B/L No. 31108252 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 CAG BRANCH, 149 GREAMS ROAD A/C NO: 010130458989 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 TAMIL NADU 600 006 CHENNAI B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) 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 B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Pre- carriage by Place of Receive otherwise stated above, one of which being accomplished the other (s) to be void. For delivery please apply to: Port of loading Vessel name/vovage no. EMU LINES PVT. LTD (CHENNAI)
NO 120 THAMBU CHETTY STREET 4TH FLOOR ROTTERDAM, NETHERLANDS MSC IRENE/IS146B AKABAR TOWER Port of discharge Place of delivery 600 001 CHENNAI INDIA CHENNAI, INDIA

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8578918 DELIVERY NO.: 32756056 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2500.00 KGS DELIVERY TERMS: CIP CHENNAI PORT		2575.000	5.136

Tel:91 44 25214407/08/09

TOTAL PACKAGES: 4, TOTAL GROSS WEIGHT: 2575,000 KGS, TOTAL CBM: 5,136 LOADED INTO CONTAINER(S): NUMBER MSMU5493816 WITH SEALNR ctg1136221 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

£

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 06-12-2021	FP\$ Famous	Pacific Shipping
					PAUL BRANDS
Laden on board the ve	essel	No. of original(s) B/L 3/3		1	
ICS B/L			DRIGINAL		
06 Dec 2	2021		THOMAL		ndo
Original Shipped	d on board			As Agent FAMOUS PA	CIFIC LINES

1. DEFINITIONS

1. DEFINITIONS

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

"Mercham" includes the chipper, the consigness, the neceiver 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 basind of any of the above mentioned persons.

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

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

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

"Combined Transport" arises where the Carriage called for by this Bill of Lading is not a Port to Port Shipment " arises where the Place of Receipt and the Place of Indicated on the torn of this Bill of Lading or if both the Place of Receipt and the Place of Indicated on the ports and the Bill of Lading does not in the nomination of the Place of Receipt and the Place of Receipt indicated one ports and the Bill of Lading does not in the nomination of the Place of Receipt on the Place of Place

or rescript or the results of between on the notes specing any puece of specimen in the rear of the port an incrimitation provisions of the International Convention for Unification of certain Rules resisting to Bits of Lading signed at Brussels on 25th August 1924, "Hague-Vistry Rules" means the Hague Rules as amended by the Protocol signed at Brussels on arthrothorus Cas.

Brussels on arthrothorus Cas, and Cas of Section 1999, "And the United States of America approved on 16th April 1936."

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

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

able by the Merchant.

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

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

CARRIER'S TARIFF
 The provisions after Carrier's applicable 18riff, if any, are incorporated herein Copies of such provisions are obtainable from the Carrier or his agent upon request or, where applicable, from a government body with whom the 18riff has been filed, in the case of inconsistency between this Bill of Lading and the applicable 18riff, this Bill of Lading shall prevail.

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

4. NEGOTIABILITY AND TITLE TO THE GOODS

4. MEGOTABILITY 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 no to transfer the Goods herein described.
(2) This Bill of Lading shall be prima tacle 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 the Bill of Lading has been negotiated or transferred for valuable consideration to a telephone. third party acting in good faith,

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

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

(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whetsoever, other than the Carriage.

(3) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whetsoever, other than the Carrier as envants 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 islatify whatsoever in connection with the Goods or the Carriage, and if any claim or allegation should nevertheless be made to defend, indemnify and hold harmless the Carrier against all consequences thereof. Without, preducids to the foregoing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were againstly for his benefit and in entering into this contract the Carrier to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such persons and vessels and such persons and vessels shall not the extent be or be deemed to be parties to this contract.

(3) The Merchant shall detend, indemnify and hold harmless the Carrier against any claim or liability to and any expense arising therefrom arising from the Carriage of the Goods insofar as such claim or flability acceeds the Carrier's liability under this Bill of Lading shall apply in any action against the Carrier whether the action be found in Contract or in Tort.

6. CARRIERERS RESPONSIBILITY

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

CARRIER'S RESPONSIBILITY

(1) CLUSE PARAMOUNT

(2) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have affect subject to the Hague Rules or any legislation making such Rules or the Hague-Vusty Rules computationly application (such as COGSA) or COGWA) to this Bill of Lading in subject to U.S. or carriadin lave 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 incorporated herein. The Hegue Rules (or COGSA or COGWA) to this Bill of Lading is subject to U.S. or carriadin lave respectively) shall apply to the carriage of Goods by Inland waterways and reference to carriage by sail as to the extent that the provisions of the Harter Act of the United States of America 1839 would otherwise be computed by the provisions of 6(5) before provisions of 6(5) before provisions of 6(5) before the Carrier's responsibility shall lates the determined by the provisions of 6(5) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(B) The Carrier's shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all irritations of and exclusions from liability and all rights conference or authorised by any applicable two, statute or regulation of any country (including, but not limited to, where applicable two, statute or regulation of any country finchding, but not limited to, where applicable any provisions or exclosures from fabrility and all rights conference or authorised by any applicable two, statute or regulation of any country finchding, but not limited to, where applicable any tortions or carried.

(2) PORT TO PORT SHIPMENT

[2] PORT TO PORT SHIPMENT
The reponsibility of the Carrier's limited to that part of the Carriage from and during loading onto the vasced up to and during discharge from the vassed and the Carrier shall not be liable for any loss or damage whatsower in respect of the Goods of ror any other matter arising during any other part of the Carriage even though Clarages for the whole Carriage have been charged by the Carrior. The Merchant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, storage, landing 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 favourable than the terms in this Bill of Ladino.

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

 (3) COMBINED TRANSPORT

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

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

 (F) The Carrier shall be entitled to rely upon all acculations from Itability 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 carriege by sea, under the Hague Rules for COSSA or COGWA if this Bill of Lading is subject to U.S. or Caractian law mean-critishal).
- of damage occurred as see shift with the fill of Lading is subject to U.S. or Canadian flue respectively). However, the Carrier is not liable in respect of some of the factors caucing the loss or diamage, he shall only be liable to the extent that those factors for which he is liable have contributed to the loss or diamage. Subject to (44(C) below, where the Haque Nulsos are projection applying such Rules or the Haque-Veby Fluids (such as COGSA or COGWA) is not compulsorily applicable, the Carrier belief to the composition of the composition contained in any vector.

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

- international convention or national law of the country which provisions.

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

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

 (with respect to the transportation in the United States of America or in Canada to the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by cairiers (one or more) and such transportation shall be subject to the infland carriers' collegations under their contracts and surfal;

 where neither (i) or (ii) above apply, any liability of the Carrier shall be determinded by (8)(A) above.

Ap Delay, Consequential Less
Applied Provided Pr

found liable 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 Haque 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 commection with the Goods in an amount per package or shipping unit in excess or the package or shipping unit initration as laid down by such Rules or legislation. Such limitation amount according to COGWA is US\$500 and according to COGWA is Can \$500. It no limitation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500.

the limitation shall be US\$500.

(C) Ad Valorem: Declared Value of Package or Shipping Unit
The Carrier's Balility may be increased to a higher value by a declaration in writing
of the value of the Goods by the shippor upon delivery to the Carrier of the Goods for
shipment, such higher value being insented on the tort of this Bill of Lading in the sape
provided and, if required by the Carrier, data freight paid, in such case, if the actual value
of the Goods shall exceed such doclared value, the value shall nevertheless be deemed to
be the declared value and the Carrier's liability, 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.

value.

