

OOCL Logistics Line Limited - US Export Tariff No. 001	Orig/Rev Original	Page TITLE PAGE
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TITLE PAGE	CORR: 0	Issued: 21May2014

# TITLE PAGE

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OOCL LOGISTICS LINE LIMITED  
33/F., HARBOUR CENTRE  
25 HARBOUR ROAD, WANCHAI  
HONG KONG, HONG KONG

U.S. Export Tariff No. 001

Naming  
Rates, Rules and Regulations for  
The Transportation of Commodities

From  
Ports and Points in the United States  
(As specified in Rule 1)

To  
Worldwide Ports and Points  
(As specified in Rule 1)

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OOCL LOGISTICS LINE LIMITED is a Non-Vessel Operating Common Carrier  
registered with the US Federal Maritime Commission under FMC Organization  
No. 020418 and licensed as Ocean Transportation Intermediary under  
FMC-OTI No. 020418N.  
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For explanation of abbreviations and reference marks see Rule 29  
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Publishing Office  
Distribution-Publications, Inc.  
180 Grand Ave, Ste 430  
OAKLAND, CA, USA 94612  
Phone: 1-510-273-8933 Fax: 1-510-273-8959  
Email: [publishing@dpiusa.com](mailto:publishing@dpiusa.com)

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Changes will be made by the reissue of affected pages. Revised pages will bear a correction number at the top of the page. To ensure that all changes have been received, the correction number should be checked off on receipt of the check sheet.

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TARIFF ORIGIN SCOPE

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PUERTO RICO  
TRUST TERRITORY OF THE PACIFIC  
USA  
VIRGIN ISLANDS  
AMERICAN SAMOA  
GUAM  
CANADA

TARIFF DESTINATION SCOPE

Effective: 08Mar2007 Thru: Expires: Publish 08Mar2007 Amend: C

GUINEA  
GUINEA BISSAU  
GUYANA  
HAITI  
HONDURAS  
HONG KONG  
HUNGARY  
ICELAND  
INDIA  
INDONESIA  
IRAN  
IRAQ  
IRELAND  
ISRAEL  
ITALY  
IVORY COAST  
JAMAICA  
JAPAN  
JERSEY  
JOHNSTON ATOLL  
JORDAN  
KENYA  
KIRIBATI  
KOREA DEMOCRATIC PEOPLES REP  
KOREA REPUBLIC OF  
KUWAIT  
LAOS  
LEBANON  
LESOTHO  
LIBERIA  
LIBYA  
LIECHTENSTEIN  
LUXEMBOURG  
MACAU  
MADAGASCAR

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DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 21May2014
<u>TARIFF DESTINATION SCOPE (Continued)</u>  MALAWI MALAYSIA MALDIVES MALI MALTA MAN ISLE OF MARSHALL ISLANDS MARTINIQUE MAURITANIA MAURITIUS MEXICO MIDWAY ISLANDS MONACO MONGOLIA MONTSERRAT MOROCCO MOZAMBIQUE NAMIBIA NAURU NEPAL NETHERLANDS NETHERLANDS ANTILLES NEW CALEDONIA NEW ZEALAND NICARAGUA NIGER NIGERIA NIUE NORFOLK ISLAND NORTHERN MARIANA ISLANDS NORWAY OMAN PAKISTAN PANAMA PAPUA NEW GUINEA PARAGUAY PERU PHILIPPINES PITCAIRN ISLANDS POLAND PORTUGAL PUERTO RICO QATAR REUNION ROMANIA RWANDA SAN MARINO		
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<u>TARIFF DESTINATION SCOPE (Continued)</u>  SAO TOME AND PRINCIPE SAUDI ARABIA SENEGAL SEYCHELLES SIERRA LEONE SINGAPORE SOLOMON ISLANDS SOMALIA SOUTH AFRICA SPAIN SRI LANKA ST HELENA ST KITTS AND NEVIS ST LUCIA ST PIERRE AND MIQUELON ST VINCENT AND THE GRENADINES SUDAN SURINAME SWAZILAND SWEDEN SWITZERLAND SYRIA TAIWAN TANZANIA UNITED REPUBLIC OF THAILAND TOGO TONGA TRINIDAD AND TOBAGO TRUST TERRITORY OF THE PACIFIC TUNISIA TURKEY TURKS AND CAICOS ISLANDS TUVALU UGANDA UNION OF SOVIET SOCIALIST REPU UNITED ARAB EMIRATES UNITED KINGDOM URUGUAY VANUATU VENEZUELA VIETNAM VIRGIN ISLANDS WAKE ISLAND WESTERN SAHARA WESTERN SAMOA YEMEN YUGOSLAVIA		
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TARIFF DESTINATION SCOPE (Continued)

AFGHANISTAN  
 ALBANIA  
 ALGERIA  
 AMERICAN SAMOA  
 ANDORRA  
 ANGOLA  
 ANGUILLA  
 ANTIGUA AND BARBUDA  
 ARGENTINA  
 ARUBA  
 AUSTRALIA  
 AUSTRIA  
 BAHAMAS THE  
 BAHRAIN  
 BANGLADESH  
 BARBADOS  
 BELGIUM  
 BELIZE  
 BENIN  
 BERMUDA  
 BOLIVIA  
 BOTSWANA  
 BRAZIL  
 BRITISH VIRGIN ISLANDS  
 BRUNEI  
 BULGARIA  
 BURKINA  
 BURMA  
 BURUNDI  
 CAMBODIA  
 CAMEROON  
 CANADA  
 CAPE VERDE  
 CAYMAN ISLANDS  
 CENTRAL AFRICAN REPUBLIC  
 CHAD  
 CHILE  
 CHINA  
 CHRISTMAS ISLAND  
 COLOMBIA  
 COMOROS  
 CONGO  
 COOK ISLANDS  
 COSTA RICA  
 CUBA  
 CYPRUS  
 CZECHOSLOVAKIA

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TARIFF DESTINATION SCOPE (Continued)

DENMARK  
 DJIBOUTI  
 DOMINICA  
 DOMINICAN REPUBLIC  
 ECUADOR  
 EGYPT  
 EL SALVADOR  
 EQUATORIAL GUINEA  
 ETHIOPIA  
 FALKLAND ISLANDS (ISLAS MALVIN  
 FAROE ISLANDS  
 FEDERATED STATES OF MICRONESIA  
 FIJI  
 FINLAND  
 FRANCE  
 FRENCH GUIANA  
 FRENCH POLYNESIA  
 GABON  
 GAMBIA THE  
 GERMANY  
 GHANA  
 GIBRALTAR  
 GREECE  
 GREENLAND  
 GRENADA  
 GUADELOUPE  
 GUATEMALA  
 GUERNSEY  
 ZAIRE  
 ZAMBIA  
 ZIMBABWE

AFRICA (AFRICA COUNTRY GROUPS)

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ANGOLA  
 BENIN  
 BOTSWANA  
 BURKINA  
 BURUNDI  
 CAMEROON  
 CAPE VERDE  
 CHAD  
 COMOROS  
 CONGO  
 DJIBOUTI  
 EQUATORIAL GUINEA

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ETHIOPIA  
GABON  
GAMBIA THE  
GHANA  
GUINEA  
GUINEA BISSAU  
IVORY COAST  
KENYA  
LESOTHO  
LIBERIA  
MADAGASCAR  
MALAWI  
MALI  
MAURITANIA  
MAURITIUS  
MOZAMBIQUE  
NAMIBIA  
NIGER  
NIGERIA  
RWANDA  
SENEGAL  
SEYCHELLES  
SIERRA LEONE  
SOMALIA  
SOUTH AFRICA  
SUDAN  
TANZANIA UNITED REPUBLIC OF  
TOGO  
UGANDA  
WESTERN SAHARA  
ZAIRE  
ZAMBIA  
ZIMBABWE

AFRICABP (AFRICA BASE PORTS)

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ABIDJAN (port), IVORY COAST  
ACCRA (port), GHANA  
BANJUL (port), GAMBIA THE  
BEIRA (port), MOZAMBIQUE  
BERBERA (port), SOMALIA  
BISSAU (port), GUINEA BISSAU  
BUR SUDAN (port), SUDAN  
CAPE TOWN (port), SOUTH AFRICA  
CONAKRY (port), GUINEA  
COTONOU (port), BENIN  
DAKAR (port), SENEGAL  
DAR ES SALAAM (port), TANZANIA UNITED REPUBLIC OF

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DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 21May2014
<p>DJIBOUTI (port), DJIBOUTI  DOUALA (port), CAMEROON  DURBAN (port), SOUTH AFRICA  FREETOWN (port), SIERRA LEONE  LAGOS (port), NIGERIA  LANDANA (port), ANGOLA  LIBREVILLE (port), GABON  LOBITO (port), ANGOLA  LOME (port), TOGO  LUDERITZ (port), NAMIBIA  MAHE (port), SEYCHELLES  MATADI (port), ZAIRE  MITSIWA (port), ETHIOPIA  MOMBASA (port), KENYA  MONROVIA (port), LIBERIA  MORONI (port), COMOROS  MUQDISHO (port), SOMALIA  NACALA (port), MOZAMBIQUE  NOUAKCHOTT (port), MAURITANIA  POINTE NOIRE (port), CONGO  PORT HARCOURT (port), NIGERIA  PORT LOUIS (port), MAURITIUS  PRAIA (port), CAPE VERDE  TAKORADI (port), GHANA  TANGA (port), TANZANIA UNITED REPUBLIC OF  TEMA (port), GHANA  TOAMASINA (port), MADAGASCAR  WALVIS BAY (port), NAMIBIA  ZANZIBAR (port), TANZANIA UNITED REPUBLIC OF</p> <p><u>AGBP (ATL/GULF BASE PORTS)</u></p> <p>Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I</p> <p>BALTIMORE (port), MD, USA, 21201-99  BOSTON (port), MA, USA, 02101-99  CHARLESTON (port), SC, USA, 29401-25  HOUSTON (port), TX, USA, 77001-99  JACKSONVILLE (port), FL, USA, 32201-99  MIAMI (port), FL, USA, 33101-99  NEW ORLEANS (port), LA, USA, 70101-90  NEW YORK (port), NY, USA, 10001-99  NORFOLK (port), VA, USA, 23501-93  PHILADELPHIA (port), PA, USA, 19101-99  SAVANNAH (port), GA, USA, 31401-99  WILMINGTON (port), NC, USA, 28403-07</p> <p><u>ANZOCEANIA (AUW/NZ/OCE CNTRY)</u></p> <p>Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I</p>		
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<p>AUSTRALIA CHRISTMAS ISLAND COOK ISLANDS FEDERATED STATES OF MICRONESIA FIJI FRENCH POLYNESIA JOHNSTON ATOLL KIRIBATI NAURU NEW CALEDONIA NEW ZEALAND NIUE NORFOLK ISLAND PAPUA NEW GUINEA PITCAIRN ISLANDS SOLOMON ISLANDS TONGA TUVALU VANUATU WESTERN SAMOA</p> <p><u>ANZOCEANIABP (AUS/NZ/OCE PORT)</u></p> <p>Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I</p> <p>ADELAIDE (port), AUSTRALIA APIA (port), WESTERN SAMOA AUCKLAND (port), NEW ZEALAND BRISBANE (port), AUSTRALIA CHRISTCHURCH (port), NEW ZEALAND FREEMANTLE (port), AUSTRALIA HONIARA (port), SOLOMON ISLANDS LAE (port), PAPUA NEW GUINEA LYTTELTON (port), NEW ZEALAND MELBOURNE (port), AUSTRALIA NOUMEA (port), NEW CALEDONIA NUKUALOFA (port), TONGA PAPEETE (port), FRENCH POLYNESIA PORT MORESBY (port), PAPUA NEW GUINEA PORT VILA (port), VANUATU SYDNEY (port), AUSTRALIA WELLINGTON (port), NEW ZEALAND</p> <p><u>CAMERICA (CEN. AMR. CNTRY GRP)</u></p> <p>Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I</p> <p>BELIZE COSTA RICA GUATEMALA HONDURAS</p>		
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<p>NICARAGUA PANAMA</p> <p><u>CAMERICABP (C AMER BASE PORTS)</u></p> <p>Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I</p> <p>BALBOA (port), PANAMA BELIZE CITY (port), BELIZE CORINTO (port), NICARAGUA CRISTOBAL (port), PANAMA MANAGUA (port), NICARAGUA PANAMA CITY (port), PANAMA PUERTO CORTES (port), HONDURAS PUERTO HENECAN (port), HONDURAS PUERTO LIMON (port), COSTA RICA SAN JOSE (port), GUATEMALA SANTO TOMAS DE CASTILLA (port), GUATEMALA</p> <p><u>CANADA (POINTS IN CANADA)</u></p> <p>Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I</p> <p>CANADA</p> <p><u>CANADABP (CANADA BASE PORTS)</u></p> <p>Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I</p> <p>CHARLOTTETOWN (port), PE, CANADA HALIFAX (port), NS, CANADA MONTREAL (port), PQ, CANADA QUEBEC (port), PQ, CANADA SAINT JOHN (port), NB, CANADA ST JOHNS (port), NF, CANADA TORONTO (port), ON, CANADA VANCOUVER (port), BC, CANADA</p> <p><u>CARIBBEAN (CARIB CNTRY GROUP)</u></p> <p>Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I</p> <p>ANTIGUA AND BARBUDA BAHAMAS THE BARBADOS BERMUDA BRITISH VIRGIN ISLANDS CAYMAN ISLANDS DOMINICA DOMINICAN REPUBLIC GRENADA GUADELOUPE HAITI</p>		
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JAMAICA  
MARTINIQUE  
MONTSERRAT  
NETHERLANDS ANTILLES  
ST KITTS AND NEVIS  
ST LUCIA  
ST VINCENT AND THE GRENADINES  
TRINIDAD AND TOBAGO  
TURKS AND CAICOS ISLANDS

CARIBBEANBP (CARIB BASE PORTS)

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BASSETERRE (port), ST KITTS AND NEVIS  
BRIDGETOWN (port), BARBADOS  
FORT DE FRANCE (port), MARTINIQUE  
GEORGETOWN (port), CAYMAN ISLANDS  
GRAND TURK ISLAND (port), TURKS AND CAICOS ISLANDS  
HAMILTON (port), BERMUDA  
KINGSTON (port), JAMAICA  
KINGSTOWN (port), ST VINCENT AND THE GRENADINES  
KRALENDIJK (port), NETHERLANDS ANTILLES  
MONTEGO BAY (port), JAMAICA  
ORANJESTAD (port), ARUBA  
ORANJESTAD (port), NETHERLANDS ANTILLES  
PLYMOUTH (port), MONTSERRAT  
POINTE A PITRE (port), GUADELOUPE  
PORT AU PRINCE (port), HAITI  
CASTRIES (port), ST LUCIA  
PORT OF SPAIN (port), TRINIDAD AND TOBAGO  
ROSEAU (port), DOMINICA  
SAINT GEORGES (port), GRENADA  
SANTO DOMINGO (port), DOMINICAN REPUBLIC  
ST JOHNS (port), ANTIGUA AND BARBUDA  
TORTOLA (port), BRITISH VIRGIN ISLANDS  
WILLEMSTAD (port), NETHERLANDS ANTILLES

MED (MEDIT. COUNTRY GROUP)

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FRANCE  
GIBRALTAR  
GREECE  
ISRAEL  
ITALY  
LEBANON  
MALTA  
MOROCCO  
PORTUGAL



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<u>MEXICO (POINTS IN MEXICO)</u>		
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MEXICO		
<u>MEXICOBP (MEXICO BASE PORTS)</u>		
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LAZARO CARDENAS (port), MEXICO MANZANILLO (port), MEXICO SALINA CRUZ (port), MEXICO TAMPICO (port), MEXICO VERACRUZ (port), MEXICO		
<u>MIDEAST (MIDEAST CNTRY GROUP)</u>		
Effective: 01Nov2006 Thru:	Expires:	Publish 01Nov2006 Amend: I
BAHRAIN IRAN IRAQ JORDAN KUWAIT OMAN QATAR SAUDI ARABIA UNITED ARAB EMIRATES YEMEN		
<u>MIDEASTBP (MIDEAST BASE PORTS)</u>		
Effective: 01Nov2006 Thru:	Expires:	Publish 01Nov2006 Amend: I
FUJEIRAH (port), UNITED ARAB EMIRATES HODEIDAH (port), YEMEN JABAL ALI (port), UNITED ARAB EMIRATES JEDDAH (port), SAUDI ARABIA MINA QABUS (port), OMAN ABU ZABY (port), UNITED ARAB EMIRATES AD DAWHAH (port), QATAR AL AQABAH (port), JORDAN BANDAR ABBAS (port), IRAN BANDARE KHOMEYNI (port), IRAN DAMMAM (port), SAUDI ARABIA DUBAYY (port), UNITED ARAB EMIRATES		
<u>NEASIA (NE ASIA COUNTRY GROUP)</u>		
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CHINA HONG KONG		

