place and time.
(B) Where the stage of Carriage where the loss or damage occurred can be property.

red: 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 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 lass or diamage occurred and had received as evidence thereof any particular document which must be issued in order to make such international convention or autional 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 mone) and such transportation shall be subject to the infland carriers' contracts of carriage and terriffs and any law compulsorly applicable. The Carrier guarantees the fulfillment of such inland carriers' obligations under their contracts and tartiffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by (3(3)(4) above.

GENERAL PROVISIONS

Delay, Consequential Loss

(A) Delay, Consequential Loas
Sava as otherwise provided herein, the Cerrier shall in no circumstances be liable
for clined, indirect or consequential loss or damage caused by delay or any other cause
whatsoever and howsoewer caused. Whitch triguidots to the foregoing, if the Carrier is
found liable for delay, liability shall be limited to the freight applicable to the relevant stage

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

[3] Package or Shipping Unit Limietion
Where the Hague Rules or any legislation making such Rules compulsorily applicable
(such as COGSA or COGIWA) to this Bill of Lading apply, the Carrier shall not, unless a
declared value has been noted in accordance with (D blow, be or become liabile hary
loss or damage to or in connection with the Goods in an amount per package or shipping
unit in excess of the package or rhipping unit limitation as laid down by such Rules or
legislation. Such limitation amount according to COGSA is US\$500 and according to
COGWA is Can \$500. If no limitation amount according to
COGWA is can \$500. If no limitation amount according to
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COGWA is can \$500. If no limited to according to the consideration amount accordi

the limitation shall be US\$500.

(C) Ad Velorem: Declered Velue of Package or Shipping Unit
The Carrier's liability may be increased to a higher value by a declaration in writing
of the value of the Goods by the shipper upon delivery to the Carrier of the Goods for
stipment, such higher value being inserted on the front of this Bill of Lading in the space
provided and, if nequired by the Carrier, extra freight paid, in such case, if the actual value
of the Goods shall exceed such declared value and the Carrier's fiability, if any, shall not exceed the declared value
and any partial loss or damage shall be adjusted pro rata on the basis of such declared
value.

be the declared value and the Carrier's liability, if any, shall not exceed the declared value, and any partial loss or dramage shall be adjusted pro rata on the basis of such declared value, (D) Definition of Package or Shipping Unit
Where a Container's used to consolidate Goods and such Container is stuffed by the Carrier, the number of packages or shipping units stated on the tace of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units attend on the tace of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units at the purpose of any limit of liability per package or shipping units or the purpose of any limit of liability per package or shipping units or decount on or retional law relating to the carriage of Goods by sas. Except as aforeseld the Container shall be considered the package or shipping unit.

The words "shipping unit" shall mean each physical unit or piece of cargo not shipped in package, including articles or things of any description whatsoever, accept Goods shipped 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 as to Goods shipped in bulk.

(E) Rust, etc.

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

(F) Notice of Loss or Demege

The Carrier shall be deemed prima facie to have delivered the Goods and aschowledgment or to this representative at the place of delivery before or at the time of manoval of the Goods in the carrier or to his representative at the place of delivery before or at the time of manoval of the Goods in the case or damage, shall that be an given in writing to the Carrier or to his representative at the pl

MERCHANT'S RESPONSIBILITY

This provides a negative restriction of the Goods setout on the face hereof are turnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, of weight, corrient, measure, quently, quality, condition, marks numbers and value are correct.

including, but not limited to, of weight, content, measure, quantity, quality, condition, marks numbers and value are corned.

(2) The Merchart shall comply with all applicable laws, regulations and requirements of castoms, port and other authorities and shall bear and pay all drutes, taxes, fince, imposts, expenses and losses incurred orsulfered by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

(3) The Merchart undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Cernisga 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 disperous, inflammable or damaging or which are or may become liable to damage any property or person whatsoever shall be tendered to the Carrier for Carriaga enhance the nature and character of and without the Comiter's express consent in writing and without the Contrainer or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles are olivered to the Carrier buttout such written consent and marking or if in the opinion of the Carrier the articles are or are liable to become of a dangerous, inflammable ordinary particles the same may at anytime bedestroyed disposed of, abandema, or understable ordinary particles are contained and the Merchant stall be liable for the loss, damage, contamination, solling, 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 stalls befored to individual and buth America and the Merchant stalls before a caused on his behalf or for which the Merchant is otherwise personation.

softward and the responsible.

(6) The Merchant shall defend, Indomnity and hold harmless the Carrier again (6). The Merchant shall defend, Indomnity and hold harmless the Carrier again (6). The Merchant shall defend, Indomnity from any breach of the profit his clause 7 or from any cause in connection with the Goods for which the Carrier and the Ca

8. CONTAINERS

responsible.

3. CONTAINERS

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

(2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in concentration with or arising cut 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 bearing of the Merchant.

(4) the Carrier has been stuffed by or on bearing of the Merchant.

(5) If a Container has been stuffed by or on bearing the Goods.

(6) caused by the mustitability of the Goods for carriage in the Goods.