(D) Definition of Package or Shipping Unit

Where a Container is used to consolidate Goods and such Container is stuffed by the

Carrier, the number of packages or shipping units stated on the face of this Bill of Lading
in the box provided shall be deemed the number of packages or shipping units for the
purpose of any limit of fability par package or shipping unit provided in any international
convention or national law inatings to the carriage of Goods by sea. Except as aforesed
the Container shall be considered the package or shipping unit.

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

although to bulk.

(E) Rust, etc.

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

(F) Notice of Loss or Demograting own order and condition is not a representation that such conditions of rust, exidation or the like did not exist on receipt.

(F) Notice of Loss or Demograting facile to have delivered the Goods as described in this Bill of Losding 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 his representative at the place of delivery before or at the time of ermoval of the Goods into the custody of the person entitled to delivery thereof under this Bill of Loding or, if the loss or dramage is not apparent, within three consecutive days thereafter.

(G) Time-bar

The Carriershall be discharged of all liability unless surt is brought in the proper forum and written notice thereof received by the Carrier within twelve months after delivery of the Goods of 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 compulsority applicable, the period prescribed by such convention or law shall then apply but in that circumstance only.

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

7. MERCHANT'S RESPONSIBILITY

(1) The description and perfoculars of the Goods setout on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, or weight, contiont, measure, quantity, quality, conclion, 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 meason of any illegal, incorract or insufficient marking, numbering or addressing of the Goods.

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

(4) No Goods which are or may become dangerous, inflammable or damaging or which are or may become liable to damage any property or person whatsoever shall be tendered to the Carrier for Carriage without the 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 are daralless are or any believable to become of a dangerous, inflammable ordermaging nature, the same may at anytima bedeatroyed disposed of, abandoned, or randered harmless without compensation to the Merchant and without prejudice to the Carrier's right to Charges.

(5) The Merchant shall be liable for the loss, damage, contamination, soiling, detention or demurage before, during and after the Carriage of property (including, but not limited to, Containers) of the Carrier or any pe

is otherwise responsible.

(i) The Merchant shall defend, Indemnity and hold harmless the Carrier a loss, damage, clarin, liability or expense whetsoever arising from any breach of the of this clause 7 or from any cause in connection with the Goods for which the Connection.

8. CONTAINERS

- Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed
- 8. CONTAINERS
 (1) Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods.
 (2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.
 (3) If a Container has been stuffed by or on behalf of the Merchant.
 (4) the Centrier shall not be fisible for loss of or damage to the Goods.
 (6) caused by the manner in which the Container has been stuffed;
 (8) caused by the unsuitability or defective condition of the Containers;
 (8) caused by the unsuitability or defective condition of the Container;
 (9) caused by the unsuitability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier; this paragraph;
 (8) shall only apply if the unsuitability or defective condition arose (a) without any want of use difference on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container is not assisted at the commencement of the Carrier gex except where the Container was stuffed;
 (9) If the Container is not assisted at the commencement of the Carrier gainst any loss, damage, claim, ilability or expense whatsoever arising from one or more of the matters covered by (A) above except for [A)(iii)(a) above.
 (4) Where the Carrier is instructed to provide a Container, in the absence of a written request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or quality.

 9. TEMPERATURE CONTROLLED CARGO

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

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

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

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

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

11 MATTERS AFFECTING PERFORMANCE

11. MATTERS AFFECTING PERFORMANCE

(I) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disedvantage of any kind (including the condition of the Goods), whensoever and howsoever arising (whether or not the Carriage has commenced) the the Carrier may:

(a) without notice to the Merchant absordon the Carriage of the Goods and whore reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier any deem safe and convexient, whereupon the responsibility of the Carrier in respect of such Goods shall cease;

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

In any event the Carriage.

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

circumstances.

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

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

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever; load or carry the Goods on any vessel whather named on the front hereof or not, transfer the Goods from one conveyance to another including transpinging or carrying the same on another vessel than that ramed on the front hereof or hot, transfer the Goods from one conveyance to another including transpinging or carrying the same on another vessel than that ramed on the front hereof or by any other than the same in any marker wirescover; por hard at any speed and by any route in the Ideocation (whether or marker of the same in any marker wirescover; por hard or outstorage or advertised route) and processes (whether or outstorage or advertised route) and processes (whether or outstorage or advertised route) and processes (whether or outstorage or outsto

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

13. DECK CARGO (AND LIVESTOCK)

(1) Goods of any description whether containerised or not may be stowed on or under dock without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree Subject to (2) below, such Goods whether carriade and eck 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 Hegue Pulses or any legislation making such Raises or the Hegue-Viseby Rules computativity applicable (such as COGSA or COGWA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which are stated on the front of this Bill of Lading to be carried on deck and which are stated on the forth of that sold in the part of the Carrier for loss or dramage of whatsoever state arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchant-shall defend, Indemnifysand hold harmlessthe Carrieraginstall and any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

14. DELIVERY OF GOODS

14. DELIVERY OF GOODS

If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the 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 hereoff is third in or on a Container and to store the Goods or that part is the container and to store the Goods or that part thereoff shore, 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 flability of the Carrier in respect of the Goods or that part thereof shall cease.

Goods or that part thereof shall cases.

15. BOTH-TO-BLAME COLLISION

If the vessel or which the Goods are carried (the carying vessel) comes into collision with any other vessel or object (the non-carying vessel or object or the norm of, charter of or person responsible for the non-carying vessel or object or the owner of, charter or of or person responsible for the non-carying vessel or object, the Merchant undertakes to defend, indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therefron) any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object and set-off, recoupled or novowed by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clauses as approved by BIM CO is to be considered as incorporated herein and the Merchart shall provide such security as may be required by the Carrier in this connection.
(2) Notwithstanding (1) above, the Merchart shall didered, Indermitiky 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

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

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

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

18. LIEN

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

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

20. PARTIAL INVALIDITY

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 if such invalid or unenforceable provi-sion were not contained hereit.

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

Pre- carriage by

Port of discharge

CHENNAL INDIA

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

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

Vessel name/voyage no.
MSC IRENE/IS146B

Port of loading
ROTTERDAM, NETHERLANDS

Place of Receive

Place of delivery

B/L No. 31108252



FAMOUS PACIFIC LINES

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

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

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

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

For delivery please apply to:
EMU LINES PVT. LTD (CHENNAI)
NO 120 THAMBU CHETTY STREET 4TH FLOOR
AKABAR TOWER
600 001 CHENNAI INDIA
Tel:91 44 25214407/08/09

Marks and numbers Quantity and kind of packages		Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8578918 DELIVERY NO.: 32756056 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2500.00 KGS DELIVERY TERMS: CIP CHENNAI PORT		2575.000	5.136

TOTAL PACKAGES: 4, TOTAL GROSS WEIGHT: 2575,000 KGS, TOTAL CBM: 5,136 LOADED INTO CONTAINER(S): NUMBER MSMU5493816 WITH SEALNR ctg1136221 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 06-12-2021	FPS Famous	Pacific Shipping
Laden on board th	ne vessel		No. of original(s) B/L 3/3 ORIGINAL		PAUL BRANDS
06 Dec	2021		JKIOIIVAL	1	MO
Original Shir	pped on board			As Agent	

FAMOUS PACIFIC LINES

1. DEFINITIONS
"Carrier" means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed.
"Merchan" 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 owning or entitled to the possession of the Goods or any person behalf of any of the above mentioned persons.
"Goods" includes the cargo supplied by the Merchant and includes any Container not supplied by or on behalf of the Carrier.
"Container" includes any container, trailer, transportable tank, lift ven, flat, pallet or any similar article of transport used to consolidate goods.
"Carriage" means the whole of the operations and services undertaken or performed by or on behalf of the Carrier in respect of the Goods.
"Combined Transport" arises where the Carriage called for by this Bill of Lading is not a Port to Port Shipment.