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<p>JAPAN KOREA DEMOCRATIC PEOPLES REP KOREA REPUBLIC OF MACAU MONGOLIA TAIWAN UNION OF SOVIET SOCIALIST REPU</p> <p><u>NEASIABP (NE ASIA BASE PORTS)</u></p> <p>Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I</p> <p>FUZHOU (port), CHINA HONG KONG (port), HONG KONG HSIA MEN (port), CHINA KAOHSIUNG (port), TAIWAN KOBE (port), JAPAN NAGOYA (port), JAPAN OSAKA (port), JAPAN SHANGHAI (port), CHINA TIANJIN (port), CHINA TOKYO (port), JAPAN VOSTOCHNIY (port), UNION OF SOVIET SOCIALIST REPU YOKOHAMA (port), JAPAN DALIAN (port), CHINA BUSAN (port), KOREA REPUBLIC OF CHILUNG (port), TAIWAN</p> <p><u>NEUROPE (NO EUR CNTRY GROUP)</u></p> <p>Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I</p> <p>AUSTRIA BELGIUM BULGARIA CZECHOSLOVAKIA DENMARK FAROE ISLANDS FINLAND GERMANY GREENLAND GUERNSEY HUNGARY ICELAND IRELAND ITALY JERSEY LIECHTENSTEIN LUXEMBOURG MONACO NETHERLANDS</p>		
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<p>NORWAY POLAND ROMANIA SWEDEN SWITZERLAND UNION OF SOVIET SOCIALIST REPU UNITED KINGDOM</p> <p><u>NEUROPEBP (N EUR. BASE PORTS)</u></p> <p>Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I</p> <p>GRANGEMOUTH (port), UNITED KINGDOM HAMBURG (port), GERMANY HELSINKI (port), FINLAND KLAIPEDA (port), UNION OF SOVIET SOCIALIST REPU KOTKA (port), FINLAND LE HAVRE (port), FRANCE LENINGRAD (port), UNION OF SOVIET SOCIALIST REPU LIVERPOOL (port), UNITED KINGDOM LONDON (port), UNITED KINGDOM MALMO (port), SWEDEN OSLO (port), NORWAY RIGA (port), UNION OF SOVIET SOCIALIST REPU ROTTERDAM (port), NETHERLANDS SOUTHAMPTON (port), UNITED KINGDOM STAVANGER (port), NORWAY STOCKHOLM (port), SWEDEN TALLINN (port), UNION OF SOVIET SOCIALIST REPU TURKU (port), FINLAND VARNA (port), BULGARIA WATERFORD (port), IRELAND GOTEBORG (port), SWEDEN COPENHAGEN (port), DENMARK CORK (port), IRELAND FELIXSTOWE (port), UNITED KINGDOM GALWAY (port), IRELAND GDANSK (port), POLAND GDYNIA (port), POLAND GLASGOW (port), UNITED KINGDOM</p> <p><u>PCBP (US PAC COAST BASE PORTS)</u></p> <p>Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I</p> <p>TACOMA (port), WA, USA, 98401-99 LONG BEACH (port), CA, USA, 90800-53 LOS ANGELES (port), CA, USA, 90001-99 OAKLAND (port), CA, USA, 94601-68 PORTLAND (port), OR, USA, 97201-72 SAN DIEGO (port), CA, USA, 92101-99</p>		
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SAN FRANCISCO (port), CA, USA, 94101-88 SEATTLE (port), WA, USA, 98101-99 <u>SAMERICA (SO AMER CNTRY GRP)</u> Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I  ARGENTINA BOLIVIA BRAZIL CHILE COLOMBIA ECUADOR FRENCH GUIANA GUYANA PARAGUAY PERU SURINAME URUGUAY VENEZUELA <u>SAMERICABP (S AMER BASE PORTS)</u> Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I  FORTALEZA (port), BRAZIL GEORGETOWN (port), GUYANA GUAYAQUIL (port), ECUADOR IQUIQUE (port), CHILE LA GUAIRA (port), VENEZUELA MARACAIBO (port), VENEZUELA MONTEVIDEO (port), URUGUAY PARAMARIBO (port), SURINAME PUERTO CABELLO (port), VENEZUELA PUNTA ARENAS (port), CHILE RIO DE JANEIRO (port), BRAZIL SANTA MARTA (port), COLOMBIA SANTOS (port), BRAZIL SAO PAULO (port), BRAZIL TALCAHUANO (port), CHILE TOCOPILLA (port), CHILE COQUIMBO (port), CHILE ANTOFAGASTA (port), CHILE ARICA (port), CHILE ASUNCION (port), PARAGUAY BARRANQUILLA (port), COLOMBIA BUENAVENTURA (port), COLOMBIA BUENOS AIRES (port), ARGENTINA CALLAO (port), PERU CARTAGENA (port), COLOMBIA CAYENNE (port), FRENCH GUIANA		
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<u>SEASIA (SEASIA COUNTRY GROUP)</u>		
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BRUNEI CAMBODIA INDONESIA LAOS MALAYSIA PHILIPPINES SINGAPORE THAILAND VIETNAM		
<u>SEASIABP (SE ASIA BASE PORTS)</u>		
Effective: 01Nov2006 Thru:	Expires:	Publish 01Nov2006 Amend: I
BANGKOK (port), THAILAND CEBU (port), PHILIPPINES GEORGE TOWN (port), MALAYSIA JAKARTA (port), INDONESIA KELANG (port), MALAYSIA MANILA (port), PHILIPPINES SINGAPORE (port), SINGAPORE		
<u>SOUTHASIA (SO ASIA CNTRY GRP)</u>		
Effective: 01Nov2006 Thru:	Expires:	Publish 01Nov2006 Amend: I
BANGLADESH INDIA PAKISTAN SRI LANKA		
<u>SOUTHASIABP (S ASIA BASE PORT)</u>		
Effective: 01Nov2006 Thru:	Expires:	Publish 01Nov2006 Amend: I
BOMBAY (port), INDIA CALCUTTA (port), INDIA CHITTAGONG (port), BANGLADESH COLOMBO (port), SRI LANKA KARACHI (port), PAKISTAN MADRAS (port), INDIA		
<u>USPOINTS (US/GUM/PR/VI/AMSOM)</u>		
Effective: 01Nov2006 Thru:	Expires:	Publish 01Nov2006 Amend: I
PUERTO RICO TRUST TERRITORY OF THE PACIFIC USA VIRGIN ISLANDS		
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GUAM  
AMERICAN SAMOA

USPORTS (US BASE PORTS)

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ANCHORAGE (port), AK, USA, 99501-40  
 APRA HARBOR (port), GUAM  
 BALTIMORE (port), MD, USA, 21201-99  
 BOSTON (port), MA, USA, 02101-99  
 CHARLESTON (port), SC, USA, 29401-25  
 HONOLULU (port), HI, USA, 96801-37  
 HOUSTON (port), TX, USA, 77001-99  
 JACKSONVILLE (port), FL, USA, 32201-99  
 LONG BEACH (port), CA, USA, 90800-53  
 LOS ANGELES (port), CA, USA, 90001-99  
 MIAMI (port), FL, USA, 33101-99  
 NEW ORLEANS (port), LA, USA, 70101-90  
 NEW YORK (port), NY, USA, 10001-99  
 NORFOLK (port), VA, USA, 23501-93  
 OAKLAND (port), CA, USA, 94601-68  
 PAGO PAGO (port), AMERICAN SAMOA  
 PHILADELPHIA (port), PA, USA, 19101-99  
 SAINT THOMAS (port), VIRGIN ISLANDS  
 SAIPAN (port), TRUST TERRITORY OF THE PACIFIC  
 SAN DIEGO (port), CA, USA, 92101-99  
 SAN FRANCISCO (port), CA, USA, 94101-88  
 SAN JUAN (port), PUERTO RICO  
 SAVANNAH (port), GA, USA, 31401-99  
 SEATTLE (port), WA, USA, 98101-99  
 TACOMA (port), WA, USA, 98401-99  
 WILMINGTON (port), NC, USA, 28403-07

WORLD COUNTRIES

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ST HELENA  
 ST KITTS AND NEVIS  
 ST LUCIA  
 ST PIERRE AND MIQUELON  
 ST VINCENT AND THE GRENADINES  
 SUDAN  
 SURINAME  
 SWAZILAND  
 SWEDEN  
 SWITZERLAND  
 SYRIA  
 TAIWAN  
 TANZANIA UNITED REPUBLIC OF

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<p>THAILAND  TOGO  TONGA  TRINIDAD AND TOBAGO  TRUST TERRITORY OF THE PACIFIC  TUNISIA  TURKEY  TURKS AND CAICOS ISLANDS  TUVALU  UGANDA  UNION OF SOVIET SOCIALIST REPU  UNITED ARAB EMIRATES  UNITED KINGDOM  URUGUAY  VANUATU  VENEZUELA  VIETNAM  VIRGIN ISLANDS  WAKE ISLAND  WESTERN SAHARA  WESTERN SAMOA  YEMEN  YUGOSLAVIA  ZAIRE  ZAMBIA  ZIMBABWE  SRI LANKA  MARSHALL ISLANDS  MARTINIQUE  MAURITANIA  MAURITIUS  MEXICO  MIDWAY ISLANDS  MONACO  MONGOLIA  MONTSERRAT  MOROCCO  MOZAMBIQUE  NAMIBIA  NAURU  NEPAL  NETHERLANDS  NETHERLANDS ANTILLES  NEW CALEDONIA  NEW ZEALAND  NICARAGUA  NIGER  NIGERIA</p>		

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<p> NIUE  NORFOLK ISLAND  NORTHERN MARIANA ISLANDS  NORWAY  OMAN  PAKISTAN  PANAMA  PAPUA NEW GUINEA  PARAGUAY  PERU  PHILIPPINES  PITCAIRN ISLANDS  POLAND  PORTUGAL  PUERTO RICO  QATAR  REUNION  ROMANIA  RWANDA  SAN MARINO  SAO TOME AND PRINCIPE  SAUDI ARABIA  SENEGAL  SEYCHELLES  SIERRA LEONE  SINGAPORE  SOLOMON ISLANDS  MAN ISLE OF  SOMALIA  SOUTH AFRICA  SPAIN  FRENCH GUIANA  FRENCH POLYNESIA  GABON  GAMBIA THE  GERMANY  GHANA  GIBRALTAR  GREECE  GREENLAND  GRENADA  GUADELOUPE  GUERNSEY  GUINEA  GUINEA BISSAU  GUYANA  HAITI  HONDURAS </p>		

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<p>HONG KONG  HUNGARY  ICELAND  INDIA  INDONESIA  IRAN  IRAQ  IRELAND  ISRAEL  ITALY  IVORY COAST  JAMAICA  JAPAN  JERSEY  JOHNSTON ATOLL  JORDAN  KENYA  KIRIBATI  KOREA DEMOCRATIC PEOPLES REP  KOREA REPUBLIC OF  KUWAIT  LAOS  LEBANON  LESOTHO  LIBERIA  LIBYA  LIECHTENSTEIN  LUXEMBOURG  MACAU  MADAGASCAR  MALAWI  MALAYSIA  MALDIVES  MALI  MALTA  FRANCE  AUSTRALIA  AUSTRIA  BAHAMAS THE  BAHRAIN  BANGLADESH  BARBADOS  BELGIUM  BELIZE  BENIN  BERMUDA  BOLIVIA  BOTSWANA</p>		
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BRAZIL BRITISH VIRGIN ISLANDS BRUNEI BULGARIA BURKINA BURMA BURUNDI CAMBODIA CAMEROON CANADA CAPE VERDE CAYMAN ISLANDS CENTRAL AFRICAN REPUBLIC CHAD CHILE CHINA CHRISTMAS ISLAND COLOMBIA COMOROS CONGO COOK ISLANDS COSTA RICA CUBA CYPRUS CZECHOSLOVAKIA DENMARK DJIBOUTI DOMINICA DOMINICAN REPUBLIC ECUADOR EGYPT EL SALVADOR EQUATORIAL GUINEA ETHIOPIA FALKLAND ISLANDS (ISLAS MALVIN FAROE ISLANDS FEDERATED STATES OF MICRONESIA FIJI FINLAND ARUBA AFGHANISTAN ALBANIA ALGERIA AMERICAN SAMOA ANDORRA ANGOLA ANGUILLA ANTIGUA AND BARBUDA		
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<p>ARGENTINA</p>		
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**A**

ADHESIVE FILM IN ROLL FORM, N.O.S.	9900-00-1600
ADHESIVE TAPE, N.O.S.	3005-10-0000
ART SUPPLIES - STRETCHER BARS, N.O.S.	9900-00-0025
AUTO, USED, N.O.S.	8703-23-9000
AUTOMOBILE, VIZ: LIMOUSINE, N.O.S.	9900-00-0225

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**B**

BALE (S) REJECTED DIAPERS, N.O.S.	9900-00-1500
BARRELS, VIZ: OAK CASK, N.O.S.	4416-00-0100
BARRELS, VIZ: WOOD CAST, N.O.S.	4416-00-0000
BATTERIES, N.O.S.	9900-00-0900
BATTERIES, NON-HAZARDOUS, N.O.S.	0201-20-0050
BEVERAGE, VIZ: GRAPE JUICE, GRAPE FRUIT JUICE, N.O.S.	9900-00-0075
BOOKS AND EDUCATIONAL MATERIAL (INCLUDING CLASSROOM DECORATI	9900-00-0645
BOOKS, N.O.S.	3412-42-4970
BOOKS, VIZ: CHILDRENS, N.O.S.	9900-00-0650
BOWLING SUPPLIES AND EQUIPMENT, N.O.S.	9504-90-9060
BUILDING MATERIALS, N.O.S.	9900-00-0800

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**C**

CANDLE WAX, N.O.S.	3404-90-9020
CAR ACCESSORIES, N.O.S.	9900-00-0625
CAR ACCESSORIES, N.O.S.	9900-00-0630
CAR CARE PRODUCTS, N.O.S.	9900-00-1100
CAR CARE PRODUCTS, VIZ: POLISHES, WAXES AND GLAZES, N.O.S.	3405-30-0000
CAR PRODUCTS AND ACCESSORIES, N.O.S.	9900-00-0630
CAR PRODUCTS, N.O.S.	8700-00-0025
CARGO, N.O.S., HAZARDOUS	0000-00-0005
CARGO, N.O.S., NON-HAZARDOUS	0000-00-0010
CATALYST COMPOUND, N.O.S.	9900-00-2000
CELESTIAL TEA AND HOT SAUCE, N.O.S.	9900-00-0525
CHASSIS CAB TRUCK, N.O.S.	9900-00-1400
CHEMICALS, HAZARDOUS, N.O.S.	9900-00-1200
CHEMICALS, HAZARDOUS, VIZ: CHLOROMETHYL AS DESCRIBED IN	9900-00-0860
CHEMICALS, NON-HAZARDOUS, N.O.S.	3402-13-0000
CHEMICALS, VIZ: RHENIUM CONCENTRATES, N.O.S.	8112-92-5000
CHILDREN'S ANTI-SPILL CUPS, N.O.S.	9900-00-1050
CHILDRENS BOOKS, N.O.S.	9900-00-0650
CLOSEOUT MERCHANDIES, VIZ: CHILDREN'S BOOKS, N.O.S.	9900-00-0330
CLOSEOUT MERCHANDISE, N.O.S.	9900-00-0325
CLOSEOUT MERCHANDISE, VIZ: TOYS AND GAMES, N.O.S.	9900-00-0355
CLOSEOUT MERCHANDISE, VIZ: TOYS, CRAFTS, PENS USED TO STOP	9900-00-0360
CLOSEOUT MERCHANDISE, VIZ: TOYS, N.O.S.	9503-00-0000
CLOSEOUT MERCHANDISE, VIZ: TOYS, N.O.S.	9900-00-0350
CONCENTRATES AND CATALYSTS, HAZARDOUS, N.O.S.	9900-00-1260
CONCENTRATES AND CATALYSTS, NON HAZARDOUS, N.O.S.	9900-00-1250
CONVEYOR AND TROLLEY PARTS, N.O.S.	9900-00-2300
COSMETIC INGREDIENTS, NON-HAZARDOUS, N.O.S.	1302-19-9140

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**D**

DOLLS, STUFFED NOS; - ALL ITEMS PACKAGED WITH DOLL ARE CLAS	9500-00-0010
DOORS, VIZ: KILN DRIED, N.O.S.	9900-00-0725
DRIED FRUIT, NUTS, EDIBLE; HAZEL NUTS, FRESH OR DRIED, N.O.S	0800-00-2005
DYE PLASTIC TUBS, N.O.S.	9900-00-1900
DYE TUBES, N.O.S.	9900-00-1800

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**E**

EDIBLE NUTS, VIZ: ALMONDS, PISTACHIOS, N.O.S.	9900-00-0050
EDUCATIONAL MATERIAL, VIZ: BOOKS, N.O.S.	4901-10-0000
ELECTRICAL EQUIPMENT, N.O.S.	9900-00-0175

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**F**

FATTY NICKEL, N.O.S.	9900-00-0400
FIBER DRUMS, N.O.S.	2106-90-9998
FIBER DRUMS, VIZ: ALUMINUM ZIRCONIUM, NON-HAZARDOUS, N.O.S.	2106-90-9900
FIGURINES, N.O.S.	6911-10-5500
FILM, N.O.S.	3919-90-5060
FLAVORING COLORING (INGREDIENTS), N.O.S.	9900-00-0450
FOAM, CARBOARD BOXES, INSTRUCTION MANUCALS, N.O.S.	9900-00-1000
FOOD ADDITIVES, N.O.S.	2106-10-0000
FOODSTUFF, N.O.S.; BEVERAGES, N.O.S.	9900-00-3300
FOODSTUFFS, N.O.S.	9900-00-2400
FOODSTUFFS; BEVERAGES, VIZ: NON-HAZARDOUS, N.O.S.	9900-00-3600
FOODSTUFFS; GROCERY STORE ITEMS, N.O.S.	9900-00-3500
FREIGHT ALL KINDS (FAK)	0000-00-0015
FURNITURE, VIZ: MEDICAL CLINIC, N.O.S.	9900-00-3000

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**G**

GARDEN POND LINER, N.O.S.	9900-00-0810
GENERAL DEPARTMENT STORE MERCHANDISE (GDSM), VIZ: BOOKS AND	9900-00-0775
GLASS GIBRALTAR, WINE GLASS GIBRALTAR, PITCHER GIBRALTAR, GL	9900-00-1300
GLASSWARE FOR TABLE OR KITCHEN PURPOSES, GLASS AND GLASSWARE	7000-00-0001
GLASSWARE, N.O.S.	7013-29-0000
GREASE, NON HAZARDOUS, N.O.S.	9900-00-0935
GROCERY STORE PRODUCTS, NON-HAZARDOUS, N.O.S.	9900-00-3400

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**H**

HELIUM TESTER, N.O.S.	9900-00-0100
HORSE TRAILER, N.O.S.	8716-39-0010

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**K**

KILN DRIED DOORS, N.O.S.