(7) caused by the unsuitability of the Goods for carriage in Container; and the Merchant are the Container has been stuffed; and the way of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (6) shall only apply if the unsuitability or defractive condition arose (8) without any want of the difference in the part of the Carrier of (6) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

(6) If the Container is not seeled at the commencement of the Carrier against the the Carrier has agreed to seal the Container.

(7) The Merchant shall defend, indemnity and hold harmless the Carrier against amy loss, damage, dain, Eability or expense whatsoever arising from one or more of the matters covered by (4) above except for (Ayili)(a) above.

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

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

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

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

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

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

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

11. MATTERS AFFECTING PERFORMANCE
(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind fincluding the condition of the Goods), whenseever and howseever arising (whether or not the Carriage has commenced the the Carrier ray:
(A) without notice to the Merchant abendon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier ray deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cases;
(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carrier's shall be entitled to full Charges on Goods received for Carriage and the Merchant's shall pay any additional costs resulting from the above mentioned circumstances.

imistances.

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

12. METHODS AND ROUTE OF TRANSPORTATION

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatacever; load or carry the Goods on any vessel whether named on the front hemsol or not, transfer the Goods from one conveyance to another including transplipping or carrying the same on another vessel than that named on the front hersol or by any other means of transport whatsbower; at any place unpack and remove Goods which have been sufficient or or a Container and forward the same in any manner whatsoever; proceed at any speed and by any notice in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever are more often and in any order; load or unload the Goods from any conveyance at any place (Nebert or not the place is a port named on the front hersol as the intended Port of Loading or intended Port of Dischargel, comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalt of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without plots, to two or be towed or to be dry-docder; permit the vessel to proceed with or without plots, and or unamed.

(2) The Iberties set out in (1) above may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriage of the Goods. Anything done in accordance with (1) above or any delay arising thereform 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 deck without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to (2) below, such Goods whether carried on dock or under deck shall participate in General Average and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rulas or any Hagislation making such Rulas or or the Hague-Visby Rulas compulsonly applicable (such as COGSA) or COGWA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or on Containers other than open files or pallets) which are stated on the front of this Bill of Lading to be carried on deck and which are so carried (and livestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or dramage of whatseever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchant shall defend, indemnity-pland hold harmlessthe Carrierizage by sea or inland waterway whether caused by unseaworthiness or negligence or any other caused by Austra cost incurred for any reason whatsoever nature assess the Carrierizage by sea

14. DELIVERY OF GOODS

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

Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

If the vessel 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 negligaring vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Marchant undertakes to defend, indemnify and hold harmless the Carrier against all claims by or listility to (and any exponse arising therefron) any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of the Merchant paid or peyable to the Merchant by the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object or the 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 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 Certier and the Amended Jason Clause as approach 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) Norwhitstanding (1) above, the Merchant 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 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 Marchart. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reveigh, remeasure and revalue the Goods and fit he 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 setalishing the correct particulars.
All Charges shall be paid without any set-oft, counter-claim, deduction or stay of execution.

18. LIFN

The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average conflictions to whomsover due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private trusty, without notice to Merchant and at the Merchant and set the Merchant and set the Merchant.

19. VARIATION OF THE CONTRACT

No servent or THE GON HAGE!

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 valve or vary.

20. PARTIAL INVALIDITY

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

B/L No. 31121356 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 B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name 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 SHOLINGUR declared by the shipper but unknown by the carrier. GSTNO: 33AAACB2533Q1ZP, PAN NO: AAACB2533Q In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, 631102 TAMIL NADU INDIA, PHONE: +91 4172307768 exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN 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. Pre- carriage by Place of Receive Port of loading For delivery please apply to: Vessel name/voyage no. FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) MSC GAIA/IS150B ROTTERDAM, NETHERLANDS 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, Port of discharge Place of delivery 600 001 CHENNAI INDIA CHENNAI, INDIA Tel:91-44-4345-6464 Email: IMP.CHN@FBLINDIA.IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO: 8687601 DELIVERY NO. 32893731 PO NO: 5700003358		STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 5000.00 KGS DELIVERY TERMS CIP CHENNAI		5150.000	9.984

TOTAL PACKAGES: 8, TOTAL GROSS WEIGHT: 5150,000 KGS, TOTAL CBM: 9,984 LOADED INTO CONTAINER(S): NUMBER MEDU7439868 WITH SEALNR ctg1137734 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Callagt

Prepaid	Collect	Payable at	Flace and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 10-01-2022	FPS Famous Pacific Shipping	
				PAUL BRANI	os
Laden on board th	e vessel	No. of original(s) B/L 3/	/3	1	
ICS B/L			ORIGINAL		
			ONIGINAL	MAN	5)
10 Jan	2022			12 20)
				As Agent	
Original Ship	ped on board			FAMOUS PACIFIC LINES	

Poyoble at Diace and date of issue

1. DEFINITIONS

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

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

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

y the Merchant.

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

Hague-Visby Rules.

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

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

CARRER'S TARIFF
 The provisions of the Carrier of the Tariff, if any, are incorporated herein Copiess provisions are obtainable from the Carrier or his agens tupon request or, where applicable a government body with whom the Tariff has been filled. In the case of inconsistency be this Bild of Lading and the applicable Tariff, the Bill of Lading shall provail.