"Combined Transport" erises where the user ways used the Place of Delivery are A Port to Port Shipment.

"Port to Port Shipment" arises where the Place of Receipt and the Place of Delivery are not indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery indicated are ports and the Bill of Lading does not in the nomination of the Place of Receipt and the Place of Receipt and the Place of Place or Shopping or the front hereof specify any place or spot within the of the cert is nominated.

of Receipt or the Place of Delivery on the front hereof specify any place or spot within the ereo of the port so nominized.

"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-Visity Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1988.

"COGA" means the Carriage of Goods by Sea Act of the United States of America spiproved on 18th April 1938.

"COGA" means the Garriage of Goods by Water Act 1936 of Canada,
"COGA" means the Garriage of Goods by Water Act 1936 of Canada,
"Charges" includes freight and all expenses and money obligations incurred and payable by the Merchant.

the merchant. ipping Unit" includes freight unit and the term "unit" as used in the Hague Rules Shipping on a recommendation of the Hague-Visby Rules.

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

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

CARRIER'S TARIFF

the Camer's applicable Tariff, if any, are incorporated herein Copies of such provisions are obtainable from the Carrier or his agenst upon request or, where applicable a government body with whom the Tarriff has been filled. In the case of inconsistency be this Bill of Lading and the applicable Tarriff, this Bill of Lading shall prevail. WARRANTY

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

NEGOTIABILITY AND TITLE TO THE GOODS

This Bill of Lading shall be non-negotiable unless made out "to order" in which event libe negotiable and shall constitute tride to the Goods and the holder shall be entitled to ear to transfer the Goods herein described.

rexame or to transier me Goods herem described.

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

5. CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS

(1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage. The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatsoever, other than the Carriar, including but not limited to, the Carriar's sorvints 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 in bases or attempts to impose upon any such person or vessel any liability whatsoever to connection with the Goods or the Carriary and if any claim or allegation should nevertheless be made to defend, indemnify and hold harmless the Carrier against all consequences thereof. Without poliudica 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 reterting into this contract the Carrier, to the extent of these provisions, does so not only on his own behalf but also as agent or furtise for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract.

(3) The Marchant shall celend, indemnify and hold harmless the Carrier against any claim.

(3) The Marchant shall celend, indemnify and hold harmless the Carrier against any claim.

or liability (and any expense airling therefron) arising from the Carriage of the Goods insofar as such claim or liability waxeeds the Carrier's liability under this fill of Lading, (4) The defences and limits of liability rovided for in this fills of Lading shall apply in any action against the Carrier whether the action be found in Contract or in Tort.

8. 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 vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Palese or the Hague-Visby 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 Heigue Rules (or COGSA or COGWA) if this Bill of Lading is subject to U.S. or Canadian lew respectively shall apply to the carriage of Goods by Inland waterways and reference to instruct a state of the Hague Rules (or COGSA or COGWA) if this Bill of Lading is subject to U.S. or Canadian lew respectively shall apply to the carriage of Goods by Inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include reference to inland waterways at lad to the extent that the provisions of the Harafar Act of the United States of America 1883 would otherwise be compulsorily applicable to regulate the Cerrier's responsibility shall instead be determined by the provisions of 6(3) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(3) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the Ill benefit of, and rights to, all limitations of and exclusions from liability and all rights conferred or authorised by any applicable any provisions or sections4261 to 4879, inclusive, of the Revised Statutes of the United States of America and emendments thereto and where applicable are y provisions of the bave of the Linited States of America and emendments thereto and where applicable are y provisions of the Bave of the Linited States of America and amendments thereto and where applicable are provisions or the Bave of the Death States of America) and without prejudice to the generality of the foregoing also are cauried.

also arry law, statute or regulation available to the Owner of the vesselps on what we Goods are carried.

(2) PORT TO PORT SHIPMENT

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

3) COMBINED TRANSPORT

Save as is otherwise provided in this Bill of Lading, the Carrier shall be liable for loss of

- (3) COMBINED TRANSPORT Save as is otherwise provided in this Bill of Lading, the Carrier shall be liable for loss of or durnage to the Goods occurring from the time that the Goods are taken into his charge until the time of delivery to the extent act out below. (A) Where the stage of Carriage where the loss or damager occurred cannot be proved: The Carrier shall be entitled to rely upon all exolutions from liability under the Rules or logislation that would have been applied under 6(1)(A) above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Hague Rules (or COGSA or COGWA if this Sill of Lading is subject to U.S. or Canadian law respondively).

- Fulles (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 loss or damage, he shall only be liable to the veter that those factors for which he is liable taxed contributed to the loss or damage. Subject to 6/9/(C) below, where the Hague Hulles or any legislation applying such Plates or the Hague Liber or any legislation applying such Plates or the Hague Visby Plates (such as COGSA or COGWA) is not compulsorily applicable, the Carrier's liability shall not exceed US\$2.00 per killo of the gross weight of the Goods last, disanged or in respect of which the claim arises or the value of such Goods, whichever is the featser.

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

 Where the stage of Carriage where the loss or damage occurred can be weet:
- the liability of the Carrier shall be determined by the provisions contained in any

- international convention or national law of the country which provisions.
 (a) cannot be departed from by private contract to the detriment of the Merchant, and
- uld have applied if the Merchant had made a separate and direct contract
- (b) would have applied if the Merchant had made a separate and direct contract with the Cameria in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidences thereof any particular docu-ment which must be issued in order to make such international convention or national law applicable; with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transporta-tion shall be subject to the infland carriers' contracts of carriers's obligations under their contracts and tariffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determineded the 2/3/4A above.

Where nother (i) or (ii) above \$9,907, \$10.0000.

by 8(3)(4) above.

GENERAL PROVISIONS

Delay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be liable direct, indirect or consequential loss or damage caused by delay or any other cause at absover and howsover caused. Without prejudice to the foregoing, if the Carrier is not liable for delay, liability shall be limited to the freight applicable to the relevant stage in transport.

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

(B) Package or Shipping Unit Limistion
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 a
docland value has been noted in accordance with (C) below, be or become liable for any
loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit in intrinction as lad down by such Rules or
legislation. Such limitation amount according to COGSA is US\$500 and according to
COGWA Is Can \$500. In the intrinsiction and applicable undersuch Rules or legislation,
the limitation shall be US\$500.

(C) Ad Velorem: Doclared 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
shipment, such higher value being insented on the find of this Bill of Lading in the space
provided and, it required by the Carrier, extain freight paid. In such case, if the actual value
of the Goods shall according value, the value bar all inverwheless be deemed to
be the declared value and the Carrier's liability, if any, shall not exceed the declared value
and any partial loss or damage shall be adjusted pro rata on the basis of such doclared
value.

are any person non an earnings area to equipance pro rata on the occas of such doctared value.

(D) Definition of Package or Shipping Unit.