9900-00-0725

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**L**

LACTOSE POWDER, N.O.S.	9900-00-3100
LAPTOP SKIN COVER, GIFT BOX, PHOTO ALBUM, TINSEL, DIARY, N.O	9900-00-2200
LIMOUSINE, N.O.S.	9900-00-0225

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**M**

MACHINERY AND EQUIPMENT USED IN THE OIL EXPLORATION AND DRIL	9900-00-0575
MACHINERY, N.O.S.	9900-00-0480
MACHINERY, VIZ: TEXTILE, N.O.S.	9900-00-0475
MEAT, VIZ: BOVINES, BONELESS, FROZEN, EXCLUDING PROCESSED,	0202-30-6000
MEDICAL SUPPLIES (EXAM PAPER), N.O.S.	4803-00-0000
MEDICAL SUPPLIES, N.O.S.	9900-00-0830
METAL CAN ENDS, NON-HAZARDOUS, N.O.S.	9900-00-3200
METAL CATALYST (HAZARDOUS), N.O.S.	1305-20-0300
MILK POWDER, N.O.S.	3501-90-6000
MOBILE VENTILATION UNITS, N.O.S.	9900-00-2700
MOLYBDENUM ORES AND CONCENTRATES, N.O.S., AS DESCRIBED IN	9900-00-0750

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**N**

NEW TIRES, N.O.S.	4011-61-0000
NICKEL CALCINE PRODUCT, N.O.S.	2620-99-1000
NICKEL CALCINE, N.O.S.	2604-00-0000
NICKEL CATALYST, N.O.S.	2620-99-9500
NICKEL PRODUCT (NON HAZARDOUS), N.O.S.	9900-00-1025
NUT FIBER, N.O.S.	9900-00-2800
NUTRITION SUPPLEMENTS, N.O.S.	8421-11-9000
NUTRITIONAL SUPPLEMENTS, N.O.S.	9900-00-0275

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**O**

OFFICE EQUIPMENT AND COMPUTER EQUIPMENT, N.O.S.	9900-00-0675
OFFICE EQUIPMENT, N.O.S.	9900-00-0700
OIL, VIZ: LUBRICATING, N.O.S.	3403-99-0000
OIL, VIZ: LUBRICATING, RETURNED CARGO, N.O.S.	3403-99-0010
OVERSTOCK MERCHANDISE, N.O.S.	9900-00-0300

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**P**

PAINT PIGMENTS, N.O.S.	9900-00-1700
PLASTIC CONTAINERS, N.O.S.	3926-90-1000
PLASTIC SPOOLS (DYE TUBE), N.O.S.	3923-40-9000
PLASTIC WRAP, N.O.S.	9900-00-0200

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**R**

RAW INGREDIENTS NON-HAZ (ALMOND MEAL, CRUSHED APRICOT SEEDS)	1106-30-4000
RECEIVERS, N.O.S.	8419-50-0000
RED WINE VINEGAR, N.O.S.	2209-00-0000
REMOTE CONTROL DEVICES, N.O.S.	9900-00-0925
REMOTE CONTROL DEVICES, N.O.S. AS DESCRIBED IN HARMONIZED	9900-00-0825
RETURNED ELECTRONICS FOR REPAIR, N.O.S.	9900-00-0500
ROTOR AND ROTOR SUPPORT ASSYS, SEPARATOR TOPS, N.O.S.	9900-00-0550

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**S**

SAILBOAT MAST, N.O.S.	9900-00-0125
SCAFFOLDING MATERIALS, N.O.S.	9900-00-0600
SHELLED WALNUTS, N.O.S.	0802-31-0000
SHOWER CURTAIN, VIZ: RETURN CARGO, N.O.S.	3924-90-1050
SLURRY, N.O.S.	3824-90-9700
SNG VEHICLE, N.O.S.	8700-00-0000
SPLITTER, WIRES, SOUND AMPLIFIERS, N.O.S.	9900-00-0375
SPORTS SUPPLEMENTS / NUTRITION SUPPLEMENTS, N.O.S.	8421-11-9000
SPORTS SUPPLEMENTS, N.O.S.	8421-11-9000
SPORTSBAG, N.O.S.; BACKPACKS, N.O.S.; PORTFOLIOS, ATTACHES..	9900-00-0000
STARCH GUARD, N.O.S.	3506-91-0000
STEEL AND ALL-WEATHER OUTDOOR, N.O.S.	7307-11-0060

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**T**

TABLEWARE, N.O.S.	6911-10-5501
TANKS, VIZ: EMPTY ISO, N.O.S.	9900-00-2900
TAPE, ADHESIVE, N.O.S.	3005-10-0000
TEXTILE MACHINERY, N.O.S.	8447-20-0000
TEXTILE MACHINERY, N.O.S.	9900-00-0475
TIRES, NEW, N.O.S.	4011-61-0000
TOOTHBRUSHES, N.O.S.	9900-00-0870
TOYS AND GAMES, N.O.S.	9900-00-0150
TOYS AND STUFFED ANIMALS, N.O.S.	9900-00-2500
TOYS, N.O.S.	9900-00-0140
TOYS, VIZ: CLOSEOUT MERCHANDISE, N.O.S.	9900-00-0425
TOYS, VIZ: PLASTIC ACTION FIGURES, N.O.S.	9900-00-0160
TRAILERS, VIZ: HORSE, N.O.S.	8716-39-0010
TRUCK, CHASSIS CAB, N.O.S.	9900-00-1400
TUBES, DYE, N.O.S.	9900-00-1800
TV TUNERS AND PARTS, N.O.S.	9900-00-0850

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**U**

UMBRELLAS, N.O.S.

9900-00-0250

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**V**

VEHICLE, SNG, N.O.S.

8700-00-0000

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**W**

WALL COVERINGS, N.O.S.	4814-20-0000
WALNUTS, FRESH OR DRIED, SHELLED, N.O.S.	0802-32-0000
WALNUTS, SHELLED, N.O.S.	0802-31-0000
WEARING APPAREL, HATS, AND FABRIC IN STRAIGHT OR MIXED LOADS	9900-00-2600
WICKS RESERVOIRS, N.O.S., AS DESCRIBED IN HARMONIZED CODE	9900-00-2100
WINDSHIELD WIPERS, UN3175 SOLIDS CONTAINING FLAMMABLE	9900-00-1150

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**Y**

YARN, N.O.S.

2501-18-1400

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RULE 1: Scope

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

See following Sub-Rules.

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RULE 1-A: Destination

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Except as otherwise provided, this tariff names rates applying to World Ports and Points (except Origin Ports and Points). Rates to Destination Points apply via Destination Base Port Groups as shown below.

1. North East Asia (NEASIA): Rates apply to ports and points in the following countries: Hong Kong, Japan, Korea, Macau, Mongolia, People's Republic of China, Taiwan (Republic of China), and Russia (USSR). Rates to destination points apply via the Northeast Asia Base Port Group, (NEASIABP), defined as:

PORT GROUP

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NEASIABP

BASE PORTS

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Hong Kong, HONG KONG  
Kobe, Nagoya, Osaka, Tokyo, Yokohama, JAPAN  
Busan, REPUBLIC OF KOREA  
Dalian, Fuzhou, Shanghai, Shekou, Tianjin, Xiamen (Hsia Men), PEOPLE'S REPUBLIC OF CHINA  
Keelung (Chilung), Kaoshiung, TAIWAN (REPUBLIC OF CHINA)  
Vostochny, UNION OF SOVIET SOCIALIST REPUBLICS

2. Southeast Asia (SEASIA): Rates apply to ports and points in the following countries: Brunei, Cambodia, Indonesia, Laos, Malaysia, Philippines, Singapore, Thailand, Vietnam. Rates to destination points apply via the Southeast Asia Base Port Group (SEASIABP), defined as follows:

PORT GROUP

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SEASIABP

BASE PORTS

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Jakarta, INDONESIA  
Port Kelang, George Town, MALAYSIA  
Cebu, Manila, PHILIPPINES  
Singapore, SINGAPORE

Bangkok, THAILAND

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RULE 1-A: Destination (Continued)

3. Soth Asia (SOUTHASIA): Rates apply to ports and points in the following countries: Afghanistan, Bangladesh, Bhutan, Burma (Myanmar), India, Maldives, Pakistan, Nepal, Sri Lanka. Rates to destination points apply via the South Asia Base ports (SASIABP), defined as:

PORT GROUP

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SOUTHASIABP

BASE PORTS

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Chittagong, BANGLADESH  
Bombay, Calcutta, Madras, INDIA  
Karachi, PAKISTAN  
Colombo, SRI LANKA

4. Australia, New Zealand and Oceania (ANZOCEANIA): Rates apply to ports and points in the following countries: Australia, Christmas Island, Cook Islands, Federated States of Micronesia, Fiji, French Polynesia, Johnston Atoll, Kiribati, Pitcairn Islands, Solomon Islands, Tonga, Tuvalu, Vanuatu, Wallis and Futuna, Western Samoa. Rates to destination points apply via the Australia, New Zealand, Oceania Base Port Group (ANZOCEANIABP), defined as:

PORT GROUP

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ANZ/OCEANIABP

BASE PORTS

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Adelaide, Brisbane, Freemantle, Melbourne, Sydney, AUSTRALIA  
Auckland, Christchurch, Lyttleton, Wellington, NEW ZEALAND  
Suva, FIJI  
Papeete, FRENCH POLYNESIA  
Noumea, NEW CALEDONIA  
Lae, Port Moresby, PAPUA NEW GUINEA  
Honiara, SOLOMON ISLANDS  
Nukualofa, TONGA  
Port Vila, VANUATU  
Spia, WESTERN SAMOA

5. Middle East (MIDEAST): Rates apply to ports and points in the following countries: Bahrain, Iran, Iraq, Jordan Kuwait, Oman, Qatar, Saudi Arabia, United Arab Emirates, Yemen. Rates to destination points apply via the Mideast Base Port Group (MIDEASTBP), defined as:

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RULE 1-A: Destination (Continued)

PORT GROUP

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MIDEASTBP

BASE PORTS

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Bahrain, BAHRAIN  
 Bandar Abbas, Bandare Khomeyni, IRAN  
 Aqaba, JORDAN  
 Mina Qabus (Muscat), OMAN  
 Ad Dawhah (Doha), QATAR  
 Damman and Jeddah, SAUDI ARABIA  
 Abu Zaby (Abu Dhabi), Dubayy (Dubai), Fujeirah, Jabal Ali  
 (Jebel Ali), UNITED ARAB EMIRATES  
 Hodeidah, YEMEN

6. Africa (AFRICA): Rates apply to ports and points in the countries shown in the AFRICABP Base Port Group as shown below. Rates also apply to all points in the following African countries: Botswana, Burkina, Burundi, Central African Republic, Chad, Equatorial Guinea, Lesotho, Malawi, Mali, Niger, Rwanda, Uganda, Western Sahara, Zambia, Zimbabwe; rates to destination points in these countries apply via the Africa Base Port Group (AFRICABP), which is defined below. For rates to North African countries, see the Mediterranean (MED) Country and Base Port Group.

PORT GROUP

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AFRICABP

BASE PORTS

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(EAST AND SOUTH AFRICA):

Moroni, COMOROS  
 Djibouti, DJIBOUTI  
 Mitsiwa, ETHIOPIA  
 Mombasa, KENYA  
 Luderitz and Walvis Bay, NAMIBIA  
 Toamasina and Toliara, MADAGASCAR  
 Port Louis, MAURITIUS  
 Beira, Maputo, Nacal MOZAMBIQUE  
 Mahe, SEYCHELLES  
 Berbera, Muqdisho (Mogadishu), SOMALIA  
 Durban, Capetown, SOUTH AFRICA

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RULE 1-A: Destination (Continued)

Bur Sudan (Port Sudan), SUDAN  
Dar Es Salaam, Tanga, Zanzibar, TANZANIA

(WEST AFRICA)

Lobito, Landana (Luanda), ANGOLA  
Cotonou, BENIN  
Douala, CAMEROON  
Praia, CAPE VERDE ISLANDS  
Pointe Noire, CONGO  
Libreville, Port Gentil, GABON  
Banjul, THE GAMBIA  
Accra, Sekondi, Takoradi, Tema, GHANA  
Conakry, GUINEA  
Bissau, GUINEA BISSAU  
Abidjan, IVORY COAST  
Monrovia, LIBERIA  
Nouakchott, MAURITANIA  
Lagos, Port Harcourt, NIGERIA  
Dakar, SENEGAL  
Freetown, SIERRA LEONE  
Lome, TOGO  
Matadi, ZAIRE

7. Mediterranean (MED): Rates apply to ports and points in the following countries: Andorra, Algeria, Azores Islands (Portugal), Canary Islands (Spain), Cyprus, Egypt, France, Gibraltar, Greece, Israel, Italy, Lebanon, Madeira (Portugal), Malta, Morocco, Portugal, San Marino, Spain, Syria, Tunisia, Turkey, Yugoslavia (including Bosnia-Herzegovina, Croatia, Macedonia, Slovakia). Rates to destination points apply via the Mediterranean Base Ports Group (MEDBP), defined as:

PORT GROUP

\_\_\_\_\_

MEDBP

BASE PORTS

\_\_\_\_\_

Alger (Algiers), ALGERIA  
Ponta Delgada, AZORES (Portugal)  
Las Palmas, Tenerife, CANARY ISLANDS (Spain)  
Lemosos (Limassol), CYPRUS  
Al Iskandariyah (Alexandria), Bur Sa Id (Port Said), EGYPT  
Marseilles, FRANCE  
Piraeus (Pireaus), Thessaloniki (Solonika), GREECE  
Ashdod, Hefa, ISRAEL  
Genova (Genoa), Livorno (Leghorn), ITALY  
Bayrut (Beirut), LEBANON

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RULE 1-A: Destination (Continued)

Funchal, MADEIRA ISLANDS (Portugal)  
Valletta, MALTA  
Casablanca, Rabat, Tangier, MOROCCO  
Leixoes, Lisboa, Oporto, PORTUGAL  
Barcelona, Bilbao, Valencia, SPAIN  
Al Ladhqiqiyah (Latakia), SYRIA  
Sfax, Tunis, TUNISIA  
Mersin, Izmir, Istanbul, TURKEY  
Dubrovnik, Koper, Split, YUGOSLAVIA

8. Northern Europe (NEUROPE): Rates apply to ports and points in the following countries: Austria, Belgium, Bulgaria, Czechoslovakia, Denmark, Faroe Islands (Denmark), Finland, France, Germany, Freenland, Hungary, Iceland, Ireland (Eire), Italy, Liechtenstein, Luxembourg, Monaco, Netherlands, Norway, Poland, Romania, Sweden, Switzerland, United Kingdom (including England, Guernsey, Jersey, Isle of Man, Northern Ireland, Scotland, and Wales), and the Former Union of Soviet Socialist Republics (including Armenia, Azerbaijan, Belorussia, Estonia, Georgia, Kazakhstan, Kyrgystan, Latvia, Lithuania, Moldavia, Russian Federation, Tajikistan, Turkmenistan, Ukraine, and Uzbekistan). Rates to destination points apply via the North Europe Base Port Group (NEUROPEBP), defined as:

PORT GROUP

NEUROPEBP

BASE PORTS

Antwerpen, BELGIUM  
Varna, BULGARIA  
Aarhus, Copenhagen, DENMARK  
Helsinki, Kotka, Turku, FINLAND  
Le Havre, FRANCE  
Bremen, Bremerhaven, Hamburg, GERMANY  
Baile Atha Cliath (Dublin), Cork, Galway, Waterford, IRELAND (EIRE)  
Amsterdam, Rotterdam, NETHERLANDS  
Bergen, Oslo, Stavanger, NORWAY  
Gdansk, Gdynia, POLAND  
Costanta, ROMANIA  
Goteborg, Malmo, Stockholm, SWEDEN  
Riga, Tallinn, Leningrad (St. Petersburg, Klaipeda, USSR (UNION OF SOVIET SOCIALIST REPUBLICS)  
Belfast, Felixstowe, Glasgow, Grangemouth, LIVERPOOL, London, Southampton, UNITED KINGDOM

9. North America: Rates apply to ports and points in

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RULE 1-A: Destination (Continued)

Canada and Mexico. Rates to destination points in Canada apply via the Canada Base Port Group (CANADABP) as shown below. Rates to destination points in Mexico apply via the Mexico Base Ports (MEXICOBP), as shown below:

PORT GROUP

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CANADABP

BASE PORTS

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St. Johns, Newfoundland, CANADA  
Charlottetown, Prince Edward Island, CANADA  
Halifax, Nova Scotia, CANADA  
Saint John, New Brunswick, CANADA  
Montreal, Quebec, Quebec, CANADA  
Toronto, Ontario, CANADA  
Vacouver, British Columbia, CANADA

PORT GROUP

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MEXICOBP

BASE PORTS

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Tampico, Veracruz, MEXICO  
Lazaro Cardenas, Manzanillo, Salina Cruz, MEXICO

10. Central America (CAMERICA): Rates apply to ports and points in the following Cental American Countries: Belize, Costa Rico, El Salvador Guatemala, Honduras, Nicaragua, Panama. Rates to destination points apply the Central America Base Port Group (CAMERICABP), defined as:

PORT GROUP

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CAMERICABP

BASE PORTS

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Belize City, BELIZE  
Puerto Limon, COSTA RICA  
San Jose, Santo Tomas de Castilla, GUATEMALA  
Puerto Henecan, Puerto Cortes, HONDURAS  
Corinto, Managua, NICARAGUA  
Balboa, Cristobal, Panama City, PANAMA

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RULE 1-A: Destination (Continued)

11. Caribbean Islands (CARIBBEAN): Rates apply to ports and points in the Caribbean Island Countries named in the Caribbean Base Port Group. Rates to destination points apply via the Caribbean Base Port Group (CARIBBEANBP), defined as:

PORT GROUP

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CARIBBEANBP

BASE PORTS

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St. Johns, ANTIGUA AND BARBUDA  
Oranjestad, ARUBA (Netherlands Antilles)  
Freeport, Nassau, BAHAMAS  
Bridgetown, BARBADOS  
Hamilton, BERMUDA  
Kralendijk (Bonaire), NETHERLANDS ANTILLES  
Tortola, BRITISH VIRGI ISLANDS  
Georgetown, CAYMAN ISLANDS  
Willemstad, CURACAO (Netherlands Antilles)  
Roseau, DOMINICA  
Santo Domingo, DOMINICAN REPUBLIC  
Saint Georges, GRENADA  
Pointe a Pitre, GUADELOUPE  
Port Au Prince, HAITI  
Kingston, Montego Bay, JAMAICA  
Fort de France, MARTINIQUE  
Plymouth, MONSTSERRAT  
Basseterre, ST KITTS/NEVIS  
Castries, ST. LUCIA  
Kingstown, ST. VINCENT AND THE GRENADINES  
Grand Turk Island, TURKS AND CAICOS ISLANDS  
Port of Spain, TRINIDAD

12. South America (SAMERICA): Rates apply to ports and points in the following South American Countries: Argentina, Bolivia, Brazil, Chile, Columbia, Ecuador, French Guiana, Guyana, Paraguay, Peru, Suriname, Uruguay, Venezuela. Rates to destination points apply via the South America Base Port Group (SAMERICABP), defined as:

PORT GROUP

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CARIBBEANBP

BASE PORTS

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RULE 1-A: Destination (Continued)

Buenos Aires, ARGENTINA  
Fortaleza, Santos, Sao Paulo, Rio de Janeiro, BRAZIL  
Antofagasta, Arica, Coquimbo, Iquique, Punta Arenas,  
Talcahuano, Tocopilla, Tocopilla, CHILE  
Barranquilla, Buenaventura, Cartagena, Santa Marta, COLOMBIA  
Guayaquil, ECUADOR  
Cayenne, FRENCH GUIANA  
Georgetown, GUYANA  
Asuncion, PARAGUAY  
Callao, PERU  
Paramaribo, SURINAME  
MOntevideo, URUGUAY  
La Guaira, Maracaibo, Puerto Cabello, VENEZUELA

13. Rates also apply to ports/points, in the countries listed in 1-A.1 through 1-A,12 above, named in the individual tariff items (TLI's) of this tariff. See Rule 1-C for Intermodal Service.