3. WARRANTY

THE MERCHART WATTARTS 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 has a present or future interest in the Goods.

4. NEGOTIABILITY AND TITLE TO THE GOODS

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

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

(1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage, and the Carriage. (2) The Merchant undertakes that no claim or allegation shall be made against any groun or vessel whatsoewer, 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 procurred, porformed or undertaken, which imposes or attempts to impose upon any such person or vessel any liability whatcover in connection with the Goods or the Carriage; and if any claim or allegation should nevertheless be made to defend, incremnly and hold harmies the Carriar against all consequences thereof. Without prejudice to the foregoing every such person dessess shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in entering into this contract. the Carrier, to the extent of these provisions, does so not only on his low health but also as open or trusted for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract. these provisions, does so not only on his own benefit but also as agent or itester or soun-persons and vessels and such persons and vessels shall to this extert be or be deemed to be parties to this contract.

(3) The Merchant shall defend, indennify and hold harmises the Carrier against any claim or liability lend any expense arising therefrom) arising from the Carriago of the Goods Insofar as such claim or liability exceeds the Carrier's liability arounder this Bill of Lading.

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

(4) The defences and limits of lability provided for in this Bill of Lading,
(4) The defences and limits of lability 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
(1) CLAUSE PARAMOUNT
(2) Subject to clause 13 below, this Bill of Lading insorter 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-Naby 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 harein. The Hague Rules
or applicable legislation shall be deemed incorporated harein. The Hague Rules
or applicable legislation shall be deemed incorporated harein. The Hague Rules
or applicable to the carriage of Goods by Inland waterways and reference to carriage by
sea in such Rules or legislation shall be deemed to include refreemence to inland salways.
If and to the extent that the provisions of the Harter Act of the United States of America
1839 would otherwise be compulsorily applicable to regulate the Carrier's responsibility
for the Goods during any period prior to loading on or after discharge from the vessel the
Carrier's responsibility shall instead be determined by the provisions of 6(5) below, but if
such provisions are found to be invalid such responsibility shall be subject to COGSA.
(3) The Carrier's hall be entitled to (and nothing in this Bill of Lading shall operate to
deprive or limit such entitlement) the full benefit of, and rights to, all limitations of and
exclusions from liability and all rights conference or authorised by any applicable law,
statute or regulation or any country (including, but not limited to, where applicable any
structure or regulation and amendments thereto and where applicable any provisions or carrier.

(2) PORT TO PORT SHIPMENT
The responsibility of the Ca

[2] PORT TO PORT SHIPMENT
The responsibility of the Carrier is limited to that part of the Carriage from and during loading orto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damege whatsoever in respect of the Goods or for any other matter arising quiring 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 egent to enter into cortracts on helaff of the Merchant with others for transport, storage, handling or anyother services in respect of the Goods prior to leading and subsequent to discharge of the Goods from the vessel without responsibility for any act or 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 tavourable than the terms in this Bill of Lading.

(3) COMBINED TRANSPORT

the terms in this Bill of Lading.

(3) COMBINED TRANSPORT

Save as is a therwise 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 settent set out to below:

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

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

(B) The Carrier shall be entited to rely upon all oxclusions from liability under the Rules or legislation that would have been applied under (FI)(A) above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Hegue Rules for COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively.

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

(ii) Subject of 64(C) below, where the Heague Rules or any legislation applying such Rules or the Heague-Vistoy Rules guch as COGSA or COGWA) is not computed in applicable, the Carrier's liability shall not acceed USS2.00 per kill of the gross weight of the Goods (st., damaged or in respect of which the claim arises or the value of such 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 the eligen and time when they should have been so deliver to the Merchant or at the place and time of the stage of Carriage where the loss or damage occurred can be proved:

(i) The Stability of the Carrier shall be determined by the provisions contained in any

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,

Can to us began an only private contains the as separate and direct contract 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 o damage occurred and had received as evidence thereof any particular document which must be issued in order to make such international convention or

where the loss or contracts are the contracts and the contracts are the contract and the co

I/A Useay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be liable
for direct, inclinect or consequential loss or damage caused by delay or any other cause
whatscewar and howspewer caused. Without prejudice to the foregoing, if the Carrier
forum claicle for celay, liability shall be limited to the freight applicable to the relevant stage

whatsoewar and howsoewar caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the transport.

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

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

(a) 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 Latel
in the box provided shall be deemed the number of packages or shipping units for the
purpose of any limit of failbilly per package or shipping unit provided in any international
convention or national law relating to the carriege of Goods by sea. Except as aforesed
the Container shall be considered the package or shipping unit.
The words' shipping unit "shall mean sach physical unit or piece of cargo not
shipped in a package, including articles or things of any description whatsoever, except
Goods shipped in bulk, and trespective of the weight or measurement unit employed in
calculating freight charges. As to Goods shipped in bulk, the limitation spiclable thereto
shall be the limitation provided in such convention or law which may be applicable, and
in no event shall anything herein be construed to be a waiver of limitation as to Goods
shipped in bulk.