Where a Container is used to consolidate Goods and such Container is stuffed by the Carrier, the number of packages or shipping units strated on the face of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units for the purpose of any limit of liability per package or shipping unit provided in any international convention or rational 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 unit" shall mean each physical unit or piece of cargo not shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto shall be the limitation provided in such convention or law which may be applicable, and in no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

(E) Rust, etc. It is agreed that superficial rust, oxidation or any like condition due to moleture, 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 ruceipt. (F) Notice of Loss or Demage The Carrier shall be deemed prime facile 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 jiyeen in writing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading or, if the loss of damage is not apparent, within three consecutive days thereafter.

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

- MERCHANT'S RESPONSIBILITY

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

- by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, condition, marks numbers and value are correct.

 [2] The Merchant shall comply with all applicable laws, regulations and requirements of customs, port and other suthorities and shall bear and pay all duties, taxes, fines, imposts, expresses and losses incurred orsulfered by reason of error of they reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

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

 [4] No Goods which are or may become dangerous, inflammable or damaging or which are or may become liable to demange any property or person whatsoever shall be tendered to the Carrier for Carriage without the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as 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 deally explained to the Carrier without such written consent and marking or if in the opinion of the Carrier the articles are or are labele to become of a dangerous, inflammable ordermaging nature, the same may at anytime bedestroyed disposed of, abandoned, or modered harmless without compensation to the Merchart and without prejudice to the Carrier's right to Charges.

 [6] The Merchart shall be liable for the loss, damage, contamination, soiling, detention or demurage 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 Merchart) referred to in 5(2) above caused before, during and after t

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

- (1) Goods may be stuffed by the Camier in or on Containers and Goods may be stuffed to their Goods.

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

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

 (a) caused by the namer in which the Container has been suffect;

 (d) caused by the marrier in which the Container has been suffect;

 (d) caused by the unsulfability of the Goods for carriage in Containers;

 (ii) caused by the unsulfability of the Goods for carriage in Containers;

 (iii) caused by the unsulfability of the Goods for carriage in Containers;

 (iii) caused by the unsulfability of reflective condition of the Cortainer provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (ii) shall only apply if the unsulfability or deflective condition arcose (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

 (i) if the Container is not seeled at the commencement of the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (4) above except in (Apling) above.

- request to the contrary, particular type or quality

TEMPERATURE CONTROLLED CARGO

(1) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously glying 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 preson acting on his behalf) of their nature and particular temperature range to be maintained and in the case of

a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its 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 damage to the Goods caused by such non-compliance.

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

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

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

11. MATTERS AFFECTING PERPORMANCE
(1) If at any time the Carriage jo or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whenever any chroscoper affecting (whether or not the Carriage has commenced) the the Carrier may:

(a) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cases;
(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage.

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

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

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

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carnier may at any time and without notice to the Merchant use any means of transport or storage whatevew; lead or carry the Gloods on any vessel whether named on the front hereof or not; transfer the Gloods from one conveyance to another including transpipping or carrying the same on another was set to a stage of the stage of t

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

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

(2) Goods (not being Goods stuffed in or on Containers other than open filts or pallets) which are stated on the front of this Bill of Lading to be carried on deck and which are so carried, dard livestock, whether or not carried on deck) are carried without nesponsibility on lepart of the Carrier for loss or damage of whatsoever nature ansing during carriage by sea or inland waterway whether caused by unseaworthinass or negligence or any other cause whatsoever. The Merchant Area (defined), indemnify and hold hardesthe Carriargians latillard any extra cost incurred for any reason whatsoever in connection with carriage of livestock.

All DELIVERY OF GOODS

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

15. BOTH-TO-BLAME COLLISION

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

18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Cartier may declare General Average which shall be acquisitable according to the York/Annews Rules of 1974 at any place at the option of the Cartier and the Amended Jason Clause as approach by BIMCO is to be considered as incorporated herein and the Merchart shall provide such security as may be required by the Cartier in this connection.
(2) Notwithstanding (1) above, the Menchant shall defined, indemnity and hold harmless the Cartier in resport of any claim (and any expense arising thereform) of a General Average nature which may be made on the Cartier and shall provide such security as may be required by the Cartier in this connection.
(3) The Cartier is this connection.
(3) The Cartier is that be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merhant.

17. CHARGES

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

(2) The Charges have been calculated on the basis of particulars furnished byor on behalf of the Marchant. The Carrier shall be entitled to production of the commercial invoice for the Goods and fur locopy thereof and to inspect, reweigh, remeasure and revalue the Goods and the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charges (readt being jown 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 Sen on Goods and any documents relating thereto for all sums whatscever due at any time to the Carrier from the Merchant and for General Average contributions to whomscever due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

merchant and at the Merchant's expense and without any liability towards the Merchant.

19. VARIATION OF THE CONTRACT

No servant or agent of the Carrier shall have power to walve or vary any of the terms hereof unless such walver 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 warve or vary.

20. PARTIAL INVALIDITY

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

B/L No. 31108252 Shipper **ROCKWOOL B.V. - LAPINUS** FAMOUS PACIFIC LINES **INDUSTRIEWEG 15** 6045 JG ROERMOND OCEAN - BILL OF LADING THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. A/C NO: 010130458989 The carrier, in accordance with and to the extent of the the provisions contained in this TAMIL NADU 600 006 CHENNAI B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as declared by the shipper but unknown by the carrier. IEC NUMBER 0488001382, SHOLINGUR, 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 and in particular to the terms overleaf as if they were all signed by the merchant. This FAX: +91 4172262210, CONTACT: MR. S. ILLIYAS B/L must be surrendered duly endorsed in exchange for the goods or delivery order. IN WHITNESS where of the number of original Bs/L have been signed, if not Place of Receive Pre- carriage by otherwise stated above, one of which being accomplished the other (s) to be void. Port of loading
ROTTERDAM, NETHERLANDS For delivery please apply to: Vessel name/vovage no. EMU LINES PVT. LTD (CHENNAI) MSC IRENE/IS146B NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER Port of discharge Place of delivery 600 001 CHENNAI INDIA CHENNAI, INDIA Tel:91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8578918 DELIVERY NO.: 32756056 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2500.00 KGS DELIVERY TERMS: CIP CHENNAI PORT		2575.000	5.136

TOTAL PACKAGES: 4, TOTAL GROSS WEIGHT: 2575,000 KGS, TOTAL CBM: 5,136 LOADED INTO CONTAINER(S): NUMBER MSMU5493816 WITH SEALNR ctg1136221 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue		
FREIGHT PREPAID		ORIGIN	ROTTERDAM 06-12-2021	FPS Famous	Pacific Shipping
			6	~	PAUL BRANDS
Laden on board th	he vessel	No. of original(s) B/L 3/3	3	11	
ICS B/L			ORIGINAL	M	
			JRIGINAL		MA
06 Dec	2021			1	12 20
				As Agent	
Original Shi	pped on board			FAMOUS PA	CIFIC LINES

1. DEFINITIONS

"Garrier" 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.

"Membard" includes the shipper, the consigness, the neceiver 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 rosent or future interest in the Goods or any person acting on behalf of any of the above mentioned persons.

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

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

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

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

"Port to Port Shipment" arises where the Place of Receipt and the Place of Delivery are not inclusted on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery are not inclusted are ports and the Bill of Lading does not in the nomination of the Place of Delivery on the front hereof specify any place or spot within the area of the port os nominated.