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RULE 1-B: Origin

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Except as otherwise provided, this tariff names rates applying from ports and points in the United States, including the ports and points in American Samoa, Guam, Puerto Rico, Trust Territory of the Pacific, and the U.S. Virgin Islands, as follows:

1. U.S. Ports (USPORTS):

a. Pacific Coast Base Ports:

Anchorage, AK	San Francisco, CA
Seattle, WA	Los Angeles, CA
Tacoma, WA	Long Beach, CA
Portland, OR	San Diego, CA
Oakland, CA	

b. Atlantic and Gulf Coast Base Ports:

Boston, MA	Charleston, SC
New York, NY	Savannah, GA
Philadelphia, PA	Jacksonville, FL
Baltimore, MD	Miami, FL
Norfolk, VA	New Orleans, LA
Wilmington, NC	Houston, TX

c. Atlantic and Gulf Islands Base Ports

San Juan, Puerto Rico  
Saint Thomas, U.S. Virgin Islands

d. Pacific Islands Base Ports

Honolulu, HI  
Guam (Apra Harbor), Guam  
Saipan, Trust Territory of the Pacific (TTP)  
Pago, Pago, American Samoa

2. Rates also apply for ports/points in American Samoa, Guam, Puerto Rico, Trust Territory of the Pacific, U.S. Virgin Islands and the following states:

Alabama	Louisiana	Ohio
Arizona	Maine	Oklahoma
Arkansas	Maryland	Origion
California	Massachusetts	Pennsylvania
Colorado	Michigan	Rhode Island
Connecticut	Minnesota	South Carolina
Delaware	Mississippi	South Dokota
District of Colombia	Missouri	Tennessee
Florida	Montana	Texas

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RULE 1-B: Origin (Continued)

Gerogia	Nebraska	Utah
Idaho	Nevada	Vermont
Illinois	New Hampshire	Virginia
Indiana	New Jersey	Washington
Iowa	New Mexico	West Virginia
Kansas	New York	Wisconsin
Kentucky	North Carolina	Wyoming
North Dakota		

See Rule 1-C for Intermodal Service.

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RULE 1-C: Intermodal Service

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Intermodal Service

Carrier will provide through intermodal service via all combinations of air, barge, motor and rail service.

Intermodal Rates will be shown as single-factor through rates as specified in individual TLI's.

Intermodal Rates apply via the ports shown in Rule 1-A.1. through 1-A.12 and/or Rule 1-B.1a through Rule 1-b.1.d.

Carrier's liability will be determined in accordance with the provisions indicated in its Bill of Lading (see Rule 8) .

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RULE 2: Application of Rates and Charges

Effective: 28Jul2011 Thru: Expires: Publish 28Jul2011 Amend: C

- A. Rates herein are stated in terms of United States currency. (USD)
- B. Except as noted in individual rate items, rates as published herein apply from carrier's terminal at port/point of loading to carrier's terminal at port/point of discharge.
- C. CARGO N.O.S. - Articles which are not provided for in this tariff will be freighted at the rates named in the the commodity classification of "Cargo, N.O.S."
- D. Rates provided herein do not include tolls, loading or unloading of rail cars or floating equipment or trucks, switching of rail cars, lighterage, transfer, storage, rail car demurrage, or any other accessorial charges except as otherwise provided for in this Tariff.
- E. Rates provided herein will, subject to the Rules set forth in this Tariff, also apply as proportional rates on traffic received from or delivered to Carriers who are not parties to this Tariff.
- F. Shipping weights shown on Bills of Lading by Shippers are subject to verification by the Carrier, and the actual scale weight or measure of the shipment as determined by the Carrier will govern the billing.
- G. Packages containing different articles will be charged at the rate applicable to the highest rated article in the package. Articles which have been combined or attached to each other will be charged at the rate applicable to the highest rated article of the combination. Parts or pieces constituting a complete article, on one Bill of Lading will be charged at the rate provided for the complete article. When different rates are published for an article according to type or method of packaging, the type of packaging must be described by shipper. In the absence of such description, the highest rate for any of the types or methods of packaging will be assessed.
- H. Commodity rates are specific and will not apply on analogous articles. Commodity items published herein may reference details provided in the Harmonized Code, which means the coding provisions and commodity descriptions of the Harmonized System. (C)

Harmonized System means the Harmonized Tariff Schedule

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RULE 2: Application of Rates and Charges (Continued)

of the United States ("U.S. HTS" or "HS"), based on the international Harmonized System, administered by the U.S. Customs Service for the U.S. International Trade Commission, and Schedule B, administered by the U.S. Census Bureau. See [www.usitc.gov](http://www.usitc.gov) for details.

- I. Where optional weight or measurement rates are named for any article it is understood that the rate yielding the greater revenue will be assessed.
- J. Except as otherwise provided, all freight rates and other charges shall be based on the actual gross weight or actual over-all measurement of each piece, package or other freight unit, with the understanding that fractional dimensions shall be disposed of as follows in determining the measurement of any piece, package or other freight unit: Fractions 1/2 or .50 cent or less shall be omitted; Fractions 1/2 or .50 cent or more shall be increased to the next whole number.
- K. Rates named apply per kilo ton (W) or one cubic meter (M), or as otherwise provided. In all cases, rates shall be applied on W OR M, whichever produces the greater revenue.
- L. Description of commodities shall be uniform on all copies of the Bill of Lading and MUST be in conformity with the validated United States Export Declarations covering the shipment. Carrier must verify the Bill of Lading description with the validated United States Export Declaration. Shipper amendments in the description of the goods will only be accepted if validated by United States Customs.
- M. Wherever rates are provided for articles named herein, the same rate will also be applicable on parts of such articles where so described for such parts.
- N. Rates, unless otherwise specifically provided within individual commodity items, do not include terminal, handling, wharfage, marine insurance or any other accessorial charges which are established by Custom of the Port, by Port Tariff, or by U.S. Customs. Any accessorial charges which are assessed against the cargo will be for the account of the cargo.

When Carrier is imposed with a charge, fee, tax or other assessments on cargo or cargo interest by a local, city, or national government per the applicable law, or a port authority per the applicable tariff, Carrier

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RULE 2: Application of Rates and Charges (Continued)

will reimburse such amount from the party responsible for payment.

O. Carrier reserves the right to choose the port/points of loading or discharge, at carriers discretion, if no ports/points of loading or discharge is selected on the Bill of Lading.

P. Rates applying from/to points will apply via motor/rail/water service, or any combination thereof, via routes stated in individual rate items. If no origin/destination is named, rates shall apply from all origins to all destinations via all routes.

Q. Governing Publications:

This tariff is governed, except as otherwise provided herein, by the following described tariffs, and by supplements or loose-leaf page amendments thereto or successive issues thereof.

1. All commodities which the office of the Federal Register in their publication entitled "Code of Federal Regulations (46 CFR 146.01-1) - Transportation or Storage of Explosives or other

Dangerous

Articles or Substances, and Combustible liquids on Board Vessels" prescribed to be carried on cargo vessels on deck only, either in open or under cover, shall be charged the Dangerous or Hazardous Cargo rate; except where a specific commodity rate is provided for in this tariff.

R. Packing Requirements

1. Except as otherwise provided herein, articles tendered for transportation will be refused for shipment unless in such condition and so prepared for shipment as to render transportation reasonably safe and practicable. Provisions for the shipment of articles not enclosed in containers does not obligate the Carrier to accept an article so offered for transportation when enclosure in a container is reasonable necessary for protection and safe transportation.

2. Packages must be marked durably and legibly and must show the port of destination. All packages must be numbered, which number together with marks and destination must appear on the shipping receipts and Bill of Lading.

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RULE 2: Application of Rates and Charges (Continued)

3. Gross weight in pounds and initials of port must be clearly and legibly shown on packages, and on original and copies of dock receipts tendered at time of delivery.
4. Each package, bundle or piece of freight must be plainly marked with the full or initials of consignee, and the destination must be shown in full to insure proper delivery. If necessary, corrections must be made by the shipper or his representative. Old marks must be removed or effaced.
- S. Delivery Service - Rates for delivery service apply for delivery services performed during each destination country's customary business days and hours.
- T. Advance Charges - Advance charges on bills of lading for collection from shipper/consignee will be accepted, provided such charges do not exceed the amount of freight on the bill of lading and provided they do not relate in any part to cargo coast and/or ocean freight thereon, but cover only carryiong and other legitimate expenses from/to carrier's terminal at bill of lading origin/destination. Such charges accepted without carrier's responsibility and full risk is for the party requesting such advance.
- U. Diversions
  - A. Diversion Made by Ocean Carrier
 

When the Ocean Carrier discharges cargo at a terminal port other than the port named in the ocean bill of lading, the ocean carrier may arrange, at its option, for movement via rail, truck or water, of the shipment from the port of actual discharge only as indicated hereunder:

    1. To ocean carrier's terminal (motor, rail or water), at port of destination declared on the bill of lading at the expense of the ocean carrier. carrier may, at their convenience, deliver cargo to points enroute between carrier's discharging terminal and carrier's delivery terminal provided the rates are nto already provided for such destinations in individual commodity items.
    2. The ocean carrier may forward cargo direct to a point designated by the consignee, provided the consignee pays the cost which he would normally

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have incurred either by rail, truck or water, to such point if the cargo has been discharged at the terminal port named in the ocean bill of lading. within any commercial zone, such payment by the consignee shall be the cost he would normally have incurred to such point of delivery.

NOTE: In the event of cargo being discharged at carrier's convenience at a port other than the port of destination named in the bill of lading, the freight rates applicable to the port of destination named in the bill of lading shall be assessed.

In no event shall any such transfer or arrangements under which it is performed by such as to result directly or indirectly in any lessening or increasing of the cost or expense which the shipper would have borne had the shipment cleared through the port originally intended.

V. Application of Surcharges and Arbitraries

If more than one surcharge, arbitrary or differential expressed in percentages applies concurrently, they shall apply individually. Each additional charge shall be calculated on the ocean freight rate and the result of calculating the surcharge, arbitrary, or differential shall be added to the freight rate to determine the total charge. Rounding off of each additional charge shall be as provided by the tariff containing the additional charge.

W. Free time allowed and detention charges assessed shall be for the account of the cargo and shall be applied in accordance with the provisions of underlying Vessel Operating Common Carrier. Carrier will be governed by an Equipment Interchange Agreement (EIA) with, or provisions as published by the underlying Vessel Operating Common Carrier. Also see Rule 21 for provisions to apply. (C)

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RULE 2-01: MIXED COMMODITIES

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Mixed Commodities

Commodity Items in Number Series 99XX-XX-XXXX, "Mixed Commodities" shall consist of a minimum of two of the named items, no one of which exceeds 90% of the total weight or cube of the shipment.

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RULE 2-010: PER CONTAINER RATES

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Per Container Rates:

- A. The Per Container Rates named under individual items in this tariffs are applicable to CY cargo from one or more shipper(s) moving under one or more Bill(s) of Lading in one or more containers provided that delivery is made at destination to only one consignee, cargo is stripped by consignee off the delivery carrier's premises provided that freight is paid prior to delivery.

Per container rates are also applicable to CY origin container(s) being delivered CFS at destination subject to the following terms and conditions:

Delivery must be made to only one consignee at one CFS.

CFS Destination Delivery Charges will be assessed in accordance with applicable rules in Destination Sections.

- B. Per container rates are also applicable to CFS origin cargo stuffed in containers and delivered to a CY, subject to the following conditions:
1. CFS cargo may be received at one or more CFS facilities per container from one or more origin ports and is subject to CFS Receiving Charge.
  2. All per container rated Bills of Lading within one container must be delivered at one destination CY either to one consignee, having up to two addresses shown on the Bill of Lading; or to two or more consignees with the addresses shown on the Bill of Lading, provided they are related/affiliated companies of a single parent company.
- C. Per container rates are also applicable to CY and CFS origin in same container subject to B above. The CY and CFS cargo may originate from one or more ports.
- D. When cargo is moved on the basis of per container rates, shipper must declare the weight and cube of such shipments on the shipping documents.
- E. The maximum gross weight shall not exceed highway limitations, nor exceed the marked capacity of the containers.
- F. Rates in this Tariff include the unloading of container,

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RULE 2-010: PER CONTAINER RATES (Continued)

with or without chassis, from rail/motor cars. In the event containers are not moving on chassis, rates in this tariff will include the placing of containers on chassis furnished by consignee or provided by carrier and will also include affixing the containers to chassis. If consignee elects to take delivery on open flat bed trucks or trailers, rates named herein will include placing containers without chassis on such vehicles but will not include securing containers on such vehicles.

- G. In addition to the freight rates and charges assessed, an arbitrary will be assessed when cargo is loaded at specific outports or discharged at specific outports. (See Rule 10).

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RULE 2-011: CONTAINER CAPACITY

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Where rules or rates make reference to capacity of containers, the standard capacity for purpose of freight rating shall be as shown below regardless of the actual capacity.

A. For Dry Containers (Subject to Note 1):

SIZE (IN FEET)			INSIDE CUBIC CAPACITY
W	H	L	
8' x	9'6"	x 45'	85.94 cbm (3035 cft)
8' x	9'6"	x 40'	76.42 cbm (2699 cft)
8' x	9'	x 40'	72.21 cbm (2550 cft)
8' x	8'6"	x 40'	67.70 cbm (2391 cft)
8' x	8'	x 40'	63.80 cbm (2253 cft)
8' x	8'6"	x 20'	33.41 cbm (1180 cft)
8' x	8'	x 20'	31.26 cbm (1104 cft)

B. For Reefer Containers (Subject to Note 1):

SIZE (IN FEET)			INSIDE CUBIC CAPACITY
W	H	L	
8' x	8'	x 20'	25.7 cbm
8' x	8'6"	x 20'	28.1 cbm
8' x	9'6"	x 40'	65.89 cbm
8' x	9'	x 40'	59.52 cbm
8' x	8'6"	x 40'	55.45 cbm

NOTE 1: The combined weight of shipper-loaded cargo and containers with chassis and tractor shall not exceed the over-the-road weight limitation in various States of the U.S.A.

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RULE 2-012: SHIPPER FURNISHED CONTAINERS

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

In lieu of the carrier furnished containers, shippers may offer cargo for ocean transportation in shipper furnished containers subject to the following provisions: -

- A. The container must be of body and frame construction acceptable to the carrier and must be manufactured and equipped in accordance with all applicable United States, other local National and International Laws, Regulations and Safety requirements.
- B. Shipper furnished containers will be subject to inspection, approval and acceptance for carriage on the carriers vessel prior to loading the carrier's authorized personnel. Any containers found to be unsuitable will not be accepted for carriage.
- C. Each such container and its cargo will be subject to all rates, rules and regulations of this tariff.
- D. Shipper furnished containers will be accepted only at loading ports CY and delivered only at destination CY.
- E. Shipper will be required by the carrier to submit documentary evidence of ownership or leaseholdership of the container offered for shipment.

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RULE 2-02: BL FEE

Effective: 03Jul2007 Thru:                      Expires:                      Publish 03Jul2007 Amend: C

Unless otherwise provided herein, the following charges for  
bill of lading issuance shall apply:

\$50 per BL

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RULE 2-020: MEASUREMENT AND WEIGHT

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Tariff reference to "W" and "M" signify 1,000 kilos and 1 cubic metre respectively. Whenever freight charges are assessed on a W/M "weight or measurement" basis or where rates are provided on both a "W" and "M" basis, the freight charges will be computed on the gross weight or the overall measurement of the pieces or packages, whichever computation produces the greater revenue to the Carrier.

1. All packages will be measured in CENTIMETRES and weight in KILOGRAMMES.

2. Rounding off- Dimensions

Where parts of centimetre occur in dimensions, such parts below 0.5 cm. are to be ignored, and those of 0.5 cm. and over are to be rounded off to the centimetre above.

3. Calculating Cubic Measurements

The three dimensions in centimetres (rounded off in accordance with (2)) are to be multiplied together to produce the cube of one package or piece in cubic metres to six decimals.

In case of a single package the decimals are to be rounded off at the second decimal, i.e., if the third decimal is below 5 the second decimal remains unaltered; if the third decimal is 5 or higher the second decimal is to be adjusted upwards.

In the case of multiple packages of like dimensions the cube on one package to six decimals is to be multiplied by the number of packages and the total cube is then to be rounded off to two decimals under the foregoing procedure.

4. OFFICIAL MEASURERS AND WEIGHERS

The straight loaded shipments of consolidator Cargo, stuffed at carrier's nominated off dock CY locations, does not require measuring/weighing for purposes of confirming volume/weight of cargo. For such shipments, however, there must be a certificate from an officially appointed Sworn Measurer to confirm the exact location at which the shipment was stuffed into the container.

5. MISDESCRIPTION, UNDERWEIGHTS AND UNDERMEASUREMENT

A. The carrier at loading port will assess freight on the shipments on the basis of the gross weights

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RULE 2-020: MEASUREMENT AND WEIGHT (Continued)

and/or measurements declared or deemed to have been declared by Shippers. Such assessment is subject to the terms and conditions of the carrier's Bill of Lading. Notwithstanding the foregoing. Carrier may arrange at the port/point of destination for the verification of the description, measurement or weights of all such shipments as they, at their sole discretion, may decide and in all such cases the description, measurements or weights so obtained shall be used for determining the correct amount of freight which has to be paid and expense incurred should be for account of cargo.

- B. If the gross weights and/or measurements declared by the Shippers are less than those ascertained and if the Shippers, by notification to the Carrier, within seven (7) days of the vessels sailing from port of loading or the consignees, by notification to the Carrier prior to the shipment leaving the custody of the Carrier, maintain that the gross weights and/or measurements stated by them are correct, freight shall be assessed provisionally on the controllers' figures and subsequently adjusted, if necessary, after an outturn reweighing and/or remeasuring. If such outturn reweighing, remeasuring and/or resurveying shows that the gross weights, measurements and/or description were understated and/or misdeclared by the Shippers, remeasuring and/or resurveying shall be for the account of the cargo.

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RULE 2-021: CONVERSION FACTORS

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Conversion Factors

For the purposes of this tariff, the following conversion factors shall apply:

CFT to CBM - CFT/ 35.31  
LBS to KGS - LBS/ 2.20  
ST to KT - ST X 888.88  
LT to KT - LT X 1015.87

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RULE 2-02A: DOCUMENTATION FEE (US-N.EUROPE)

Effective: 24Jan2008 Thru: Expires: Publish 24Jan2008 Amend: C

Unless otherwise provided herein, the following charges for Documentation shall apply on all shipments from the USA to N. Europe:

Documentation Fee  
\$25 per Bill of Lading

NOTES AND EXCEPTIONS:

1. B/L Fee on shipments via Evergreen Line to Manchester, United Kingdom is \$29.00 effective 23Feb2008. (A)

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RULE 2-02B: INBOUND DOCUMENTATION FEE (US-N.EUROPE)

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Unless otherwise provided herein, the following charges for Documentation shall apply on all shipments from the USA to N. Europe:

INBOUND DOCUMENTATION FEE (US-N.EUROPE)

Destination	CUR	PER B/L
-----	---	-----
Lithuania	USD	25.00
Latvia	USD	15.00
Estonia	EUR	20.00
Poland	EUR	15.00
Italy	EUR	15.00
Switzerland	EUR	15.00
Ireland	EUR	50.00
Denmark	DKK	325.00
France	EUR	30.00
Via Antwerp	EUR	15.00
Via Rotterdam	EUR	17.50

NOTES:

1. CUR: Charges apply in US Dollars (USD), Euros (EUR), or Danish Kroner (DKK) as indicated.

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RULE 2-02C: SED HANDLING FEE (CCC)

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Unless otherwise provided herein, the following charges for Documentation shall apply on all shipments from the USA to N. Europe:

SED HANDLING FEE (CCC)  
USD 100 per Shippers Export Declaration (SED) or per Export License.