In no event shall anything herein be construed to be a waiver of similation as to Goods shipped in bulk.

(E) Rust, etc.

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

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

[7] Notities of Losar or Demage
The Carrier shall be deemed prima face to have delivered the Goods as described in this Bill of Lading unless nectice of losa or, or damage to, the Goods, indicating the general nature of such loss or damage, or all 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 ertitled to delivery thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

(3) Time-bars is not apparent, within three consecutive days thereafter.

(3) Time-bars and the discharged of all isability unless suit is brought in the proper forum and written notice thereof neceived by the Carrier within twelve morths after delivery of the Goods or the date when the Goods should have been delivered. In the event that such time paried shall be found contrary to any convention or law compulsating applicable, the period prescribed by such convention or law shall then apply but in that circumstance only.

MERCHANT'S RESPONSIBILITY

only.

7. MERCHANT'S RESPONSIBILITY

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

(2) The Merchant shall accomply with all applicable laws, regulations and requirements of customs, port are set of the control of the properties of the customs, port and set of the customs, port and set of the customs, port and set of the customs, port and customs, and the properties of the description of any lifegal, incorrect or customs, port and set, properties of the description of the Goods and customs, furnishing 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 diagnerous, inflammable or damaging or which are or may become diagnerous, inflammable or damaging or which the Container or other covering in which the Carrier's express consent in writing and without the Container and charactor of any such articles are delivered to the Carrier when consent can entire or the requirements. If any such articles are delivered to the Carrier which sus such writes and so as to comply with all applicable laws, requisitions and requirements. If any such articles are delivered to the Carrier which sus such writes the nature and charactor of any such articles are delivered to the Carrier which sus such writes the nature and refring or if in the opinion of the carrier was a delivered to the Carrier when the such as the carrier and the such as a such as a such as a complex of the carrier and the such as a such as a constantiance, or rendered hards.

(5) The Merchart and without prejudice to the Carrier's right to Charges.

(5) The Me

herwise responsible.

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

B. CONTAINERS

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

Goods may be stiffed by the Carrier in or on Containers and Goods may be stiffed on other Goods.
 The terms of this Bill of Lading shall govern the responsbillty of the Carrier in continuous the responsibility of the Carrier in continuous the responsibility of the Carrier in continuous the respective of the supply of a Container to the Merchant, whether supplied one or after the Goods are neceived by the Carrier or delivered to the Merchant.
 If a Container has been stiffed by or on behalf of the Merchant.
 the Carrier shall not be liable for loss of or damage to the Goods.
 caused by the manner in which the Container has been stuffed;
 caused by the unsultability of the Goods for carriage in Containers;
 caused by the unsultability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only apply if the unsultability or defective condition arose (a) without any want of due disigence on the part of the Carrier of (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stiffed;
 if the Container is not sealled at the commencement of the Carriage except where the Carrier has agreed to seal the Container.

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

9. TEMPERATURE CONTROLLED CARGO
(1) The Merchant underlakes not to noder for transportation any Goods which require temperature control without prevolusly giving written notice (and filing) in the box on the front of this Bill of Lacting if this Bill of Lacting in the been prepared by the Merchant or a person acting this bell of Lacting in active and the case of the second of the case of the second of the case of the ca

a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its thermostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier, if the above requirements are not complied with the Carrier shall not be liable for any loss

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

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

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.

1. MATTERS AFFECTING PERFORMANCE
(1) If any time the Carriage is or is filedly to be affected by any hindrance, risk, delay, difficulty or disadvantage of any liend fincluding the condition of the Goods), whensever and howsever anieng (whether or not the Carriage has a commenced the the Carrier may:
(A) without notice to the Merchant abandon the Carriage of the Goods and where researably possible place the Goods or any part of them at the Merchant disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall case;
(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 Morchant shall pay any additional coasts resulting from the above mentioned circumstances.

(2) The liability of the Carrier in messed of the Goods shall carrier to the Carrier shall be carrier in messed of the Goods shall cannot be considered to the shall be carrier in messed of the Goods shall cannot be considered to the carrier to the Carrier shall be carrier in messed of the Goods shall cannot be considered to the shall pay any additional coasts resulting from the shower mentioned circumstances.

circumstances.

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

12. METHODS AND ROUTE OF TRANSPORTATION

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever, load or carry the Goods on any vessel whether named on the front hereof or not; transfer the Goods from one conveyance to another including transpiciping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever, at any place unpack and remove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever; proceed at any speed and by any mote in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever once or more often and in any 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 Interdee Port of Loading or intended Port of Olischargel; cumply with any orders or see intended Port of Loading or intended Port of Olischargel; cumply with any orders or see intended Port of betailed such powerment or authority or any peans or body acting or purporting to act as or on behalf of such government or authority or any peans or bedy acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to carry livestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or warillo stores and sail armed or unarmed.

warfiles stores and sail armed or unarmed.