**Answer Bulles" means the provisions of the International Convention for Unification of

erea 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-Nebby Rules" means the Hague Hules as amended by the Protocol signed at Brussels on 23rd February 1969.

"COSSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1938.

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

"Charges" includes treight and all expenses and money obligations incurred and payable by the Merchart.

pping Unit* includes freight unit and the term "unit" as used in the Hague Rules us Visby Rules and Hagu

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

CARRIER'S TARIFF
The provisions of the Carrier's applicable Tariff, if any, are incorporated herein Copies of the Carrier's applicable, and the carrier's applicable and the carr Improvisions are obtainable from the Carrier or his agents upon request or, where applicable, from provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the Tarriff has been filed. In the case of inconsistency between this Bill of Lading and the applicable Tarriff, this Bill of Lading shall prevail.

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

NEGOTIABILITY AND TITLE TO THE GOODS 4.

The INCOVINGUIST AND TITLE TO THE GOODS

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

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

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

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

(2) The Merchant undertakes that no claim or allegation shall be made against any parson or vessel whatsoever, other than the Carrier, including, but not limited to, the Carrier's severate or agents, any independent contractor and his severate or agents, and all others by whom the whole or any part of the Carriage, whether directly or indertoits, is procured performed or undertaken, which imposes or attempts to impose upon any such person or vessel any institity whatsoever in connection with the Goods or the Carriage, and if any such person or vessel any institity whatsoever in connection with the Goods or the Carriage, and if any developed a superior and all consequences thereof. Without prejudice to the foregoing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in entering into this contract. the Carrier, to the extent of these provisions, does so not only on his own behalf but allow a agent 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.

(3) The Merchant shall defend, indemnify and hold harmless the Carrier against any claim (albility (and any expense arising therefrom) arising from the Carriage of the Goods insofar

(a) In envercenant shall celeral, indemnity and not narmiess should mide against any orann lability (and any expense arising therefron) 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, shall apply in any action against the Carrier whether the action be found in Contract or in Tort.

CARRIER'S RESPONSIBILITY (1) CLAUSE PARAMOUNT

CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(A) Subject to clause 13 below, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hegue Rules or any legislation making such Pulses or the Hague-Maby Rules compulsorily applicable fourth 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 Hegue Rules (or COGSA or COGWA) it this Bill of Lading is subject to U.S. or Canadian law respectively shall apply to the carriage of Goods by Inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed include referenceationland waterways at land to the extent flat the provisions of the Anter 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 6(§) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(g) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or immit such entitlement) the full benefit of, and rights to, all limitations of and exclusions from itability and all rights conferred or authorised by any applicable law, provisions or sections 4281 to 4287, inclasive, onthe Revised Statutes of the United States of America) and without prejudice to the generality of the foregoing also any law, statute or regulation are varied.

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 whitsoever in respect of the Goods or for any other matter arising during any other part of the Carriage sheet hough Charges for the whole Carriage fave been charged by the Carrier. The Merchant constitutes the Carrier shall be carried to enter into contracts on behalf of the Merchant with others for transport, storage, retaining or anyother services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or ornisisting what shall be carried to the carrier or others and the Carrier may as such agent of the into contracts with others only terms what over including terms less favourable than (3). COMBINED TRANSPORT

Save as is otherwise provided in this Bill of Larling the Carrier and the Carrier of the Save as is otherwise provided in this Bill of Larling the Carrier and the Carrier.

(c) 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 sextent sat out below. (A) Where the stage of Carriage where the loss or damage rocurred 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 Hague Rules (or COSSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respondively).

Pales (or COCSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law responsible).

(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 extert that those factors for which he is liable have contributed to the loss or damage.

(ii) Subject to 6(4)(C) below, where the Hague Pulses or any legislation applying such Pulses or the Hague-Visby Pulses (much as COGSA or COGWA) is not computisorily applicable, the Carrier's liability shall not exceed US\$2.00 per kilo of the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser.

(iv) The value of the Goods lost, 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 lost, damaged or in respect of which here 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 of the same kind and qualify, at such place and time.

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

rnational convention or national law of the country which provisions, cannot be departed from by private contract to the detriment of the Merchant, and

which was applied if the Merchant had made a separate and direct contract by would have applied in the Merchant had made a separate and direct contract which the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular document which must be issued in order to make such international convertion or with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier stall be to procure transportation by carriers (one or more) and such transportation shall be subject to the Inland carriers' contracts of carriage and tainffs and any leav computatorly applicable. The Carrier guarantees the fulfilment of such filland. law compulsority applicable. The Carrier guarantees the fulfilment of such inland carriers' obligations under their contracts and tariffs; Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined.

(iii) Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by 6(3)(4) above.
(4) GENEFIAL PROVISIONS
(A) Delay, Consequential Loss
Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, incinent or consequential loss or damage caused by delay or any other cause whatsoever and howsoever caused. Without projudice to the foreigning, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the transport.

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

(3) Packaga or Shipping Unit Limietton
Where the Hague Rules or any legislation making such Rules compulsorily applicable
(such as COGSA or COGWA) to this Bill of Luding apply, the Carrior shall not, unless a calcadred 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 recessor of the package or shipping unit initiration as laid down by such Rules or legislation. Such limitation amount according to COGSA is US\$500 and according to COGWA is Can \$500. In to limitation amount is applicable undersuch Rules or legislation, the limitation shall be US\$500.

(C) Ad Velorem: Declared Velue of Package or Shipping Unit
The Carrior'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 Carrior the Goods for shipment, such higher value being inserted on the front of this Bill of Lading in the space provided and, if required by the Carrior, total freight paid, in such case, if the actual value of the Goods shall exceed such declared value, the value shall nevertheless be deemed to the the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

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

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

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

[5] Rust, etc.

(E) Rust, etc.

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

(F) Notice of Loss or Damage

The Carrier shall be deemed prima facile to have delivered the Goods a

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

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

MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods setout on the face hereof are lumished the Merchant and the Merchant warrants to the Carrier that the description and particulars cluding, but not limited to, of weight, content, measure, quantity, quality, condtion, marks

by the Marchant and the Morchant warrants to the Carrier that the description and particulars including, but not limited to, or Weight, content, measure, quantity, quality, conclion, marks numbers and value are correct.

[2] The Morchant shall comply with all applicable laws, regulations and requirements of customs, port and other authorities and shell beer and pay all duties, taxes, fines, imposts, expenses and losses incursed or oratifered by reason thereof orby reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

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

[4] No Goods which are or may become dangerous, inflammable or damaging or which are or may become liabite to darrage any property or person whatsoever shall be tendered to the Carrier for Carriage without the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles are delivered to the Carrier which the cursion of the Carrier the articles are or any labels to become of a dangerous, inflammable or damaging nature, the same may at anytime bedestroyed disposed of, abundoned, or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's night to Charges.

[5] The Morchant shall be liable for the loss, damage, contamination, soiling, detention or demurage 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) referred to in 5(2) above caused by the Merchant and without prejudice to the Carrier's night to Charges.