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RULE 2-02D: DESTINATION DOCUMENTATION FEE (ASIA)

Effective: 13Dec2012 Thru:                      Expires:                      Publish 13Dec2012 Amend: CA

There will be a documentation fee per delivery order or per Bill of Lading, whichever produces the higher amount, to be charged on a collect basis, as follows (NOTES 4):

DESTINATION COUNTRY	DOCUMENTATION FEE
Bahrain	BHD 20
Bangladesh	BDT 300
Brunei	US\$ 10 (NOTE 3)
Cambodia	US\$15
Fujian, China	RMB 150
Guangdong, China	RMB 350 (8) RMB 400 (9)
Guangxi, China	RMB 350
Guizhou, China	RMB 350
Hainan, China	RMB 350
Yunnan, China	RMB 350
Hong Kong	HKD 300 (8) HKD 400 (9)
Hong Kong (NOTE 7)	HKD 300 (8) HKD 400 (9)
India (exclude Chennai,Tuticorin)	INR 2000 for up to 5 containers.
India (exclude Chennai,Tuticorin)	INR 2500 for 6 to 10 containers.
India (exclude Chennai,Tuticorin)	INR 3000 for 11 to 15 containers.
India (exclude Chennai,Tuticorin)	INR 3500 more than 15containers
India(Chennai only)	INR 1000

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RULE 2-02D: DESTINATION DOCUMENTATION FEE (ASIA) (Continued)

	for up to 5 containers.
India(Chennai only)	INR 2000 for 6 to 10 containers.
India(Chennai only)	INR 3000 for 11 to 15 containers.
India(Chennai only)	INR 3500 more than 15 containers.
India(Tuticorin only)	INR 1000 for up to 5 containers.
India(Tuticorin only)	INR 1500 for 6 to 10 containers.
India(Tuticorin only)	INR 2000 more than 10 containers.
India	INR 935 for LCL shipment.
Indonesia	US\$ 10
Japan (NOTE 7)	YEN 5,000
Korea	WON 25,000 (NOTE 5)
Korea (NOTE 7)	WON 15,000
Kuwait	KWD 13
Macao	HKD 300
Malaysia	MYR 110 (NOTE 2)
Oman	OMR 15
Pakistan	PKR 2500
Philippines	US\$ 30 (NOTE 1)
Philippines (NOTE 7)	PHP 1,500
Qatar	QAR 300
Singapore	SPO\$ 60
Sri Lanka	SLR 2,500
Thailand	Baht 800

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RULE 2-02D: DESTINATION DOCUMENTATION FEE (ASIA) (Continued)

Thailand (NOTE 7)	Baht	522
Taiwan	NTD	850
Kaohsiung (NOTE 7)	NTD	670
Keelung (NOTE 7)	NTD	670
United Arab Emirates	AED	275
Vietnam	VND	330,000 (including VAT)

Destination	BL Surrender Fee per BL
-----	-----
Guangdong, Guangxi, Guizhou, Hainan, and Yunnan Province, China	RMB 350

Destination	Outport BL Fee per BL
-----	-----
Guangdong, Guangxi, Guizhou, Hainan, and Yunnan Province, China	RMB 350

Destination	Certificate Issuance Fee per BL
-----	-----
Guangdong, Guangxi, Guizhou, Hainan, and Yunnan Province, China	RMB 350

NOTE 1: To Philippines only  
a. This fee may be prepaid for the following  
item numbers only:  
08-0000-5700      99-0000-1400  
16-0000-5700      99-0000-1440  
20-0000-8000      99-0000-4015  
87-0000-5000      99-0000-5008

NOTE 2: To Malaysia only:  
With the exception for shipments under item  
numbers 08-0000-5125, 08-0000-5700 and  
08-0000-6010, this charge must be prepaid for  
cargo destined to the Malaysian outports of  
Sibu, Kuching, Kota Kinabalu, Bintulu, Miri,  
Tawau, Labuan, and Sandakan.

NOTE 3: To Brunei only:

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RULE 2-02D: DESTINATION DOCUMENTATION FEE (ASIA) (Continued)

This charge must be prepaid for cargo destined to the Brunei outport Muara.

- NOTE 4: This fee may be prepaid for the following:
- a. For Item No. 98-0000-3543 (Hopewell Project);
  - b. For item nos. 99-0000-1200, and 99-0000-6215.
  - c. When Shipper provides written instruction to the Carrier. Please note that though initial billing may be for delivery of a single lot only, should shipment be split into several delivery orders at destination, rebilling may be necessary.

Note 5: To Korea only  
This fee may be prepaid at US\$ 10.00 per delivery order or bill of lading whichever produces the higher amount for item numbers 02-0000-5050, 02-0000-5250, 02-0000-5270, 02-0000-5300, 02-0000-6300, and 02-0000-6350 only.

NOTE 6: When the carrier is requested to re-issue a new Bills of lading set at Hong Kong, a documentation fee of HK\$400 per bill of lading will apply.

NOTE 7: CFS Refrigerated Cargo only.

NOTE 8: Valid thru 11Jan2013 (C)

NOTE 9: Effective 12Jan2013 (C)

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RULE 2-02E: SHIPPER'S EXPORT DECLARATION / AES LATE FEE

Effective: 03Sep2008 Thru: Expires: Publish 03Sep2008 Amend: IC

SHIPPER'S EXPORT DECLARATION / AES LATE FEE  
Effective: 03Oct2008

Shipper shall be responsible for compliance with U.S. Census, U.S. Customs and Border Patrol, or other U.S. Government regulations relating to presentation of the Master Bill of Lading with proof of filing citation or exemption of legend.

Shipper shall also be responsible to provide the required documentation of Mandatory AES filing rule information (in fully complete and accurate form) to Carrier prior to the documentation cut-off date/time for the applicable vessel.

Shipper shall ensure that the party providing such documentation provides it to the Carrier's designated staff prior to the cut-off date/time, in writing without exception.

In the event of failure to comply with the above obligations, the Shipper shall be liable to the Carrier for, and shall hold the Carrier harmless from, any loss, damage, delay, expense, charges, fines, penalties, or liability incurred by, or levied upon, the Carrier or the goods, including but not limited to demurrage and roll-over, storage charges, as a result of the non-compliance. In addition to all costs incurred by Carrier, Shipper shall pay an Administration Charge of \$200 per bill of lading on all cases where the Shipper/Forwarder fails to present the required documents (in fully complete and accurate form) to Carrier in writing prior to documentation cut-off date/time.

This fee may also be referred to as the "AES Late Fee"

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RULE 2-030: OVERWEIGHT CONTAINERS

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Shipper/Consignee for CY origin shipments shall be jointly severally and absolutely liable for any fine, penalty or other sanction imposed upon carrier, its agent motor/rail carrier by authority for exceeding lawful over-the-weight limitations in connection with any transportation services provided under this tariff and occasioned by any act of commission or omission of the shipper/consignee, its agent or contractors, and without regard to intent, negligence or any other factor. When carrier pays any such fine or penalty and assumes any other cost or burden, arising from such an event, it shall be on behalf of and for benefit of the cargo interest and carrier shall be entitled to full reimbursement therefore upon presentation of an appropriate invoice. Nothing in this rule shall require carrier, its agents or motor/rail carrier to resist, dispute or otherwise oppose the levy of such a fine, penalty or other sanction and carrier shall not have any liability to the cargo interest should it not do so. Any charges incurred in re-handling cargo to comply with maximum weight restrictions will be for account of cargo.

The party responsible (i.e., the shipper or the consignee) for the shipment exceeding any lawful weight limitation shall indemnify and hold the ocean carrier transporting the shipment, its agents and the motor/rail carrier(s), harmless from any and all damages or liability from claims by whomever brought arising in whole or in part from the shipment exceeding any lawful weight limitation. Such indemnification shall include attorneys' fees and all costs incurred in the defense of such claim(s).

See Rule 2-031 for additional conditions to apply on overweight containers, and also see Carrier's bill of lading terms and conditions (Rule 8). (C)

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RULE 2-031: OVERWEIGHT CONTAINER AND/OR OVER THE ROAD LIMITATION

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

1. This rule is applicable to all cargo handled by the Carrier. For purposes of this tariff rule, the term "container" shall include containers of all sizes and types supplied by Carrier and the Shipper.

2. In the event that Carrier is required to obtain overweight permits to legally transport the container on the road per requirements of local authority, the Carrier shall recover the full payment for overweight permits from the cargo owner.

3. In the event that Carrier becomes aware at any point in the transport chain of a container exceeding the maximum gross weight capacity as stated on the container or the Road Weight Limit, then Carrier shall have the following rights:

a. At foreign origin point or foreign terminal, to reject acceptance of the container, and refuse to lift the container onboard the vessel until such overweight conditions are remedied;

b. While the container is onboard the vessel, to discharge such container at the port of discharge shown on the bill of lading and refuse to allow transport of such container to move beyond this port until such overweight conditions are remedied;

c. At destination port or inland terminal, to refuse to allow transport or arrange transport of such container beyond the terminal until such overweight conditions are remedied.

d. At inland point if stopped and/or detained by authorities while en-route from or to the inland point, to abide by the decision of the on-site authority and initiate actions as required to remedy the situation.

4. Alternatively, carrier at its option and at the expense and responsibility of the Shipper, Consignee, and Cargo Owner, may take the following steps:

a. Cargo will be removed from the container in order to reduce the weight to an allowable amount and make the container ready for lawful road transportation. To the extent necessary, cargo shall be un-stuffed, segregated, re-stuffed, etc.

b. Cargo so removed will be forwarded to Consignee as a separate freight collect shipment from the point of removal

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RULE 2-031: OVERWEIGHT CONTAINER AND/OR OVER THE ROAD LIMITATION (Continued)

to point of final destination;

c. The rates to be applied for the transportation of any such cargo will be those of the inland carrier that is engaged to transport the cargo.

5. When containers are loaded by the shipper or his authorized representative, it is the responsibility of the Shipper to insure that any container tendered to carrier for transportation shall not exceed the maximum gross weight capacity stated on the container.

Notwithstanding the maximum weights set forth above, it is the responsibility of the Shipper to insure that any container tendered for transportation under the scope of this tariff complies with all laws and regulations of each country that it will transit (including local, State/Province/Prefecture, and Federal/Country laws and regulations) with regards to road weight limitations, including any other law or regulation that provides for a lower weight limitation than set forth above.

6. In addition to the above terms, when containers are supplied, stowed, or packed by Shipper, Consignee, or Cargo Owner or supplied, stowed, or packed on its behalf, Shipper, Consignee, and Cargo Owner shall be jointly, severally and absolutely liable to Carrier or to any other party, without regard to intent, negligence, or any other factor for:

a. Personal injuries or death, or damage to or loss of cargo or other property resulting from failure of Shipper, Consignee, or Cargo Owner to comply with any applicable laws, regulations or ordinances failure to comply with equipment specifications and standards in this Tariff, a defect in any container or other equipment supplied by Shipper, Consignee, or Cargo Owner, or failure of Shipper, Consignee, Cargo Owner, or its agent to load and brace the cargo properly, if such defect or failure is a proximate cause of injury, death, damage or loss.

b. Any fine, penalty, cost (including attorney's fees), bond, interest or other sanction imposed upon carrier, its agents or participating motor carriers for violation of any applicable laws, regulations and ordinances in connection with any transportation service provided under this Tariff resulting from failure of Shipper, Consignee, or Cargo Owner to comply with such laws, regulations and ordinances. Carrier, its agents or participating motor carriers shall have no duty to resist, dispute or otherwise oppose the levy of such fine, penalty cost (including attorney's fees), bond, interest or other sanction and shall not have any liability to Shipper, Consignee, or Cargo Owner for failure

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RULE 2-031: OVERWEIGHT CONTAINER AND/OR OVER THE ROAD LIMITATION (Continued)

to do so.

7. Shipper, Consignee and Cargo Owner each agree, where its act or omission (or that of its agent) is a proximate cause of any loss, damage, penalty, fine, cost (including attorney's fees), bond, interest, or other sanction described in paragraph (5) above, to indemnify and hold harmless carrier from any such loss, damage, penalty, fine, cost (including attorney's fees), bond, interest, or other sanction and from the cost of defending claims, suits or assessments against Carrier, its agents or participating motor carriers, including without limitation reasonable attorney's fees.

8. Any expense involved with carrier's refusal or handling of such containers (including but not limited to demurrage, detention, storage, handling, inland transportation, unloading, stuffing, and re-stuffing of containers and additional equipment costs) will be for the joint and several account of the Shipper, Consignee, and Cargo Owner. Excess cargo shall be assessed a re-handling charge of US\$200 per overweight container handled due to over the road weight limitation, and a re-handling charge of US\$2000 per container due to over the container maximum payload, in addition to all other freight, charges and other costs/expenses set forth herein.

9. Carrier may refuse to release a container or trailer to a Consignee until all fines, penalties, costs (including attorney's fees), bonds, interest, and other sanctions have been satisfied or carrier has been reimbursed for payment of same.

10. The weight limits set forth in this rule shall supersede any different rating method shown in the applicable tariff.

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RULE 2-040: SHIPPER'S LOAD AND COUNT

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

SHIPPER'S LOAD AND COUNT

When containers are loaded and sealed by shipper, carrier or its authorized agent will accept same as "Shipper's load and count" and the Bill of Lading shall be so claused, and:

No container will be accepted for shipment if the weight of the contents thereof exceeds the weight carrying capacity of the container.

Carrier will not be directly or indirectly responsible for:

- 1) Damage resulting from improper loading or mixing of articles in containers, or shipper's use of unsuitable or inadequate protective and securing materials when loading to open-side flatrack type containers.
- 2) Any discrepancy in count or concealed damage to articles.

Except as otherwise provided, shipments destined to more than one port of discharge may not be loaded by shipper into the same container.

Except as otherwise provided, materials, including special fittings, and labor required for securing and properly stowing cargo in containers moving in CY service, including but not limited to lashing, bulkheads, cross members, platforms, dunnage and the like must be supplied by shippers and their expense and the carrier shall not be responsible for such materials nor their return after use. The carrier shall not be liable in any event for any claim for loss or damage to the cargo arising out of improper or inadequate mixing, stuffing, tallying or bracing of cargo within the container.

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RULE 2-050: DIVERSION OF CARGO

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

A request for diversion of a shipment will be considered as an amendment to the contract of carriage and will be subject to the following definitions, conditions and charges:

A. Definition of Diversion:

A change in the original billed destination (which may also include a change in Consignee, order party, or both). A change in Consignee, order party or both will not be considered as diversion of cargo.

B. Conditions:

1. Requests must be received in writing by the carrier prior to the arrival of the vessel at Discharge Port. Carrier will make diligent effort to execute the request but will not be responsible if such service is operationally impractical or cannot be provided.
2. Cargo moving under a non-negotiable Bill of Lading may be diverted at the request of shipper or consignee. Cargo moving under a negotiable Bill of Lading may be diverted by any party surrendring the properly endorsed original Bill of Lading.

Cargo moving under a negotiable Bill of Lading may also be diverted by the shipper or consignee at the carrier's sole discretion without receipt by the carrier of the original negotiable Bill of Lading so long as a new negotiable Bill of Lading is not requested or issued by the carrier. If a new negotiable Bill of Lading must be surrendered to the carrier prior to issuance of the new negotiable Bill of Lading.

3. This rule will apply to full Bill of Lading quantities or full container loads only.
4. A shipment may only be diverted once.

Shipper may request cancellation of the original diversion request, resulting in delivery of the cargo to the original billed destination, provided that such request is received prior to arrival of vessel at Discharge Port, and provided that all diversion charges as set out in C. below, applicable to the original diversion request, are paid in full prior to the cancellation request being accepted by the carrier. In no instance will any refund of the

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RULE 2-050: DIVERSION OF CARGO (Continued)

diversion charges be made in the event of a cancellation. Any additional expenses incurred by the carrier will be for the account of the cargo.

5. Diverted shipment will be assessed the rate(s) and/or charges from origin to destination to which diverted in accordance with tariffs on file with the FMC.
6. Diversion charges or administrative charge are payable by the party requesting the diversion.

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RULE 2-070: MIXED SHIPMENTS

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Mixed Shipments

1. Single shipments which consist of articles subject to only one class or commodity rate will be charged at the actual or authorized estimated weight and at the class or commodity rate applicable, subject to the minimum charge in the appropriate minimum charge item in tariffs making reference hereto.
2. Single shipments which consist of articles subject to two or more different commodity rates, when articles subject to such different rates are separately packaged, will be charged at the actual or authorized estimated weight, and at the class or commodity rate applicable to each, subject to the minimum charge in the appropriate minimum charge item in tariffs making reference hereto.
3. Where different scales of rates are provided for shipments of different weights, apply on each article the rate which would apply on that article if such article were tendered as a straight shipment weighing the same as the aggregate weight of the mixed shipment. Any deficit between the actual weight of the shipment, and the weight provided for the next lower scale of rates, will be charged for at the lowest rate applicable to any article in the shipment.
4. When two or more commodities for which different ratings are provided, are shipped as a mixed shipment without actual weights being obtainable for the portions shipped under the separate ratings, charges for the entire shipment will be computed at the class or commodity rate applicable to the highest classed or rated commodity contained in such mixed shipment. The minimum weight shall be the highest provided in any of the rates used in computing the charges. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments, such lower charge shall apply.

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RULE 2-080: RESTRICTED ARTICLES

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Restricted Articles

Unless otherwise specified in tariffs making reference hereto, the following articles of peoperty will not be accepted for transportation nor as premiums accompanying other articles.

1. Ammunition, small arms and high explosive shells.
2. Animal, live, domestic or wild (including pets) or ostriches
3. Bank bills, coin or currency; deed, drafts, notes or valuable papers of any kind; jewelery; postage stamps or letters and packets of letters with or without postage stamps affixed; precious metals or articles manufactured therefrom; precious stones; revenue stamps; or other articles of extraordinary value.
4. Corpses or cremated remains
5. Decorations, viz: bushes, Christmas trees, plants or trees, natural, preserved.
6. Eggs, Hatching
7. Fireworks of any description.
8. Freight transported in bulk (Not packaged).
9. Fruit or Vegetables, fresh
10. Meats, fresh; poultry or rabbits, dressed.
11. Nursery stock
12. Poultry or pigeons, live (including birds, chickens, ducks, pheasants, turkeys, and any other fowl.
13. Silver articles or ware, sterling
14. Livestock
15. Except as otherwise provided herein or in tariffs making reference hereto, articles tendered for transportation will be refused for shipment unless in such condition and so prepared for shipment as to render transportation reasonably safe and practicable. Provisions for the shipment of articles not enclosed in containers does not obligate the carrier to accept an article so offered for

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RULE 2-080: RESTRICTED ARTICLES (Continued)

transportation when enclosure in a container is reasonably necessary for protection and safe transportation.