(2) The liberties est out in (1) above may be invoked by the Garrier for any purposes whatsoover whother or not connected with the Carriage of the Goods. Anything done in accordance with (1) above or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation of whatsoover whost per notice or contractual Carriage and shall not be a deviation of whatsoover nature or degree.

13. DECK CARGO (AND LIVESTOCK)

13. DECK CARGO (AND LIVESTOCK)

(1) Goods of any description whether containerised or not may be stowed on or under dick without notice to the Menchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to (2) below, such Goods whether carried on deck or under deck hall participate in General Awarga and such Goods (other than livestook) 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-Wabb Rules compulsorily applicable (such as COGSA or COGWAY) to this Bill of Lading.

(2) Goods fort being Goods suffect in or on Containers other than open fists or pallets) which are stated on the front of this Bill of Lading to be carried on deck and which are so carried (and livestock) whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea or inland watarway whether caused by unseaworthiness or negligence or any other caused whatsoever. The Merchant shall defend, indemnifying high old bill memiessthe Carrieragalinatal and any extra cart incurred for any reason whatsoever. The Merchant shall defend, indemnifying right of loth carriegs of fivestock.

14. DELIVERY OF GOODS

14. DELIVERY OF GOODS If delivery to 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's shall be entitled without notice to remove from a Container the Goods or that part thereof if staffed in or on a Container and to store the Goods or that part thereof ashore, affoct, in the open or under owner at the sole risk and expense of the Merchant. Such storage shall constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

Goods or that part thereof shall cease.

15. BOTH-TO-BLANE COLLISION

If the vessel on which the Goods are carried (the carying vessel) comes into collision with any other vessel or object (the non-carying vessel or object or the owner of, charlever of or person responsible for the non-carying vessel or object or the owner of, charlever of or person responsible for the non-carying vessel or object, the Marchant undertakes to defend, indemnity and hold harmless the Carrier against all claims by or liability to (and any expense arising therefrom) any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of the Marchant paid or pegable to the Marchant 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 charterers.

vessel or her owners or charterers.

18. GENERAL AVERAGE

(1) The Carrier may declare General Average which shall be adjustable according to the York/Arthwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clause as supproved by BINCO 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) Notwittsanding (1) above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any cleim (and any expense arising thereform) of a General Average active which may be made on the Carrier and hall provide such security as may be required by the Carrier in this connection.

(3) The Carrier shall be under no obligation to take any steps whatsoever to collect socurity 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 shall be deemed fully earned on receipt of the Goods by the Carrier and of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy theroof and to inspect, reweight, 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 the sincerport particulars.

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

e Carrier shall have a lien on Goods and any documents relating thereto for all sums The carrier sian lawe a tent on tools and any occuments releasely intended an amount whatsoever due at any time to the Cernier from the Merchant and for General Average contribu-tions to whomsoever due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public action or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

19. VARIATION OF THE CONTRACT No servant or agant 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 varv.

20. PARTIAL INVALIDITY

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

B/L No. 31121356 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.

The carrier, in accordance with and to the extent of the provisions contained in this CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989, TAMIL NADU B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name 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 SHOLINGUR declared by the shipper but unknown by the carrier. GSTNO: 33AAACB2533Q1ZP, PAN NO: AAACB2533Q In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, 631102 TAMIL NADU INDIA, PHONE: +91 4172307768 exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS and in particular to the terms overleaf as if they were all signed by the merchant. This BIIMPORTS@BRAKESINDIA.CO.IN B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to:
FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) Port of loading Vessel name/voyage no. ROTTERDAM, NETHERLANDS MSC GAIA/IS150B 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, Port of discharge Place of delivery 600 001 CHENNAI INDIA CHENNAI, INDIA Tel:91-44-4345-6464 Email: IMP.CHN@FBLINDIA.IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO: 8687601 DELIVERY NO. 32893731 PO NO: 5700003358	8 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 5000.00 KGS		5150.000	9.984
		DELIVERY TERMS CIP CHENNAI			

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 10-01-2022	FPS Famous Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/3		
ICS B/L				
				As Agent
Copy Shipped on board				FAMOUS PACIFIC LINES

B/L No. 31121356 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 A/C NO: 010130458989, TAMIL NADU The carrier, in accordance with and to the extent of the the provisions contained in this 600 006 CHENNAI, INDIA B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) BRAKES INDIA PVT. LTD. for such transport and such services. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER: 0488001382 SHOLINGUR declared by the shipper but unknown by the carrier. In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, GSTNO: 33AAACB2533Q1ZP, PAN NO: AAACB2533Q exceptions and conditions whether written, printed, stamped or otherwise incorporated and in particular to the terms overleaf as if they were all signed by the merchant. This 631102 TAMIL NADU INDIA, PHONE: +91 4172307768 FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS BIIMPORTS@BRAKESINDIA.CO.IN B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. Vessel name/voyage no. Port of loading For delivery please apply to: ROTTERDAM, NETHERLANDS FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) MSC GAIA/IS150B 5TH FLOOR, LEELAVATHY BUILDING, NO. 69, ARMENIAN STREET, 600 001 CHENNAI INDIA Port of discharge Place of delivery CHENNAI, INDIA Tel:91-44-4345-6464 Email: IMP.CHN@FBLINDIA.IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO: 8687601 DELIVERY NO. 32893731 PO NO: 5700003358		STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 5000.00 KGS		5150.000	9.984

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 10-01-2022	FPS Famous Pacific Shipping
Laden on board to	ne vessel	No. of original(s) B/L 3/3	3	
ICS B/L				
				As Agent
Copy Shipp	ed on board			FAMOUS PACIFIC LINES

B/L No. 31121356 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.