[6]

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

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

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

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

(3) caused by the manuser in which the Container has been suffed;

(6) caused by the manuser in which the Container has been suffed;

(7) caused by the unsulatability or defective condition of the Container work of the Carrier, this personal that the container has been supplied by or on behalf of the Carrier, this personal principles of the Carrier of the Carrier, this personal principles of the Carrier of the Carrier

9. TEMPERATURE CONTROLLED CARGO

9. TEMPERATURE CONTROLLED CARGO (1) The Morchart undertakks 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 Merchart or a person acting on his behalf) of their nature and particular temperature range to be maintained and in the case of

od Container stuffed by or on behalf of the Merchant further undertal been properly pre-cooled, that the Goods have been properly atult

that the Container has been properly per-coded, that the Goods have been properly sufficied in the Container and that its thermostatic controls have been properly sufficied 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 compiled with the Carrier shall not be liable for any loss of or damage to the Goods caused by such non-compilance.

If the above requirements be the foods caused by such non-compilance.

If the Carrier shall not be liable for any loss of or demage to the Goods arising from defects, derangement, breakdown, stoppage of the temperature controlling mechinery, plant, Insulation or any apparatus of the Container, provided that the Carrier shall belons 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 Cerriershall 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 at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind including the condition of the Goods), whenever and however are rising (whether or not the Carriage has commenced the the Carriar may:

(A) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall case;
(B) without prefudice to the Carriags fight subsequently to abandon the Carriage under (A) above, confinue the Carriage.

In any event the Carriags the carriage and the Merchant's athall pay any additional costs resulting from the above mentioned circumstances.

(2) The lishality of the Carriage in the Carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

circumstances.

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

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

12. METHODS AND ROUTE OF TRANSPORTATION
(1) The Carrier may at any time and without notice to the Merchant use any means of transport or storage whatsoever; load or cany the Goods on any vessel whether named on the front hereof or not transfer the Goods from one conveyance to another including transshipping or corrying the same on another vessel than that named on the front hereof or the transfer the Goods from one conveyance to another including transshipping or corrying the same on another vessel than that named on the front hereof or transport of transport whethere or a Container and forward the same in any manner whatsoever; proceed at any speed and by any route in his discontine (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 intended Port of Loading or intended Port of Dischargely, comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or any person or body act

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

13. DECK CARGO (AND LIVESTOCK)

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

(2) Goods (not being Goods stuffed in or on Containers other than open flets or pallets) which are stated on the front of this Bill of Lading to be carried on deck and which are so carried (and fivestock, whether or not carried on deck) are carried without nepomisibility on the part of the Carrier for loss or dranage of whatsoever nature arising during carriage by sea or in land waterway whether caused by unseaworthiness or negligence or any other carriage by a sea or in land waterway whether caused by unseaworthiness or negligence or any other carriage by sea or in land waterway whether caused by unseaworthiness or negligence or any other carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other car

any serial Cost, included in any inessor was account in contraction with costing or insection and it delivery of the Goods or any part thereof is not taken by the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part hereof shall on or not Container and to store the Goods or that part thereof carrier in or not container and to store the Goods or that part in the Container than the Container and to store the Goods or that part thereof carrier, and the carrier is not carrier to the South of the Merchant. Such storage shall constitute due delivery herearder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

15, BOTH-TO-BLAME COLLISION

10. BOTH-TO-BLAME COLLISION
If the vessel on which the Goods are carried (the carying vessel) comes into collision with
any other vessel or object (the non-carrying vessel or object) as a result of the negligence
of the non-carrying vessel or object or the owner of, charlerer of or person responsible for
the non-carrying vessel or object, the Merchant undertakes to deterd, Indemnity and hold
harmless the Carrier against all claims by or lishibly to fard any expense arising thereforn)
any vessel or object of any loss or, or damage to, or any claim whatsoever of
the Merchant paid or payable to the Merchant by the non-carrying vessel or object or the
owner of, charterer of or person responsible for the non-carrying vessel or object and sel-off,
recoupled or recovered by such vessel, object or person(s) against the Carrier, the carrying
vessel or her owners or charterers.

18. GENERAL AVERAGE

18. GENERAL AVERAGE
(1) The Curier may declare General Average which shall be adjustable according to the York/Antwerp Blues of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approach by BIMO G to be considered as incorporated herein and the Marchant shall provide such security as may be required by the Carrier in this connection.
(2) Notwithstanding (1) above, the Mechant shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any expense arising therefrom) of a General Average author which the Carrier and shall provide such security as may be required by the Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merhant.

17. CHARGES

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

18. LIEN
The Cornier shall have a lien on Goods and any documents relating thereto for all a whatsoever due at any time to the Carrier from the Merchant and for General Average contitions to whomsoever due and for the costs of recovering the same and the Carrier shall have the cost of the costs of the control or the costs of the right to sell the Goods and documents by public auction or private treaty, withour Merchant and at the Merchant's expense and without any liability towards the

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

20. PARTIAL INVALIDITY

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

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

Consignee (if 'to order' is indicated)
STATE BANK OF INDIA

Pre- carriage by

CHENNAI, INDIA

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

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

Vessel name/voyage no.

MSC IRENE/IS146B

Port of loading
ROTTERDAM, NETHERLANDS

Port of discharge

Place of delivery

Place of Receive

B/L No. 31108252



FAMOUS PACIFIC LINES

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

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

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

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

For delivery please apply to:
EMU LINES PVT. LTD (CHENNAI)
NO 120 THAMBU CHETTY STREET 4TH FLOOR
AKABAR TOWER
600 001 CHENNAI INDIA
Tel:91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8578918 DELIVERY NO.: 32756056 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2500.00 KGS DELIVERY TERMS: CIP CHENNAI PORT		2575.000	5.136

TOTAL PACKAGES: 4, TOTAL GROSS WEIGHT: 2575,000 KGS, TOTAL CBM: 5,136 LOADED INTO CONTAINER(S): NUMBER MSMU5493816 WITH SEALNR ctg1136221 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN ROTTERDAM 06-12-2021		FPS Famous Pacific Shipping
Laden on board to	he vessel	No. of original(s) B/L 3/3	3	
				As Agent
Copy Shipped on board				FAMOUS PACIFIC LINES

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

Pre- carriage by

CHENNAI, INDIA

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

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

Vessel name/voyage no.
MSC IRENE/IS146B

Port of loading
ROTTERDAM, NETHERLANDS

Port of discharge

Place of delivery

Place of Receive

B/L No. 31108252



FAMOUS PACIFIC LINES

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

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

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

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

For delivery please apply to:
EMU LINES PVT. LTD (CHENNAI)
NO 120 THAMBU CHETTY STREET 4TH FLOOR
AKABAR TOWER
600 001 CHENNAI INDIA
Tel:91 44 25214407/08/09

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	СВМ
ORDER NO.: 8578918 DELIVERY NO.: 32756056 PO NO.: 5700003358		STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2500.00 KGS DELIVERY TERMS: CIP CHENNAI PORT		2575.000	5.136

TOTAL PACKAGES: 4, TOTAL GROSS WEIGHT: 2575,000 KGS, TOTAL CBM: 5,136 LOADED INTO CONTAINER(S): NUMBER MSMU5493816 WITH SEALNR ctg1136221 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 06-12-2021	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3/3	3	
103 B/E				As Agent
				, to rigorit
Copy Shippe	d on board			FAMOUS PACIFIC LINES