16. Carrier, except as provided in tariffs making reference hereto, will not accept for transportation articles which, because of their length, weight or bulk cannot in carrier's judgment be safely stowed wholly within the trailer or containers dimensions.

17. Except as provided in tariffs making reference hereto, shipments requiring temperature control.

18. Shipments containing cargo likely to contaminate or injure other cargo.

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RULE 2-090: FREIGHT ALL KINDS

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

FREIGHT ALL KINDS

Unless otherwise provided herein, any item described as "Freight All Kinds" shall consist of a MINIMUM of two different commodity items. Further restrictions to the item shall be contained in the individual Commodity Item.

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RULE 2-16: B/L SURRENDER FEE

Effective: 11Dec2006 Thru: Expires: Publish 11Dec2006 Amend: IC

Effective 10Jan2007:

At the request of shipper, and to the extent of carrier is equipped to do so carrier may handle the transmission of cargo release instructions to the port of discharge or destination for a given shipment. This transaction may be via any means of communication. When such services are performed for shipper, a Bill of Lading Surrender Fee shall be assessed as follows depending on the origin country in which the service is performed, regardless of the origin of the cargo shipment.

Service Performed At:	Charge per B/L Set
Singapore	S\$30
Thailand	BAHT 500
Korea	20,000 WON
Malaysia	M\$80
Hong Kong/Macao	HK\$125
India	INR1000
China, viz:	
Guangdong/Guangxi/Hainan Province	RMB125
Fujian Province	RMB115
Other Provinces	RMB105
Philippines	US\$20
Taiwan for Taiwan Cargo	NT 300 (Local B/L Only)
Taiwan for Non-Taiwan Cargo	NT 500
Vietnam	USD 20 (Per B/L)

This fee shall be prepaid at origin.

For Shipment within the scope in this tariff requiring the above services provided at a place other than above countries and that the place is not located within the destination scope of this tariff - i.e. the continent of United States, a BL Surrender Fee of US\$25 per B/L set to be prepaid at origin will be assessed.

NOTES:  
N/A

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RULE 2-17: PIERPASS TRAFFIC MITIGATION FEE (TMF) AT LA/LB

Effective: 03Jul2007 Thru: Expires: Publish 03Jul2007 Amend: C

Shipments moving through the ports of Los Angeles or Long Beach (LA/LB) will be subject to the PierPass Traffic Mitigation Fee (TMF) assessed by the marine terminal operators to reduce congestion and improve air quality in and around the Ports of Los Angeles and Long Beach.

TRAFFIC MITIGATION FEE (TMF) AT LA/LB  
FCL: as incurred (C)  
LCL: USD 5.00 per WM, see note 3 (C)

EXCEPTIONS: (C)

1. FCL: Shippers and consignees may register with PierPass and pay the TMF directly for FCL. Carrier will invoice TMF as incurred only when Carrier pays the TMF on behalf of the cargo.
2. TMF does not apply on cargo moving via rail through the Alameda Corridor to/from the Ports of LA/LB.
3. LCL: TMF for LCL will apply only when specifically noted in tariff rate items (TRIs) published herein. These will be noted:  
SUBJECT TO PIERPASS TRAFFIC MITIGATION FEE (RULE 2-170)

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RULE 2-18: CALCULATION OF NON-PUBLISHED RATES AND CHARGES

Effective: 21Feb2007 Thru: Expires: Publish 21Feb2007 Amend: IC

Effective 01May2007

(A) Calculation of Non-Published Rates (applicable to cargo moving in a carrier owned standard dry/refrigerated container only)

The provisions of this rule apply as noted hereunder for the calculation of non published rates from a filed freight rate of a 40ft X 8'6" container which is either filed as "base freight rate", "all inclusive" or filed as being "inclusive of" any charges in addition to base ocean freight. This rule applies only on per container rates. All rate notes associated to the 40ft X 8'6" container freight rate will be carried to the resulting rates.

In the absence of specific per container rates for 20', 40'x 9'6", 45'x 9'6" and 48'x9'6" containers, the following rules will apply:

To determine the ocean freight for 20' container, multiply the ocean freight of the 40' x 8'6" container by 80% and round off to the nearest five dollars.

To determine the ocean freight for 40' x 9'6" container, multiply the ocean freight of the 40' x 8'6" container by 112.5% and round off to the nearest five dollars.

To determine the ocean freight of 45' x 9'6" container, multiply the ocean freight of the 40' x 8'6" container by 126.6% and round off to the nearest five dollars.

To determine the ocean freight of 48' x 9'6" container, multiply the ocean freight of the 40' x 8'6" container by 144.3% and round off to the nearest five dollars.

(B) Calculation of Non-Published Surcharges

Unless otherwise specified in individual surcharges or arbitraries, the method to determine the surcharge and arbitrary for 20' x 8'6" container is to multiply the surcharge of the 40' x 8'6" container by 80% and round off to the nearest five dollars.

Unless otherwise specified in individual surcharges or arbitraries, the method to determine the surcharge and arbitrary for 40' x 9'6" container is to multiply the surcharge of the 40' x 8'6" container by 112.5% and round off to the nearest five dollars.

Unless otherwise specified in individual surcharges or

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RULE 2-18: CALCULATION OF NON-PUBLISHED RATES AND CHARGES (Continued)

arbitraries, the method to determine the surcharge and arbitrary for 45' x 9'6" container is to multiply the surcharge of the 40' x 8'6" container by 126.6% and round off to the nearest five dollars.

Unless otherwise specified in individual surcharges or arbitraries, the method to determine the surcharge and arbitrary for 48' x 9'6" container is to multiply the surcharge of the 40' x 8'6" container by 144.3% and round off to the nearest five dollars.

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RULE 2-19: ALTERNATE RATE/SERVICE LEVELS: CARRIER SPECIFIC

Effective: 06Feb2008 Thru: Expires: Publish 06Feb2008 Amend: IC

Different levels of service are offered by the Carrier as defined below. Unless otherwise specified in the individual rate item, rates are applicable for "Regular Service."

- a. Regular - Shipper accepts service as provided by the carrier on a regular basis as per carrier's advertised sailing schedules. Carrier may utilize any underlying ocean, motor, rail or air carrier, at its sole option. Regular service rates are shown in this tariff, unless otherwise specified.
- b. Carrier Specific - Shipper/Consignee requests Carrier-Specific service, and Carrier provides a freight rate for service applicable only when a specifically named ocean carrier is used. Rates applicable to Carrier-Specific service will be noted in the individual tariff rate items with the name of the underlying ocean carrier. Shipper/Consignee must request Carrier-Specific service at the time of shipment, or Shipper/Consignee must instruct carrier to provide Carrier-Specific service for all shipments of specific tariff line items.

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RULE 2-20: CFS ORIGINS CARGO UNSUITABLE FOR CONSOLIDATION

Effective: 14Jan2009 Thru: Expires: Publish 14Jan2009 Amend: IC

Effective 13Feb2009 the following minimum freight and charges computation will apply when cargo meets one of the following features:

- a. Cargo with length exceeding 3.00 meters
- b. Cargo with width exceeding 2.00 meters
- c. Cargo with height exceeding 2.25 meters
- d. Cargo with gross weight per package exceeding 4 metric tons
- e. Cargo which is not able to be stacked under other cargo
- f. Unpacked cargo
- g. Cargo requires blocking, bracing and/or lashing

Such cargo will be subject to the following minimum freight and charges computation which will apply per revenue ton or per actual cargo measurement, whichever produces higher revenue.

- a. Cargo stuffed into 20' container : \$25
- b. Cargo stuffed into 40' container : \$50
- c. Cargo stuffed into 40'HC container : \$60
- d. Cargo stuffed into 45' container : \$65

Any additional cost for materials, time and equipment required for the loading securing and or unloading of Unsuitable Cargo in containers shall be for the account of cargo.

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RULE 2-21: BOOKING CANCELLATION FEE - SPECIAL EQUIPMENT

Effective: 14Feb2010 Thru: Expires: Publish 15Jan2010 Amend: IAC

When a booking for a Flatrack or Opentop container is cancelled a booking cancelation fee of US\$ 400/20' or US\$600/40' will be charged.

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RULE 2-22: EU ENTRY SUMMARY DECLARATION CHARGE (ENS)

Effective: 23Dec2010 Thru: Expires: Publish 23Dec2010 Amend: IC

Except as otherwise provided in tariff rate items (TRIs) and herein, the following will apply on all shipments from US Ports and Points to or via Northern Europe (NEUROPE).

EU Entry Summary Declaration Charge (ENS)  
Effective 22Jan2011  
USD 25 per Bill of Lading  
USD 40 per Amendment, see note 4.

NOTES:

1. The ENS is applicable to all shipments to or via any European Union (EU) Port, and also to FROB cargo (Foreign Cargo Remaining on Board), i.e. cargo which is discharged at a port outside Northern Europe after the vessel has called at a port in Northern Europe.
2. Shipper's are responsible to provide complete and accurate ENS data elements as required by the European Union.
3. ENS must be prepaid, unless otherwise prior consent is given by the carrier.
4. In the event that Carrier is required to correct cargo declaration information previously submitted to EU Customs due to an error or omission on the part of shipper or its agent, shipper shall pay Carrier an amendment fee for each submission to the EU Customs that must be corrected. The amendment fee shall be charged each time a submission is corrected
5. European Union (UN) Ports include all ports in the Following countries: France, Germany, The Netherlands, Belgium, Luxembourg, Republic of Ireland, United Kingdom, Denmark, Finland, Sweden, Austria, Estonia, Latvia, Lithuania, Poland, Czech Republic, Hungary, Slovakia.
6. In addition to above charges, any other cost/charges incurred from the ENS filing, including additional ENS filing fees as imposed by underlying ocean carriers, will be for the account of cargo.

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RULE 3: Rate Applicability Rule

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

- A. Tariff rules and charges applicable to a given shipment must be those published and in effect on the date the cargo is received by the carrier or its agent (including originating carriers in the case of the rates for through transportation).
- B. Cargo shall not be considered "received" until the full Bill of Lading quantity has been received.

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RULE 4: Heavy Lift

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Not Applicable.

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RULE 5: Extra Length

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Not Applicable.

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RULE 6: Minimum Bill of Lading Charges

Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: I

The minimum charge per Bill of Lading, excluding all surcharges, arbitraries, and additional charges, shall be as follows:

The applicable ocean freight charge for 1 ton of cargo as freighted.

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RULE 7: Payment of Freight Charges

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

A. CURRENCY

Rates and charges are quoted in U.S. Currency and have been determined with due consideration to the relationship of U.S. currency to other currencies involved. In the event of any material change in this relationship, carrier reserves the right, upon publications in conformity with the provisions of the U.S. Shipping Act of 1984, as amended, to adjust the rates and charges as required.

B. PAYMENT IN U.S. DOLLARS

Except as otherwise provided, freight and charges shall be prepaid in the United States in United States dollars.

C. METHODS OF PAYMENT

Payment for freight or charges due the carrier must be payable in legal tender or, at carrier's option, by check or bank draft acceptable by carrier's bank for immediate credit without charges.

D. PREPAID FREIGHT

1. When freight monies and charges are prepaid, such payment shall be made not later than the time of release of any original Ocean Bill of Lading by the carrier to the shipper or his duly authorized licensed Freight Forwarder or Agent acting in his behalf.
2. When freight and charges are billed prepaid they shall be paid in U.S. dollars.

E. FREIGHT COLLECT

All freight and charges which are billed on a freight collect basis must be paid in full in U.S. Dollars, or in a currency acceptable to the carrier provided such currency shall be unblocked, freely convertible and freely remittable free of tax into U.S. Dollars, for the complete originally issued Bill of Lading quantity prior to release of cargo or any portion thereof.

F. CURRENCY CONVERTIBILITY:

1. Conversion Provisions:

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RULE 7: Payment of Freight Charges (Continued)

In addition to the United States Dollars, freight monies and charges may be billed and paid in foreign currencies, provided they are freely convertible and remittable and free of tax.

G. CREDIT AGREEMENT

See Rule 7-010 for terms and conditions of Carrier's credit agreement.

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RULE 7-010: Credit Agreement

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

TO: OOCL Logistics Line Limited

All above hereafter jointly and severally referred to as OOLLL.

WHEREAS we wish to obtain the extension of credit to us, through the issuance and release of prepaid bills of lading by OOLLL for cargo loaded, or to be loaded, to vessels at ports, directly or through duly authorized forwarders or other agents:

WHEREAS we are free to and do select any freight forwarders or other agents for these transactions;

WHEREAS we acknowledge that a sine qua non and condition precedent to OOLLL entering into this agreement and extending credit to us that we guarantee that all freight and other charges will be paid by us even if our freight forwarder or other agent, or the consignee defaults in their payment of the same to us, although this does not in any way waive or restrict OOLLL's rights against the shipper and/or consignee.

NOW, THEREFORE, in consideration of the foregoing, we hereby agree as follows:

BILL OF LADING RECEIPTS: Receipts for all bills of lading subject to this agreement shall be signed by us, or on our behalf by our agent receiving such bill of lading;

ANY FORWARDER IS SHIPPER'S AGENT FOR PAYMENT: If we engage or utilize the services of a freight forwarder in connection with the payment of freight or charges to the carrier, we agree that such forwarder acts as our agent for such purpose and not as the agent of the carrier.

UNCONDITIONAL PROMISE TO PAY AND GUARANTEE OF FREIGHT PAYMENT: We will be absolutely and unconditionally liable to OOLLL, without notice or demand, for payment of all freight charges due and we guarantee that the charges will be paid by us irrespective of whether or not funds for payment of such freight and charges have been advanced by us to a freight forwarder or other agent. If we provide funds to a freight forwarder or agent to pay the freight or charges due the carrier, and such forwarder or agent converts such funds to its own use, becomes insolvent or is adjudged bankrupt, or for any other reason fails to pay them to the carrier, we shall remain absolutely and unconditionally liable to the carrier for the payment of freight, and other tariff charges. We also agree to

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RULE 7-010: Credit Agreement (Continued)

reimburse OOLLL any legal and/or collections fees and expenses reasonably incurred in order to enforce this Agreement. In no event shall any demand by a carrier upon our freight forwarder or other agent for payment of such freight and charges constitute a waiver or an estoppel of the carrier's right to enforce these promises and guarantees against us.

1. FREIGHT DUE WHEN SPECIFIED IN TARIFF: Notwithstanding the credit facility granted hereunder all freight and charges shall continue to be as prescribed in the applicable tariff within the designated period after the sailing of the vessel from the respective port of loading.

2. SUSPENSION OF CREDIT: Credit privileges hereunder shall be suspended at the sole discretion of OOLLL for any failure to comply with the provisions of the applicable tariff or of this agreement. This Agreement will be automatically CANCELLED by any suspension of credit privileges for a period of sixty (60) consecutive days or 10 days after written notice from OOLLL.

3. ABSOLUTE OBLIGATION TO COLLECT FREIGHT: We recognize that OOLLL has absolute obligation under Section 18 (b) (3) of the U.S. Shipping Act , 1916, as amended and Section 10 (b) (1) of the U.S. Shipping Act of 1984 as well as by tariff to collect and receive all freight and charges due under the pertinent tariff or tariffs.

4. REMEDIES ARE CUMULATIVE: The remedies available to OOLLL under the Agreement are cumulative and are in addition to every other remedy in law or equity. The exercise of any remedy shall no be construed to be a waiver of the right to exercise at the same time of thereafter any other remedy.

5. EFFECTIVE DATE: This Agreement shall become effective on the date of its receipt and execution by OOLLL or its Agent and shall continue in effect unless suspended as determined herein or terminated sooner by written notice from either party to the other, provided however, that termination or expiration shall not extinguish any existing liabilities hereunder.

6. EXECUTION DOES NOT REQUIRE CREDIT: Execution of this agreement by the shipper authorizes, but does not require OOLLL to extend credit in accordance with the terms hereof.

Executed this \_\_\_\_\_ day of \_\_\_\_\_ 19 \_\_\_\_

Name of Organization:  
Address:



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RULE 7-010: Credit Agreement (Continued)

City, State, Zip:  
Telephone Number:  
Fax Number:  
Officer:  
Account No(s) .:

Financial institutions require written authorization from their accounts prior to the release of any credit information. In order to expedite processing of your application with OOLLL for credit terms, please complete and sign the attached BANK CONFIRMATION FORM and return it with your application.

Trade References

-----  
Name:  
Address:  
City, State, Zip:  
Telephone Number:  
Name:  
Address:  
City, State, Zip:  
Telephone Number:

PLEASE NOTE: Validation Of This Credit Agreement/  
Application Requires Appropriate Signature (S) On Page 2.

BANK CONFIRMATION FORM

-----  
Date:  
Bank Name:  
Address:  
City, State, Zip:  
Attention: (Account Officer):

Dear Sir/Madam:

You are hereby authorized and requested to release credit information on the following account(s) to OOCL Logistics Line Limited for their confidential use in determining our credit worthiness.

Account Name:  
Account No.(s):

Authorized Signature:

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RULE 7-010: Credit Agreement (Continued)

By: (Name)  
Title:

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RULE 7-020: PREPAID AND COLLECT FREIGHT - SOUTH ASIA

Effective: 22Dec2009 Thru: Expires: Publish 22Dec2009 Amend: IC

Except as otherwise provided herein, freight charges must be prepaid (all shipments subject to Rule 7 must be prepaid) according to the following (SEE EXCEPTIONS):

	PREPAID -----	COLLECT(5) -----	PREPAID AT DESTINATION -----
SINGAPORE (2):			
General Cargo	Yes	Yes	Yes
Personal Effects	Yes	No	No
Reefer Cargo	Yes	No	No
MALAYSIA (8):			
General Cargo	Yes	Yes	No
Personal Effects	Yes	No	No
Reefer Cargo	Yes	No	No
INDONESIA (6):			
General Cargo	Yes	Yes	Yes
Personal Effects	Yes	No	No
Reefer Cargo	Yes	No	No
THAILAND (1):			
General Cargo	Yes	Yes	No
Personal Effects	Yes	No	No
Reefer Cargo	Yes	No	No
PHILIPPINES (3):			
General Cargo	Yes	Yes	Yes
Personal Effects	Yes	No	No
Reefer Cargo	Yes	No	(Frozen only)
VIETNAM (7)			
General Cargo	Yes	Yes	Yes
Personal Effects	Yes	No	No
Reefer Cargo	Yes	No	No
CAMBODIA (4)			
General Cargo	Yes	No	Yes
Personal Effects	Yes	No	No
Reefer Cargo	Yes	No	No
OTHER SOUTH ASIA			
All Cargo	Yes	No	No

(1) EXCEPTION (THAILAND only):

-----  
The following may be shipped Prepared at Destination:  
Asbestos, Asbestos Sand and Refuse Shipments when  
consigned to Thai Government Agencies.