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, TAMIL NADU B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name 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. Weight, measures, marks, numbers, quality, contents, descriptions and value as BRAKES ÍNDIA PVT. LTD. IEC NUMBER: 0488001382 SHOLINGUR declared by the shipper but unknown by the carrier. GSTNO: 33AAACB2533Q1ZP, PAN NO: AAACB2533Q In accepting this B/L the merchant expressly accepts and agrees to all its stipulations, 631102 TAMIL NADU INDIA, PHONE: +91 4172307768 exceptions and conditions whether written, printed, stamped or otherwise incorporated FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS and in particular to the terms overleaf as if they were all signed by the merchant. This BIIMPORTS@BRAKESINDIA.CO.IN B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not otherwise stated above, one of which being accomplished the other (s) to be void. Place of Receive Pre- carriage by For delivery please apply to: FREIGHTBRIDGE LOGISTICS PRIVATE LIMITED (CHENNAI) 5TH FLOOR, LEELAVATHY BUILDING, Vessel name/voyage no. Port of loading ROTTERDAM, NETHERLANDS MSC GAIA/IS150B NO. 69, ARMENIAN STREET, Port of discharge Place of delivery 600 001 CHENNAI INDIA CHENNAI, INDIA Tel:91-44-4345-6464 Email: IMP.CHN@FBLINDIA.IN

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO: 8687601 DELIVERY NO. 32893731 PO NO: 5700003358	8 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 200 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 5000.00 KGS		5150.000	9.984

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 10-01-2022	FPS Famous Pacific Shipping
Laden on board th	ne vessel	No. of original(s) B/L 3/3		
ICS B/L				
				As Agent
Copy Shipped on board			FAMOUS PACIFIC LINES	



Invoice address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in

PAN NO. AAACB2533Q Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

ORIGINAL

Invoice no. / date:

163776611 / 23.12.2021

8687601 / 09.12.2021

Order no. / date: Your reference: Contactperson:

5700003358

Corina Hendriks

Page 1 / 1

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

2.075.00

Part of the ROCKWOOL Group

INVOICE

Ordered by: 15577

Brakes India Pvt. Ltd.

IEC Number 0488001382

PAN NO. AAACB2533Q

631102 TAMIL NADU

INDIA

biimports@brakesindia.co.in

Sholingur GST: 33AAACB2533Q1ZP

Number Quantity Price Amoun ltem Material Unit Unit Unit **Material description**

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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

29508

1.000 KG KG KG

5.000.00

Stat. No.: 68061000

Delivery No/Date: 32893731 / 24.12.2021

Country of origin: NL

Freight Cost

Amount excl. VAT

5.000,00

Output Tax

0,00 %

11.782,00

1.407,00

10.375,00

0,00

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

EUR 11,782,00

Delivery date:

24.12.2021 -CIP Chennai Port

Terms of delivery: Payment term:

60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

15 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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



Invoice address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in

PAN NO. AAACB2533Q

Sholingur GST: 33AAACB2533Q1ZP **631102 TAMIL NADU**

INDIA

ORIGINAL

Invoice no. / date:

163776611 / 23.12.2021

Page 1 / 1

Order no. / date:

8687601 / 09.12.2021

INDIA

INVOICE

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Brakes India Pvt. Ltd.

IEC Number 0488001382

PAN NO. AAACB2533Q

631102 TAMIL NADU

biimports@brakesindia.co.in

Sholingur GST: 33AAACB2533Q1ZP

ROCKWOOL B.V.

P.O. Box 1160 6040 KD Roermond The Netherlands

Part of the ROCKWOOL Group

Your reference: Contactperson:

5700003358

Corina Hendriks

Price Amoun Quantity Number Item Material Unit Unit Material description Unit

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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

2.075,00 5.000,00 5.000,00 29508

1.000 KG KG KG

Stat. No.: 68061000

Delivery No/Date: 32893731 / 24.12.2021

Country of origin: NL

1.407,00 Freight Cost

Amount excl. VAT **Output Tax**

0.00 %

11.782,00 0,00

10.375,00

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

EUR 11.782.00

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5.150 / 5.000 KG

Gross/Nett weight: Transp. volume:

15 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

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Part of the ROCKWOOL Group

INVOICE

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

INDIA

Sholingur GST: 33AAACB2533Q1ZP **631102 TAMIL NADU**

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

Invoice address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

PAN NO. AAACB2533Q

INDIA

Invoice no. / date:

163776611 / 23.12.2021

ORIGINAL

8687601 / 09.12.2021

Order no. / date: Your reference:

5700003358

Contactperson:

Corina Hendriks

Item

Price Amount Number Quantity Material Unit Unit Unit Material description

Page 1 / 1

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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

29508

5.000.00

KG

5.000,00

KG

2.075,00 1.000 KG

10.375,00

Stat. No.: 68061000

Delivery No/Date: 32893731 / 24.12.2021

Country of origin: NL

Freight Cost

1,407,00

Amount excl. VAT

Output Tax

0.00 %

11.782,00 0,00

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

EUR

11,782,00

Delivery date: Terms of delivery: 24.12.2021 -CIP Chennai Port

Payment term:

60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

15 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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PAN NO. AAACB2533Q Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

163776611 / 23.12.2021 Invoice no. / date:

8687601 / 09.12.2021 Order no. / date:

Your reference:

5700003358

Corina Hendriks Contactperson:

INVOICE

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

Page 1 / 1

ROCKWOOL B.V. P.O. Box 1460 6040 KD Roermond The Netherlands

ltem	Material	Number	Quantity	Price	Amoun
	Material description	Unit	Unit	Unit	

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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

10.375,00 5.000,00 2.075,00 5.000.00 29508 KG 1.000 KG KG

Stat. No.: 68061000

Delivery No/Date: 32893731 / 24.12.2021

Country of origin: NL

1.407,00 Freight Cost

Amount excl. VAT **Output Tax**

0,00 %

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

EUR 11.782,00

11.782,00

0,00

Delivery date: Terms of delivery: Payment term:

24.12.2021 -CIP Chennai Port 60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

15 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Invoice no. / date:

163776611 / 23.12.2021

8687601 / 09.12.2021

Order no. / date: Your reference:

5700003358

Contactperson:

Corina Hendriks

Page 1 / 1

INDIA

INVOICE

Ordered by: 15577

Brakes India Pvt. Ltd.

IEC Number 0488001382

PAN NO. AAACB2533Q

631102 TAMIL NADU

biimports@brakesindia.co.in

Sholingur GST: 33AAACB2533Q1ZP

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

Part of the ROCKWOOL Group

Price Amoun Number Quantity 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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

29508

5.000.00 KG

2.075,00 5.000,00

1.000 KG KG

Stat. No.: 68061000

Delivery No/Date: 32893731 / 24.12.2021

Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

0.00 %

1.407,00

10.375,00

11.782,00

0,00

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

EUR

11.782,00

Delivery date: Terms of delivery: 24.12.2021 -CIP Chennai Port 60 days net

Payment term:

5.150 / 5.000 KG

Gross/Nett weight: Transp. volume:

15 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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Part of the ROCKWOOL Group

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Page 1 / 1

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

Invoice address: 15577 Brakes India Pvt. Ltd. IEC Number 0488001382 biimports@brakesindia.co.in

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

PAN NO. AAACB2533Q

INDIA

Invoice no. / date:

163776611 / 23.12.2021

8687601 / 09.12.2021

Order no. / date: Your reference:

5700003358

Contactperson:

Corina Hendriks

Material ltem

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

> Official email id: biimports@brakesindia.co.in

10

Lapinus® RB250

bag 25 kg - pallet 625 kg 29508

5.000,00

KG

Number

Unit

5.000,00

KG

Quantity

Unit

2.075,00 1.000 KG

Price

Unit

10.375.00

Amoun

Stat. No.: 68061000

Delivery No/Date: 32893731 / 24.12.2021

Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

1.407,00

11,782,00

0.00 %

0,00

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

EUR

11.782.00

Delivery date: Terms of delivery: Payment term:

24.12.2021 -CIP Chennai Port 60 days net

Gross/Nett weight:

5.150 / 5.000 KG

Transp. volume:

15 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 ar 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.

Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

Shipment nr.: 0006640687

Container nr: .

Our ordernr : 8687601

Your ordernr: 5700003358

Delivery nr : 32893731

For: Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382

631102 Tamil Nadu

India

11 Lapinus

ORIGINAL

DETAILED PACKING LIST

	Lapinus® RB250, bag 25 25,0 0,1	Product and dimensions
	kg -pallet 625 kg 5000 Kilogram	Type and number of packages
	g 1,00	Contents per package in m1/m2/kg
TOTAL:	5000,00	Total quantity per item in m1/m2/kg
5000,000 Kgs	5000,000	Total net weight per item kgs
5150,000 Kgs	5150,000	Total gross weight per item kgs
	1210,00 1000,00	Dimensions in m per package
	1300,0	·

Date: 23-12-2021

200 BAGS ON 8 PALLETS

Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

Shipment nr.: 0006640687

Container nr: .