B/L No. 31108252 Shipper **ROCKWOOL B.V. - LAPINUS FAMOUS PACIFIC LINES INDUSTRIEWEG 15** 6045 JG ROERMOND **OCEAN - BILL OF LADING** THE NETHERLANDS for combined transport or port to port shipment FMC OTI No. 024325 Consignee (if 'to order' is indicated) RECEIVED the goods in apparent good order and condition and, as far as ascertained STATE BANK OF INDIA CAG BRANCH, 149 GREAMS ROAD by reasonable means of checking, as specified above unless otherwise stated. A/C NO: 010130458989 The carrier, in accordance with and to the extent of the the provisions contained in this TAMIL NADU 600 006 CHENNAL B/L, and with liberty to sub-contract, undertakes to perform and / or in this own name to procure performance of the combined transport and the delivery of the goods, INDIA including all services which are necessary to such transport from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility Notify party (No claim shall attach for faillure to notify) for such transport and such services. BRAKES INDIA PVT. LTD. Weight, measures, marks, numbers, quality, contents, descriptions and value as IEC NUMBER 0488001382, 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 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 MSC IRENE/IS146B ROTTERDAM, NETHERLANDS **EMU LINES PVT. LTD (CHENNAI)** NO 120 THAMBU CHETTY STREET 4TH FLOOR AKABAR TOWER Port of discharge Place of delivery 600 001 CHENNAI INDIA CHENNAI, INDIA

Marks and numbers	Quantity and kind of packages	Description of packages and goods	IMO	Gross Weight	CBM
ORDER NO.: 8578918 DELIVERY NO.: 32756056 PO NO.: 5700003358	4 PALLET(S)	STC: ROCKWOOL MINERAL FIBRE 100 BAGS LAPINUS(R) RB250, BAG 25 KG HS CODE: 68061000 NET WEIGHT: 2500.00 KGS DELIVERY TERMS: CIP CHENNAI PORT		2575.000	5.136

Tel:91 44 25214407/08/09

TOTAL PACKAGES: 4, TOTAL GROSS WEIGHT: 2575,000 KGS, TOTAL CBM: 5,136 LOADED INTO CONTAINER(S): NUMBER MSMU5493816 WITH SEALNR ctg1136221 INDIAN SERVICE TAX COLLECT SHIPPED ON BOARD **DESTINATION DELIVERY & ANCILLARY CHARGES TO CONSIGNEE A/C** ORIGINAL B/L ISSUED FREIGHT PREPAID

Prepaid	Collect	Payable at	Place and date of issue	
FREIGHT PREPAID		ORIGIN	ROTTERDAM 06-12-2021	FPS Famous Pacific Shipping
Laden on board th	e vessel	No. of original(s) B/L 3/3	3	
				As Agent
Copy Shipped on board			FAMOUS PACIFIC LINES	



Part of the ROCKWOOL Group

For attn of

Date

08-11-2021

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

8578918

Product:

Lapinus® RB250

bag 25 kg - pallet 625 kg

bag 25 kg - pallet 625 kg~Note Q fibre

Total order Qty:

2.500 kg

Batch no. Batch Qty:

46542723 - 2.500 kg

Kind regards

Customer Services

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

cs@lapinus.com www.lapinus.com

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





Test report Date : 4-10-2021

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

1,

Prod. Date: 2-10-2021

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.
46542723		113,00	125,00	100	150

Batch no.	Shotcontent	Results Min.	(%wt) Max.	Limits (%wt) Max.
46542723	Shot > 125 μm	0,57	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.
- 4. Our material is REACH registered and does not contain SVHC substances under REACH > 0.1%.

Site Telephone number Contact Fax number

Roermond +31 475 353354 Customer Service +31 475 353677

This document is automatically generated and therefore contains no signature.

LF007/F03 / June 1994



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

Part of the ROCKWOOL Group

INVOICE

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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

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

Invoice no. / date:

163764214 / 05.11.2021

Order no. / date:

8578918 / 19.10.2021

Your reference:

5700003358

Contactperson:

Corina Hendriks

Item Material

Material description

Number Unit

Page 1 / 1

Quantity Unit Price Unit Amount

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

2.500,00 ' KG 2.500,00

KG

2.075,00 1.000 KG 5.187,50

Stat. No.: 68061000

Delivery No/Date: 32756056 / 02.11.2021

Container Number: 16BKJ6
Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

0,00 %

5.844,50 0,00

657.00

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

EUR

5.844,50

Delivery date: Terms of delivery: Payment term: 02.11.2021 -CIP Chennai Port 60 days net

Gross/Nett weight:

2.575 / 2.500 KG

Transp. volume:

7,500 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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



INVOICE

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

ORIGINAL

Sholingur GST: 33AAACB2533Q1ZP 631102 TAMIL NADU

INDIA

Ordered by: 15577
Brakes India Pvt. Ltd.
IEC Number 0488001382
biimports@brakesindia.co.in
PAN NO. AAACB2533Q
Shalingur GST: 22AAACB256

Sholingur GST: 33AAACB2533Q1ZP

Part of the ROCKWOOL Group

631102 TAMIL NADU

INDIA

Invoice no. / date:

163764214 / 05.11.2021

Page 1 / 1

Order no. / date:

8578918 / 19.10.2021

5700003358

Your reference: Contactperson:

Corina Hendriks

ROCKWOOL B.V.
P.O. Best 1160
6040 KD Roermond
Tine Netherlands

 Item
 Material
 Number
 Quantity
 Price
 Amount

 Material description
 Unit
 Unit
 Unit

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

10 Lapinus® RB250

29508

bag 25 kg - pallet 625 kg

2.500,00 ' 2.500,00 KG KG

2.075,00

1.000 KG

Stat. No.: 68061000

Delivery No/Date: 32756056 / 02.11.2021

Container Number: 16BKJ6 Country of origin: NL

Freight Cost

657,00

Amount excl. VAT

Output Tax

0,00 %

5.844,50 0,00

5.187,50

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

EUR

5.844,50

Delivery date: Terms of delivery: 02.11.2021 -CIP Chennai Port

Payment term:

Gross/Nett weight:

2.575 / 2.500 KG

Transp. volume:

7,500 M3

60 days net

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

ORIGINAL

Invoice no. / date:

163764214 / 05.11.2021

Page 1 / 1

Order no. / date:

8578918 / 19.10.2021 5700003358

Your reference: Contactperson:

Corina Hendriks

ROCKWOOL B.V. P.O. Bey 1160 6040 KD Roermond e Netherlands

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 Amount Material Item Unit Unit Unit Material description

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

Lapinus® RB250 10

bag 25 kg - pallet 625 kg

29508

2.500,00 ' KG

2.500,00 KG 2.075,00 1.000 KG 5.187.50

Stat. No.: 68061000

Delivery No/Date: 32756056 / 02.11.2021

Container Number: 16BKJ6 Country of origin: NL

Freight Cost

657,00

Amount excl. VAT

Output Tax

0,00 %

0,00

5.844,50

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

EUR

5.844.50

Delivery date: Terms of delivery: Payment term:

02.11.2021 -CIP Chennai Port 60 days net

Gross/Nett weight:

2.575 / 2.500 KG

Transp. volume:

7,500 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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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

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Page 1 / 1

Invoice address: 15577
Brakes India Pvt. Ltd.
IEC Number 0488001382
biimports@brakesindia.co.in
PAN NO. AAACB2533Q
Shalingur CST. 23244 ACB25330017

Sholingur GST: 33AAACB2533Q1ZP

631102 TAMIL NADU

INDIA

Invoice no. / date:

163764214 / 05.11.2021

8578918 / 19.10.2021

COPY

Order no. / date: Your reference:

5700003358

Contactperson:

Corina Hendriks

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

 Item
 Material
 Number
 Quantity
 Price
 Amount

 Material description
 Unit
 Unit
 Unit

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

10 Lapinus® RB250

bag 25 kg - pallet 625 kg

29508

2.500,00

KG

2.500,00

KG

2.075,00 1.000 KG 5.187,50

Stat. No.: 68061000

Delivery No/Date: 32756056 / 02.11.2021

Container Number: 16BKJ6

Country of origin: NL

Freight Cost

657,00

Amount excl. VAT

Output Tax

0.00 %

5.844,50 0,00

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

EUR

5.844,50

Delivery date: Terms of delivery: 02.11.2021 -CIP Chennai Port 60 days net

Payment term:

2.575 / 2.500 KG

Gross/Nett weight: Transp. volume:

7.500 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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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

COPY

Invoice no. / date:

163764214 / 05.11.2021

Page 1 / 1

Order no. / date:

8578918 / 19.10.2021

Your reference: Contactperson:

5700003358

Corina Hendriks

NOOL B.V. 1160 040 KD Roermond e Netherlands

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

Price Quantity Amount Number 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

bag 25 kg - pallet 625 kg

29508

2.500,00 ' 2.500,00 KG KG

2.075,00 1.000 KG

Stat. No.: 68061000

Delivery No/Date: 32756056 / 02.11.2021

Container Number: 16BKJ6 Country of origin: NL

Freight Cost

657,00

Amount excl. VAT

0,00 % **Output Tax**

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

EUR

5.844,50

5.187,50

5.844,50

0,00

Delivery date: Terms of delivery:

Payment term:

02.11.2021 -CIP Chennai Port 60 days net

Gross/Nett weight:

2.575 / 2.500 KG

Transp. volume:

7,500 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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



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

631102 TAMIL NADU

INDIA

Invoice no. / date:

163764214 / 05.11.2021

Page 1 / 1

Order no. / date: Your reference:

8578918 / 19.10.2021 5700003358

Contactperson:

Corina Hendriks

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

Part of the ROCKWOOL Group

ltem Material

Number Unit Quantity Unit

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

Price Unit Amount

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

2.500,00 KG

2.500,00

KG

2.075,00 1.000 KG

5.187,50

Stat. No.: 68061000

Delivery No/Date: 32756056 / 02.11.2021

Container Number: 16BKJ6 Country of origin: NL

Freight Cost

Amount excl. VAT

Output Tax

0.00 %

5.844,50 0,00

657,00

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

EUR

5.844,50

Delivery date: Terms of delivery: 02.11.2021 -CIP Chennai Port

Payment term:

60 days net

Gross/Nett weight:

2.575 / 2.500 KG

Transp. volume:

7.500 M3

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

Sholingur GST: 33AAACB2533Q1ZP

Tamil Nadu 631102

India

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

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Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Shipment nr.: 0006538706

Container nr: 16BKJ6

Our ordernr : 8578918

Delivery nr : 32756056

Your ordernr: 5700003358

For Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382

631102 Tamil Nadu

ORIGINAL



DETAILED PACKING LIST

	Lapinus® RB250, bag 25 25,0 0,1	Product and dimensions
	kg -pallet 625 kg 2500 Kilogram	Type and number of packages
	g 1,00	Contents per package in m¹/m²/kg
TOTAL:	2500,00	Total quantity per item in m¹/m²/kg
2500,000 Kgs	2500,000	Total net weight per item kgs
2575,000 Kgs	2575,000	Total gross weight per item kgs
2	1210,00	Dime pe
	1000,00	Dimensions in m per package
	1300,00	

100 BAGS PACKED ON 4 PALLETS

Date: 05-11-2021

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

Our ordernr: 8578918

Delivery nr : 32756056

For: Brakes India Pvt. Ltd.

Sholingur GST: 33AAACB2533Q1ZP IEC Number 0488001382

631102 Tamil Nadu

△ Lapinus*

DETAILED PACKING LIST

Shipment nr.: 0006538706

Your ordernr: 5700003358

Container nr: 16BKJ6

India RIGINAL

nus® RB250, bag	Product and dimensions
kg -pallet 625 k 2500 Kilogra	Type and number of packages
g 1,00	Contents per package in m ¹ /m ² /kg
2500,00	Total quantity per item in m ¹ / m ² / kg
2500,000	Total net weight per item kgs
2575,000	Total gross weight per item kgs
1210,00	Dimer per
1000,00	Dimensions in m per package
1300,00	
	25 kg -pallet 625 kg 0,1 2500 Kilogram 1,00 2500,00 2500,000 2575,000 1210,00 1000,00

Date: 05-11-2021

Industrieweg 15 Rockwool B.V.

6045 JG Roermond / The Netherlands

Our ordernr : 8578918

Delivery nr : 32756056

> For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

India

1 Lapinus

DETAILED PACKING LIST

Shipment nr.: 0006538706

Container nr: 16BKJ6

Your ordernr: 5700003358

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

Date: 05-11-2021

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

Our ordernr : 8578918

Delivery nr : 32756056

Your ordernr: 5700003358

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu

India



DETAILED PACKING LIST

Shipment nr.: 0006538706 Container nr: 16BKJ6

Lapinus® RB250, bag 25 kg -pallet 625 kg 25,0 0,1 2500 Kilogram	Product and dimensions
kg -pallet 6 2500 Kil	
ogram	Type and number of packages
1,00	Contents per package in m1/m2/kg
2500,00	Total quantity per item in m¹/m²/kg
2500,000 2500,000 Kgs	Total net weight per item kgs
2575,000 Kgs	Total gross weight per item kgs
1210,00	Din
1000,00	Dimensions in m per package
1300,00	

Date: 05-11-2021

Rockwool B.V. Industrieweg 15

6045 JG Roermond / The Netherlands

Shipment nr.: 0006538706

Container nr: 16BKJ6

Our ordernr : 8578918

Delivery nr : 32756056

Your ordernr: 5700003358

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu



India

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	Lapinus® RB250, bag 25 25,0 0,	Product and dimensions
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	kg -pallet 625 kg 2500 Kilogram	Type and number of packages
	kg 1,00	Contents per package in m ¹ /m ² /kg
TOTAL:	2500,00	Total quantity per item in m ¹ /m ² /kg
2500,000 Kgs	2500,000	Total net weight per item kgs
2575,000 Kgs	2575,000	Total gross weight per item kgs
1	1210,00 10	Dimensions in m per package
	1000,00	ns in m kage
	1300,00	

100 BAGS PACKED ON 4 PALLETS

Date: 05-11-2021

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

Shipment nr.: 0006538706

Container nr: 16BKJ6

Your ordernr: 5700003358

Our ordernr : 8578918

Delivery nr : 32756056

For: Brakes India Pvt. Ltd. IEC Number 0488001382

Sholingur GST: 33AAACB2533Q1ZP

631102 Tamil Nadu India



DETAILED PACKING LIST

	KY Jed	
	Lapinus® RB250, bag 25 25,0 0,1	Product and dimensions
	RB250, bag 25 kg -pallet 625 kg 0, 2500 Kilogram	Type and number of packages
	g 1,00	Contents per package in m ⁴ /m ² /kg
TOTAL:	2500,00	Total quantity per item in m ¹ /m ² /kg
2500,000 Kgs	2500,000	Total net weight per item kgs
2575,000 Kgs	2575,000	Total gross weight per item kgs
,	1210,00	Dimen per
	1000,00	Dimensions in m per package
	1300,00	

Date: 05-11-2021