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RULE 8: Bill(s) of Lading

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Carrier's bill of lading includes the following clauses on its front side:

RECEIVED by the Ocean or Inland Carrier from the merchant in apparent good order and condition unless otherwise indicated, the Goods, or the container(s) or package(s) said to contain the Goods, to be carried subject to all the terms on the face and back of this Bill of Lading, from the place of receipt or the port of loading to the port of discharge or place of delivery, there to be delivered. If required by the Ocean Carrier, this Bill of Lading duly endorsed must be surrendered in exchange for the Goods or delivery order. None of the terms of this Bill of Lading can be waived by or for the Ocean Carrier except by express waiver signed by a duly authorized agent of Ocean Carrier.

For terms and conditions of Carrier's bill of lading, as printed on its reverse side, please see Rule 8-010 (B/L Terms 1-15) and Rule 8-020 (B/L Terms 16-34).

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RULE 8-010: BILL OF LADING: TERMS 1-10

Effective: 04Jan2008 Thru: Expires: Publish 04Jan2008 Amend: C

1. DEFINITIONS

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

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

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

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

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

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

"Port to Port Shipment" 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 or the Place of Delivery on the front hereof specify any place or spot within the area of the port so nominated.

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

"Hague-Visby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1968.

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

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

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

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

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

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

2. CARRIER'S TARIFF

The provisions of the Carrier's applicable Tariff, if any, are incorporated herein. Copies of such provisions are obtainable from the Carrier or his agents upon request or,

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RULE 8-010: BILL OF LADING: TERMS 1-10 (Continued)

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

3. WARRANTY

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

4. NEGOTIABILITY AND TITLE TO THE GOODS

(1) This Bill of Lading shall be non-negotiable unless made out "to order" in which event it shall be negotiable and shall constitute 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 facie 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 negotiable 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.

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

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RULE 8-010: BILL OF LADING: TERMS 1-10 (Continued)

the Carrier against any claim or liability (and any expense arising therefrom) arising from the Carriage of the Goods insofar as such claim or liability exceeds the Carrier's liability 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.

6. 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 Hague Rules or any legislation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COGSA or COGWA if this Bill of Lading is subject to U.S. or Canadian law respectively) shall apply to the carriage of Goods by inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include reference to inland waterways. If and to the extent that the provisions of the Harter Act of the United States of America 1893 would otherwise be compulsorily applicable to regulate the Carrier's responsibility for the Goods during any period prior to loading on or after discharge from the vessel the Carrier's responsibility shall instead be determined by the provisions of 6(3) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(B) The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all limitations of and exclusions from liability and all rights conferred or authorised by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any provisions of sections 4281 to 4287, inclusive of the Revised Statutes of the United States of America and amendments thereto and where applicable any provisions of the laws of the United States of America) and without prejudice to the generality of the foregoing 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 whatsoever in respect of the Goods or for any other matter arising

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RULE 8-010: BILL OF LADING: TERMS 1-10 (Continued)

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

(3) COMBINED TRANSPORT

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

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

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

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

(iii) Subject to 6(4)(C) below, where the Hague Rules or any legislation applying such Rules or the Hague-Visby Rules (such as COGSA or COGWA) is not compulsorily 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 shall be determined according to the commodity exchange price at the place and time of delivery to the Merchant or at the place and time when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quality, at such place and time.

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

(i) the liability of the Carrier shall be determined by the provisions contained in any international convention or national law of the country which provisions:

(a) cannot be departed from by private contract to the

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RULE 8-010: BILL OF LADING: TERMS 1-10 (Continued)

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:

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

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

(4) GENERAL PROVISIONS

(A) Delay, consequential Loss Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever and howsoever caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the transport.

(B) Package or Shipping Unit Limitation Where the Hague Rules or any legislation making such Rules compulsorily applicable (such as COGSA or COGWA) to this Bill of Lading apply, the Carrier shall not, unless a declared value has been noted in accordance with (C) below, be or become liable for any loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit limitation as laid down by such Rules or legislation. Such limitation amount according to COGSA is US\$500 and according to COGWA is Can \$500. If no limitation amount is applicable under such Rules or legislation, the limitation shall be US\$500.

(C) Ad Valorem: Declared Value of Package or Shipping Unit

The Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the shipper upon delivery to the Carrier of the Goods for shipment, such higher value being inserted on the front of this Bill of Lading in the space provided and, if required by the Carrier, extra freight paid. In such case, if the actual value of the Goods shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall

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not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

(D) Definition of Package or Shipping Unit Where a Container is used to consolidate Goods and such Container is stuffed by the Carrier, the number of packages or shipping units stated on the face of this Bill of Lading in the box provided shall be deemed the number of package or shipping units for the purpose of any limit of liability per package or shipping unit provided in any international convention or national law relating to the carriage of Goods by sea. Except as aforesaid 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 and things of any description whatsoever, except Goods shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto shall be the limitation provided in such convention or law which may be applicable, and in no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

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

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

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

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RULE 8-010: BILL OF LADING: TERMS 1-10 (Continued)

7. MERCHANT'S RESPONSIBILITY

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

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

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

(4) No Goods which are or may become 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 delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the articles are or are liable to become of a dangerous, inflammable or damaging nature, the same may at any time be destroyed, disposed of, abandoned, or rendered 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 demurrage before, during and after the Carriage of property (including, but not limited to, Containers) of the Carrier or any person or vessel (other than the Merchant) referred to in 5(2) above caused by the Merchant or any person acting on his behalf or for which the Merchant is otherwise responsible.

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

8. CONTAINERS

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RULE 8-010: BILL OF LADING: TERMS 1-10 (Continued)

- (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.
- (A) the Carrier shall not be liable for loss of or damage to the Goods
- (i) caused by the manner in which the Container has been stuffed;
- (ii) caused by the unsuitability of the Goods for carriage in Containers;
- (iii) caused by the unsuitability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only apply if the unsuitability or defective condition arose (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;
- (iv) if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.
- (B) the Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (A) above except for (A) (iii) (a) above.
- (4) Where the Carrier is instructed to provide a Container, in the absence of a written request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or quality.

9. TEMPERATURE CONTROLLED CARGO

- (1) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filling in the box on the front of this Bill of Lading if this Bill of Lading has been prepared by the Merchant or a person acting on his behalf) of their nature and particular temperature range to be maintained and in case of a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that its thermostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier. 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.

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RULE 8-010: BILL OF LADING: TERMS 1-10 (Continued)

(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 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 Carrier shall be entitled, but under no obligation, to open any Container or package at any time and to inspect the Goods.

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RULE 8-020: BILL OF LADING: TERMS 11-21

Effective: 04Jan2008 Thru: Expires: Publish 04Jan2008 Amend: C

11. MATTERS AFFECTING PERFORMANCE

(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk delay, difficulty or disadvantage of any kind (including the condition of the Goods), whensoever and howsoever arising (whether or not the Carriage has commenced) 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 cease; (B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage. In any event the Carrier shall be entitled to full Charges on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

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

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant: use any means of transport or storage whatsoever; load or carry the Goods on any vessel whether named on the front hereof or not; transfer the Goods from one conveyance to another including transshipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever; at any place unpack and remove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever; proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever once or 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 Discharger); comply with any orders or recommendations given by any government of authority or any person or body acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without pilots, to tow or be towed or to be dry-docked; permit the vessel to carry livestock, Goods of all kinds, dangerous or otherwise,

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RULE 8-020: BILL OF LADING: TERMS 11-21 (Continued)

contraband, explosives, munitions or warlike stores and sail armed or unarmed. (2) The liberties set out in (1) above may be invoked by the Carrier for any purposes whatsoever whether or not connection with the Carriage of the Goods. Anything done in accordance with (1) above or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be deviation of whatsoever nature or degree.

13. DECK CARGO (AND LIVESTOCK)

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

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

14. DELIVERY OF GOODS

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

15. BOTH-TO-BLAME COLLISION

If the vessel in which the Goods are carried (the carrying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object) as a result of the negligence of the non-carrying vessel or object or the

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RULE 8-020: BILL OF LADING: TERMS 11-21 (Continued)

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

16. GENERAL AVERAGE

(1) The Carriage 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 BIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.

(2) Notwithstanding (1) above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.

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

17. CHARGES

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

(2) The Charges have been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier shall be entitled to production of 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 incorrect the Merchant shall pay the Carrier the correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars. (3) All Charges shall be paid without any set-off, counter-claim, deduction or stay of execution.

18. LIEN

The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average contributions to whomsoever due and for the costs of

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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.

19. VARIATION OF THE CONTRACT

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

20. PARTIAL INVALIDITY

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

21. APPLICABLE LAW

This Bill of Lading, the contract contained in and/or evidenced hereby, and the rights and obligations of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and construed in accordance with English law and any and all claims, suits, proceedings or disputes howsoever arising in connection with such Bill of Lading, contract, rights and obligations shall be determined in accordance with English law. If the carriage of Goods hereunder is foreign trade to, from or through a port in the United States or if COGSA shall for any reason whatsoever apply compulsorily to the carriage of the Goods hereunder then this Bill of Lading, the contract contained in and/or evidenced hereby, and the rights and obligations of all parties concerned in connection with the carriage of the Goods hereunder shall be governed by and construed in accordance with United States law and all claims, suits, proceedings or disputes howsoever arising in connection with such Bill of Lading, contract, rights and obligations shall be determined in accordance with United States Law.

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RULE 9: Freight Forwarder Compensation

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Not Applicable

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RULE 10: Surcharges and Arbitraries

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

SEE FOLLOWING SUB-RULE(S)

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RULE 10-010: CURRENCY ADJUSTMENT FACTOR (CAF)

Effective: 18Sep2009 Thru: Expires: Publish 18Sep2009 Amend: CR

Except as otherwise provided in tariff rate items (TRIs),  
the following will apply on all applicable shipments:

CURRENCY ADJUSTMENT FACTOR (CAF)

1. From: USA Ports & Ports  
To: North Europe Ports & Points  
CAF: \$67 per 20' container  
\$112 per 40' - 45' container
2. From: USA Ports & Ports  
To: Japan - 0% of ocean freight  
To: Singapore - 10% of ocean freight (1)  
To: Singapore - 15% of ocean freight (2)  
To: Taiwan - 4% of ocean freight

NOTES: (C)

1. Valid thru 17Oct2009
2. Effective 18Oct2009
3. Applicable on all container heights and types

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RULE 10-020: BUNKER ADJUSTMENT FACTOR (BAF)

Effective: 12Mar2010 Thru: Expires: Publish 12Mar2010 Amend: C

Except as otherwise provided in tariff rate items (TRIs),  
the following will apply on all applicable shipments:

BUNKER ADJUSTMENT FACTOR (BAF)

1. To: North Europe Ports & Points

From or Via: Atlantic/Gulf Coast Ports

BAF: US\$ 409/20' container  
US\$ 818/40'/45' container  
US\$ 49/W/M (LCL)

From or Via: Pacific Coast Ports

BAF: US\$ 612/20' container  
US\$1224/40'/45' container  
US\$ 74/W/M (LCL)

2. To: All Other Destinations as noted in TRIs

3. To: Asia and Middle East Destinations

From or Via: Atlantic/Gulf Coast Ports

Valid thru 31Mar2010

DRY CARGO

BAF: US\$ 402/20' container  
US\$ 503/40'/45' container  
US\$ 25/W/M/W/M (LCL/LTL cargo, Breakbulk)  
US\$ 252 per EACH Autos

REFRIGERATED CARGO

BAF: US\$ 566/20' container  
US\$ 708/40' container  
US\$ 35/W/M/W/M (LCL/LTL cargo, Breakbulk)

Effective 01Apr2010 thru 30Jun2010 (R)

DRY CARGO

BAF: US\$ 340/20' container  
US\$ 425/40'/45' container  
US\$ 100/W/M/W/M (LCL/LTL cargo, Breakbulk)  
US\$ 1000 per EACH Autos

REFRIGERATED CARGO

BAF: US\$ 1600/20' container  
US\$ 2000/40' container  
US\$ 100/W/M/W/M (LCL/LTL cargo, Breakbulk)

Effective 01Jul2010 (C)

DRY CARGO

BAF: US\$ 1600/20' container  
US\$ 2000/40'/45' container  
US\$ 100/W/M/W/M (LCL/LTL cargo, Breakbulk)  
US\$ 1000 per EACH Autos

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RULE 10-020: BUNKER ADJUSTMENT FACTOR (BAF) (Continued)

REFRIGERATED CARGO

BAF: US\$ 1600/20' container  
US\$ 2000/40'container  
US\$ 100/W/M/WM (LCL/LTL cargo, Breakbulk)

From or Via: Pacific Coast Ports

Valid thru 31Mar2010

DRY CARGO

BAF: US\$ 799/20' container  
US\$ 999/40'/45' container  
US\$ 50/W/M/WM (LCL/LTL cargo, Breakbulk)  
US\$ 500 per EACH Autos

REFRIGERATED CARGO

BAF: US\$ 1064/20' container  
US\$ 1330/40'container  
US\$ 67/W/M/WM (LCL/LTL cargo, Breakbulk)

Effective 01Apr2010 thru 30Jun2010 (R)

DRY CARGO

BAF: US\$ 216/20' container  
US\$ 270/40'/45' container  
US\$ 100/W/M/WM (LCL/LTL cargo, Breakbulk)  
US\$ 1000 per EACH Autos

REFRIGERATED CARGO

BAF: US\$ 1600/20' container  
US\$ 2000/40'container  
US\$ 100/W/M/WM (LCL/LTL cargo, Breakbulk)

Effective 01Jul2010 (C)

DRY CARGO

BAF: US\$ 1600/20' container  
US\$ 2000/40'/45' container  
US\$ 100/W/M/WM (LCL/LTL cargo, Breakbulk)  
US\$ 1000 per EACH Autos

REFRIGERATED CARGO

BAF: US\$ 1600/20' container  
US\$ 2000/40'container  
US\$ 100/W/M/WM (LCL/LTL cargo, Breakbulk)

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RULE 10-021: CHINA 24 HOUR ADVANCE MANIFEST SECURITY CHARGE

Effective: 29Jul2011 Thru: Expires: Publish 29Jul2011 Amend: C

Effective date for implementation of this rule is postponed to 01Sep2011. (C)

The China 24 hours Advanced Customs Manifest Regulation requires Carrier to submit advance cargo declaration data to China Customs on behalf of Shipper for cargo loaded on a vessel bound for Xiamen, China direct port of discharge.

Shipper is therefore required and fully responsible to be in compliance with the regulation relating to presentation of complete and accurate shipping instructions to Carrier for data submission.

Shipping instructions must be received by Carrier prior to the documentation cut-off date/time for the applicable vessel.

An Advance Manifest Security Charge of US\$25 per Bill of Lading will be assessed by Carrier for providing this advance cargo declaration service to Shipper.

In the event that Carrier is required to correct cargo declaration information after declaration submission cut off time as published due to an error or omission on the part of Shipper or its agent, a declaration correction fee of US\$40 per bill of lading correction shall be charged each time a submission is corrected.

When Advance Manifest Security Charge and/or Declaration correction fee is to be paid at destination, Shipper shall be allowed to have the option to pay in local currency at RMB 200 per bill of lading for Advance Manifest Security Charge and RMB 320 per bill of lading for Declaration correction fee respectively.

This correction fee is also applicable to submission of correction for shipments that eventually cancelled and/or when Carrier is requested to change custom clearance location, regardless if such location change will result into declaration correction by Carrier.

The Advance Manifest Security Charge shall be payable on the same basis as ocean freight, either prepaid or collect.

At the request of Shipper, Advance Manifest Security Charge can also be prepaid at origin for freight

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RULE 10-021: CHINA 24 HOUR ADVANCE MANIFEST SECURITY CHARGE (Continued)

collect shipment.

Declaration correction fee shall be prepaid by shipper prior to release of bill of lading or at the written request of consignee, to be paid prior to release of cargo. Carrier may hold shipper and consignee named on its ocean bill of lading jointly and severally liable for payment of the charge.

For the purpose of this rule, the term "Bill of Lading" shall also refer to "Sea Waybill."

In the event of failure to comply with the above obligations, the Shipper shall be liable to the Carrier for, and shall hold the carrier harmless from any loss, damage, delay, expense, charges, fines, penalties, or liability incurred by or levied upon the Carrier or the goods, including but not limited to demurrage and roll-over, storage charges, as a result of the non-compliance.

In addition to all costs incurred by Carrier, Shipper shall pay an administrative charge of USD \$200 per Bill of Lading on all cases where the Shipper/Forwarder fails to present the required documents (in fully complete and accurate form) to Carrier prior to documentation cut-off date/time, and the Carrier has to withhold cargo on dock from loading to the scheduled vessel.

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RULE 10-025: RESERVED

Effective: 23Jul2009 Thru: Expires: Publish 23Jul2009 Amend: C

Reserved

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RULE 10-03: PORT SECURITY CHARGE (PSC) HKG & CHINA

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items (TRIs), the following will apply on all FCL shipments to Hong Kong and South China Ports of Yantian, Shenzhen, Shekou, Fuzhou and Xiamen.

PORT SECURITY CHARGE (PSC)  
To Hong Kong: HKD 50 per container  
To South China Ports: RMB 50 per container

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RULE 10-030: ORIGIN SECURITY CHARGE (SEO)

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items (TRIs),  
the following will apply on all applicable shipments:

ORIGIN SECURITY CHARGE (SEO)

From: USA Ports & Ports, as shown below

To: North Europe Ports & Points

SEO per container, as follows:

From or Via	CUR	20'	40'/HQ	45'
-----	---	-----	-----	-----
Charleston, SC	USD	2.00	2.00	2.00
Miami, FL	USD	5.00	5.00	5.00
Houston, TX	USD	5.00	5.00	5.00
New Orleans, LA	USD	5.00	5.00	5.00
New York, NY	USD	4.00	4.00	4.00
Norfolk, VA	USD	2.00	2.00	2.00
Savannah, GA	USD	2.00	2.00	2.00

NOTES:

1. CUR means Currency
2. 40'/HQ means per 40' or 40' high cube container (40B size)

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RULE 10-031: HIGH SECURITY SEAL CHARGE

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

1. Shipper shall be responsible for supplying and affixing high security container seals on all Shipper-packed containers tendered for transportation to Carrier. Shipper shall be responsible to meet or exceed applicable international, national and industry standards for such seals, including standards for electronic or machine-readable seals, if applicable. Such standards shall include, but not be limited to, standards and requirements imposed by the ISO, including current PAS ISO 17712 standards for high-security seals, the statutes and regulations of the United States and other governments, and any requirements imposed by applicable port authorities.
2. In the event Shipper tenders to Carrier a container that is not properly sealed as required by this rule, Carrier may, at its sole option, 1) reject the container, 2) affix a seal to the container, or 3) take such other measures as Carrier deems proper and prudent under the circumstances. Shipper shall indemnify and defend the Carrier in respect to all costs, penalties and damages resulting from its tender of unsealed or improperly sealed containers.
3. In the event Carrier elects to place a seal on Shipper's container, Carrier does not undertake to inspect or weigh the cargo and no representation or confirmation is made by the Carrier as to the weight, contents, measure, quantity, quality, description, condition, marks, numbers or value of the Goods. The Carrier shall be under no responsibility whatsoever in respect of such description or particulars furnished or made by or on behalf of the Shipper.
4. In the event the Carrier elects to place a seal on a container, an administrative charge of \$100 per container shall be added to the bill of lading, in addition to any actual costs, penalties and damages recovered pursuant to paragraph 2 hereof, and shall be paid on a collect basis at destination.
5. Carrier's election to place a seal on a container shall be prima facie evidence that the container was received in an unsealed condition from the Shipper.