Our ordernr : 8687601

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631102 Tamil Nadu India



DETAILED PACKING LIST

.	N) H	
	Tapinus® RB250, bag 25 25,0 0,1	Product and dimensions
	kg -pallet 625 kg 5000 Kilogram	Type and number of packages
	g 1,00	Contents per package in m1/m2/kg
TOTAL:	5000,00	Total quantity per item in m ¹ /m ² /kg
5000,000 Kgs	5000,000	Total net weight per item kgs
5150,000 Kgs	5150,000	Total gross weight per item kgs
	1210,00	_ Dir
	1000,00	Dimensions in m per package
	1300,00	

Date: 23-12-2021

200 BAGS ON 8 PALLETS

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 8687601

Delivery nr : 32893731

Your ordernr: 5700003358

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

India 631102 Tamil Nadu

ORIGINAL



DETAILED PACKING LIST

Shipment nr.: 0006640687 Container nr:

25,0 Lapinus® RB250, bag 25 kg -pallet 625 kg Product and dimensions 0, Type and number of packages 5000 Kilogram Contents per package in m1/m2/kg 1,00 Total quantity per item in m1/m2/kg 5000,00 Total net weight per item kgs 5000,000 Kgs 5000,000 Total gross weight per item kgs 5150,000 Kgs 1210,00 Dimensions in m per package 1000,00 1300,00

Date: 23-12-2021

TOTAL:

5150,000

200 BAGS ON 8 PALLETS

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 8687601

Your ordernr: 5700003358

Delivery nr : 32893731

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

India 631102 Tamil Nadu



DETAILED PACKING LIST

Shipment nr.: 0006640687

Container nr

Lapinus® RB250, bag 25 kg -pallet 625 kg 25,0 Product and dimensions Type and number of packages Contents per package in m¹/m²/kg 1,00 Total quantity per item in m1/m2/kg 5000,00 Total net weight per item kgs 5000,000 Total gross weight per item kgs 5150,000 1210,00 Dimensions in m per package 1000,00 1300,0

Date: 23-12-2021

TOTAL:

5000,000 Kgs

5150,000

Kgs

200 BAGS ON 8 PALLETS

Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

Shipment nr.: 0006640687

Container nr: .

Our ordernr : 8687601

Delivery nr : 32893731

Your ordernr: 5700003358

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu India



DETAILED PACKING LIST

		5150,000 Kgs	5000,000 Kgs	TOTAL:			
1000,00 1300,00	1210,00 100	5150,000	5000,000	5000,00	m 1,00	kg -pallet 625 kg 1 5000 Kilogram	Lapinus® RB250, bag 25 25,0 0,1
is in m (age	Dimensions in m per package	Total gross weight per item kgs	Total net weight per item kgs	Total quantity per item in m ¹ /m ² /kg	Contents per package in m ¹ / m ² / kg	Type and number of packages	Product and dimensions

Rockwool Mineral Fibre

200 BAGS ON 8 PALLETS

Date: 23-12-2021

Rockwool B.V.

Industrieweg 15 6045 JG Roermond / The Netherlands

Our ordernr : 8687601

Delivery nr : 32893731

Your ordernr: 5700003358

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu India



DETAILED PACKING LIST

Shipment nr.: 0006640687 Container nr : .

Product and dimensions	Type and number of packages	Contents per package in m¹/m²/kg	Total quantity per item in m¹/m²/kg	Total net weight per item kgs	Total gross weight per item kgs	Dimensions in m per package	
Lapinus® RB250, bag 25 25,0 0,1	RB250, bag 25 kg -pallet 625 kg 0,1 5000 Kilogram	g 1,00	5000,00	5000,000	5150,000	1210,00 1000,00 130	1300,00
			TOTAL:	5000,000 Kgs	5150,000 Kgs		

Date: 23-12-2021

200 BAGS ON 8 PALLETS





For attn of

Date

23-12-2021

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

8687601

Product:

Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty:

5.000 kg

Batch no. Batch Qty:

48164072 - 1.875 kg

Batch no. Batch Qty:

48887435 - 2.500 kg

Batch no. Batch Qty:

48887423 - 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

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Test report Date

: 24-11-2021

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

1.

Prod. Date: 23-11-2021

: Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

2. Testresults

Batch no.	Fibre length	Results	(micron)	Limits (micron)
		Min.	Max.	Min.	Max.
48164072		113,00	125,00	100	150

Batch no.	Shotcontent	Results (%wt) Min. Max.	Limits (%wt) Max.
48164072	Shot > 125 μm	0,38 0,68	1.0

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

Site

Telephone number

Contact

Fax number

Roermond

+31 475 353354

Customer Service

+31 475 353677

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Test report Date

: 13-12-2021

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

1...

Prod. Date: 12-12-2021

Product

: Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Testresults

Batch no.	Fibre length	Results Min.	(micron) Max.	Limits ((micron) Max.
48887435		113,00	125,00	100	150

Batch no.	Shotcontent	Results (%wt) Min. Max.	Limits (%wt) Max.
48887435	Shot > 125 μm	0,46 0,74	1.0

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

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

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Test report Date

: 20-12-2021

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

1.

Prod. Date: 17-12-2021

Product

: Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

2. Testresults

Batch no.	Fibre length	Results	(micron)	Limits (micron)
		Min.	Max.	Min.	Max.
48887423		113,00	125,00	100	150

Batch no.	Shotcontent	Results (%wt) Min. Max.	Limits (%wt)
18887423	Shot > 125 μm	0,48 0.78	1.0

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

Site Telephone number Contact Fax number Roermond

+31 475 353354

Customer Service

+31 475 353677

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LF007/F03 / June 1994