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RULE 10-040: EUROPEAN INLAND FUEL SURCHARGE (IFD)

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items (TRIs),  
the following will apply on all applicable shipments:

EUROPEAN INLAND FUEL SURCHARGE (IFD)

From: USA Ports & Ports

To: North Europe Inland Points in Countries as shown below

IFD per container, as follows:

Destination	20'	40'/HQ	45'
-----	-----	-----	-----
England & Wales	6.00%	6.00%	6.00%
Scotland	4.00%	4.00%	4.00%
Ireland	6.00%	6.00%	6.00%
France via Le Havre	5.49%	5.49%	5.49%
France via			
Rotterdam/Amsterdam	7.00%	7.00%	7.00%
Finland	4.00%	4.00%	4.00%
Netherlands,			
Belgium & Luxembourg	7.00%	7.00%	7.00%
Portugal	5.64%	5.64%	5.64%
Denmark	9.50%	9.50%	9.50%
Norway	2.00%	2.00%	2.00%
Sweden	10.00%	10.00%	10.00%

NOTES:

1. IFD applies as a percentage of the applicable inland transport charge.
2. 40'/HQ means per 40' or 40' high cube container (40B size)

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RULE 10-050: US HAZ INLAND SURCHARGE (DGC)

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items (TRIs), the following will apply on all applicable shipments of hazardous or dangerous cargo:

US HAZ INLAND SURCHARGE (DGC)

From: US Ports & Points

To: North Europe Ports & Points

1. Exclude Classes 1 & 7 - 30%, subject to minimum \$100
2. Classes 1 & 7 - 200%

NOTES:

1. Surcharge applies as a percentage of ocean freight

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RULE 10-060: US INLAND FUEL SURCHARGE (IFL)

Effective: 03Dec2009 Thru: Expires: Publish 03Dec2009 Amend: CR

Except as otherwise provided in tariff rate items (TRIs),  
the following will apply on all applicable shipments:

US INLAND FUEL SURCHARGE (IFL)

- From: US Inland Points  
To: North Europe Ports & Points  
IFL: 16% per container - ALL MODES (1)
- From: US Inland Points, see table below (C)  
To: All other Ports & Points

Valid thru 31Dec2009 (R)  
\$ 53 per container for WC Local SDD, Group 4 and East Coast Local SDD cargo (including NY/NJ Commercial Zone)  
\$185 per container for MLB, IPI and RIPI cargo.  
\$ 5.00 WM for LCL shipments

Effective 01Jan2010 thru 31Mar2010 (R)  
\$ 58 per container for WC Local SDD, Group 4 and East Coast Local SDD cargo (including NY/NJ Commercial Zone)  
\$200 per container for MLB, IPI and RIPI cargo.  
\$ 5.00 WM for LCL shipments

Effective 01Mar2010 (C)  
\$200 per container for WC Local SDD, Group 4 and East Coast Local SDD cargo (including NY/NJ Commercial Zone)  
\$800 per container for MLB, IPI and RIPI cargo.  
\$ 5.00 WM for LCL shipments

NOTE:

- IFL applies as a percentage of ocean freight charges

The inland fuel charge will be reviewed and adjusted, based on the average inland fuel price as published in the U.S. Department of Energy's National Diesel Price Index, available through <http://www.doe.gov/>. The charge will be adjusted on a quarterly basis, using subsequent 13-week review periods. The applicable charge for each quarter will be based on the average index during the review period in accordance with the following table:

Average DOE Fuel Price for the Period In US\$ per Gallon	Fuel Charge per Container for Motor Transport	Fuel Charge per Container for Rail or Combined Rail/Motor
-----	-----	-----
\$0.00 - 1.239	\$0	\$0

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RULE 10-060: US INLAND FUEL SURCHARGE (IFL) (Continued)

1.24 - 1.279	3	11
1.28 - 1.319	5	16
1.32 - 1.359	6	21
1.36 - 1.399	8	26
1.40 - 1.439	9	32
1.44 - 1.479	11	37
1.48 - 1.519	12	42
1.52 - 1.559	14	47
1.56 - 1.599	15	53
1.60 - 1.639	17	58
1.64 - 1.679	18	63
1.68 - 1.719	20	69
1.72 - 1.759	21	74
1.76 - 1.799	23	79
1.8 - 1.839	24	84
1.84 - 1.879	26	90
1.88 - 1.919	27	95
1.92 - 1.959	29	100
1.96 - 1.999	31	106
2.00 - 2.039	32	111
2.04 - 2.079	34	116
2.08 - 2.119	35	121
2.12 - 2.159	37	127
2.16 - 2.199	38	132
2.2 - 2.239	40	137
2.24 - 2.279	41	142
2.28 - 2.319	43	148
2.32 - 2.359	44	153
2.36 - 2.399	46	158
2.4 - 2.439	47	164
2.44 - 2.479	49	169
2.48 - 2.519	50	174
2.52 - 2.559	52	179
2.56 - 2.599	53	185
2.6 - 2.639	55	190
2.64 - 2.679	56	195
2.68 - 2.719	58	200
2.72 - 2.759	60	206
2.76 - 2.799	61	211

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RULE 10-070: US REEFER INLAND SURCHARGE (RFL)

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items (TRIs),  
the following will apply on all applicable shipments:

US REEFER INLAND SURCHARGE (RFL)

From: US Inland Points

To: N. Europe Ports and Points

Mode		20 Reefer	40FT Reefer	40HQ Reefer
Rail	USD	200.00	200.00	200.00
Rail / Motor	USD	200.00	200.00	200.00
All Motor	USD	50.00	50.00	50.00

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RULE 10-080: EUROPEAN/UK HAZ INLAND SURCHARGE (DGC)

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items (TRIs),  
the following will apply on all applicable shipments:

EUROPEAN/UK HAZ INLAND SURCHARGE (DGC)

From: US Ports & Points

To: N.Europe Inland Points, as follows

Destination		PER CONTAINER
France (via Le Havre)	EUR	72.00
France (via Benelux)		10%
Germany		10%
Netherlands		10%
Belgium		10%
Luembourg		10%
United Kingdom / Ireland		10%
Denmark		10%
Finland		10%
Sweden		10%
Norway		10%

NOTE:

1. DGC applies in EUROS, or as a percentage of inland transport charge, as indicated.

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RULE 10-090: SHIPPER OWNED CONTAINERS (SOC)

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items (TRIs),  
the following will apply on all applicable shipments of  
shipper owned containers, excluding tank containers:

SHIPPER OWNED CONTAINERS (SOC)  
From: US Ports & Points  
To: North Europe Ports & Points  
SOC Charge: USD 200 per container

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RULE 10-100: SPECIAL EQUIPMENT CHARGES

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items (TRIs),  
the following will apply on all applicable shipments  
requiring special equipment provided by the Carrier:

SPECIAL EQUIPMENT CHARGES

From: US Ports & Points

To: North Europe Ports & Points

Per 20' container: USD 600.00

Per 40' or 40' high cube container: USD 700.00

NOTES:

1. Surcharge applies as a percentage of ocean freight

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RULE 10-110: ADDITIONAL REEFER CHARGES

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items (TRIs), the following will apply on all shipments requiring refrigerated equipment provided by the Carrier where shipper/consignee requests these specialized services.

ADDITIONAL REEFER CHARGES

From: US Ports & Points

To: North Europe Ports & Points

1. Advanced Freight Air Management (AFAM) Charge:  
USD 375.00 per container
2. Modified Atmosphere (Atmo) Charge:  
USD 615.00 per container

From: US Ports & Points

To: Asia Ports & Points

1. Advanced Fresh Air Management Plus (AFAM)  
USD 375 PER CONTAINER for Fresh Vegetables All Kinds  
USD 375 PER CONTAINER for Fresh Asparagus  
USD 500 PER CONTAINER for other commodities
2. Artificial Atmosphere Control, charges per container  
USD 1650 for Controlled Atmosphere (incl. fee for Transfresh Corp.)  
USD 615 for Modified Controlled Atmosphere (incl. fee for Transfresh Corp.)  
USD 450 for Controlled Atmosphere (Transfresh Corp. will bill shipper direct)  
USD 115 for Modified Controlled Atmosphere (Transfresh Corp. will bill shipper direct)

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RULE 10-120: MINILANDBRIDGE (MLB) SURCHARGE

Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items (TRIs),  
the following will apply on all applicable shipments:

MINILANDBRIDGE (MLB) SURCHARGE)  
From: US Ports as noted below  
To: North Europe Ports & Points

1. LA/OAK/SEATTLE via US East Coast Ports

	20FT	40FT / HQ	45FT
USD	1,600.00	1,900.00	1,900.00
  
2. LA/OAK via Houston Ports

	20FT	40FT / HQ	45FT
USD	900.00	1,100.00	N/A

NOTES:

1. LA/OAK/SEATTLE means the Ports of Los Angeles, Oakland, Seattle.
2. LA/OAK means the Ports of Los Angeles and Oakland.

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RULE 10-130: ALAMEDA CORRIDOR CHARGE (ACC)

Effective: 28Nov2011 Thru:                      Expires:                      Publish 28Nov2011 Amend: C

Except as otherwise provided in tariff rate items published herein, all shipments will be subject to the following:

ALAMEDA CORRIDOR CHARGE (ACC)  
Valid thru 31Dec2011 (C)  
US\$ 20 per 20' container  
US\$ 39 per 40' container  
US\$ 39 per 40' high cube container  
US\$ 44 per container - other sizes

Effective 01Jan2012 (A)  
US\$ 22 per 20' container  
US\$ 43 per 40' container  
US\$ 43 per 40' high cube container  
US\$ 49 per container - other sizes

This charge applies on all cargo moving through the ports of Los Angeles or Long Beach that is transported by rail through or out of Southern California (i.e., The counties of Kern, San Bernardino, San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange, Riverside, San Diego, and Imperial), whether or not actually carried over the Alameda Corridor.

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RULE 10-140: PANAMA CANAL TRANSIT FEE (PNC)

Effective: 15Feb2011 Thru:                      Expires:                      Publish 15Feb2011 Amend: C

Except as otherwise provided in tariff rate items published herein, all shipments will be subject to the following:

PANAMA CANAL TRANSIT FEE

Valid thru 30Apr2011 (C)

US\$ 212 per container

US\$ 11 per weight ton (1)

US\$ 4.50 per measure ton (1)

5% on per unit rated cargo

Effective 01May2011 (A)

US\$ 337 per container

US\$ 18 per weight ton (1)

US\$ 8 per measure ton (1)

6% on per unit rated cargo

This charge applies on all cargo moving through the Panama Canal from origins in the USA. This charge to be paid together with ocean freight. (C)

(1) Applicable on LCL shipments according to rate basis as freighted, per 1 cbm (M) or 1,000 kgs (W).

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RULE 10-141: SUEZ TRANSIT FEE

Effective: 29Jan2007 Thru: Expires: Publish 29Jan2007 Amend: CA

Except as otherwise provided in tariff rate items published herein, all qualifying shipments will be subject to the following:

SUEZ TRANSIT FEE

Valid thru 31Mar2007 (C)

US\$ 60 per 20' container

US\$120 per 40' container

US\$120 per 45' container

US\$ 3 per weight ton (1)

US\$ 2 per measure ton (1)

5% on per unit rated cargo

Effective 01Apr2007 (A)

US\$ 62 per 20' container

US\$123 per 40' container

US\$123 per 45' container

US\$ 3 per weight ton (1)

US\$ 2 per measure ton (1)

5% on per unit rated cargo

This charge applies on all cargo moving through the Suez Canal from origins in the USA.

(1) Applicable on LCL shipments according to rate basis as freighted, per 1 cbm (M) or 1,000 kgs (W).

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RULE 10-150: LA/LB PORT CONGESTION SURCHARGE (PCS)

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Surcharge no longer in effect.

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RULE 10-151: BELAWAN PORT CONGESTION SURCHARGE (PCS)

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items, the following will apply on all qualifying shipments:

BELAWAN, INDONESIA PORT CONGESTION SURCHARGE (PCS)  
USD 30 per 20 container  
USD 60 per container of all other sizes

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RULE 10-160: CHASSIS USAGE CHARGE (CUC)

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items published herein, all applicable shipments will be subject to the following charge when Carrier provides chassis.

CHASSIS USAGE CHARGE (CUC)  
From: US Ports and Points  
To: All Destinations  
US\$ 40.00 per chassis

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RULE 10-170: TRI-AXLE CHASSIS CHARGE (TAC)

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items published herein, all applicable shipments will be subject to the following charge when Carrier provides tri-axle chassis.

TRI-AXLE CHASSIS CHARGE (TAC)  
\$250 per container

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RULE 10-180: VALUE ADDED TAX SURCHARGE (VAS) - PHILIPPINES

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items published herein, all applicable shipments to the destinations shown below will be subject to the following:

Value Added Tax Surcharge (VAS)

		20'	40'	45'			ALL OTHERS
	CUR	CTR	CTR	CTR	MT	CBM	(W)
Philippines	USD	8	10	10	*1	*1	*1

\* Maximum \$8/20' & \$10/40'-45'.

Bangladesh  
Per terminal tariff

NOTE:

1. VAS is a government imposed charge collected by the Carrier.

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RULE 10-190: PENANG PORT ADDITIONAL SURCHARGE

Effective: 26Jan2007 Thru: Expires: Publish 26Jan2007 Amend: IC

For cargo to Penang, Malaysia only, effective 25Feb2007

Unless otherwise indicated in a particular rate item, the following Penang Port Additional Surcharges will be assessed on shipments destined to the port of Penang, Malaysia in US\$:

- US\$ 14.00 per 20 ft. container
- US\$ 20.00 per 40 ft. container
- US\$ 20.00 per 40 ft. high cube container (40B size)
- US\$ 20.00 per 45 ft. container

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RULE 10-200: ULTRA COLD SURCHARGE

Effective: 26Feb2007 Thru:                      Expires:                      Publish 26Feb2007 Amend: IC

Unless otherwise indicated in a particular rate item, the following Ultra Cold Surcharge will be assessed to all shipments with inside container temperature set at -30C (minus 30 degrees Celsius) or below. This surcharge is applied in addition to all other applicable charges and payable together with freight payment.

ULTRA COLD SURCHARGE  
Effective 28Mar2007  
US\$300.00 per container

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RULE 10-210: WINTER SURCHARGE ST. PETERSBURG, RUSSIA

Effective: 20Nov2008 Thru: Expires: Publish 20Nov2008 Amend: C

Except as otherwise provided, all shipments from USA to St. Petersburg, Russia will be subject to the following:

WINTER SURCHARGE

Effective 01Dec2008 valid thru 19Dec2008 (C)

US\$ 70.00 per 20' container

US\$140.00 per 40' container

Effective 20Dec2008 valid thru 30Apr2009

US\$ 75.00 per 20' container (A)

US\$140.00 per 40' container

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RULE 10-220: CONTAINER MAINTENANCE CHARGE (INDIA)

Effective: 22Aug2011 Thru: Expires: Publish 22Aug2011 Amend: C

Shipments stowed in Carrier owned containers and destined to India will be subject to a Container Maintenance Charge of INR500/20' and INR1000, payable by Consignee prior to release of cargo.

This Container Maintenance Charge will protect consignee from equipment repair and damage costs up to INR2000/20' and INR4000 for container of other sizes. Consignee is still fully liable for the balance of equipment repair and damage costs exceeding INR 2000/20' and INR 4000 for container of other sizes. This charge is subject to all applicable local government taxes.

If container repair and damage exceeds INR 2000/20' and INR 4000 for container of other sizes, Consignee is fully liable for actual container repair and damage costs less the aforesaid Container Maintenance Charge, subject to all applicable local government taxes.

Shipments stowed in Carrier owned containers and destined to Pakistan will be subject to a Container Maintenance Charge per container of:

Effective 21Sep2011

Size/Type	Charge
D20	PKR 1300
D40/45	PKR 1850
R20	PKR 4500
R40H	PKR 6000
20' FL/OT/TK	PKR 2300
40' FL/OT/TK	PKR 3300

Payable by Consignee prior to release of cargo. This Container Maintenance Charge will protect consignee from container repair and damage costs up to PKR 6500 per container. This charge is subject to all applicable local government taxes.

If container repair and damage exceeds PKR 6500 per container Consignee is fully liable for actual container repair and damage costs less the aforesaid Container Maintenance Charge, subject to all applicable local government taxes.

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RULE 10-230: PORT CONGESTION SURCHARGE

Effective: 17Dec2012 Thru: Expires: Publish 17Dec2012 Amend: C

The following Port Congestion Surcharge will be assessed to all shipments due to labor unrest, including but not limited to strikes, lock-outs, work stoppages or slow down at any U.S. port(s). In the event no labor unrest occurs after the effective date of this rule, this charge shall not be applicable. Once labor unrest has occurred, this charge shall continue to be assessed until such time as carrier provides notice in this tariff that the impact of the labor unrest on its operations and those of any affected port(s) has ended.

Port Congestion Surcharge  
Effective 29Dec2012 (C)

\$800 per 20' container  
\$1000 per 40' container (8'6")  
\$1125 per 40'HC container (9'6")  
\$1265 per 45' container

NOTE:

1. Effective date postponed.

RULE 10-230: PORT CONGESTION SURCHARGE

>Effective: 20Jun2014 Thru: Expires: Publish 21May2014 Amend: CA

In the event there is congestion, causing significant disruption to normal port/rail/vessel operations, the following Port Congestion Surcharge will be applied to all shipments destined for or originating in the United States (including those shipments transiting through Canada or Mexico).

The amounts of Port Congestion Surcharge are as follows:  
Effective 20Jun2014 (A)

- a. USD 22.00 per CBM or USD37.00 per W/M (for LCL shipments)
- b. USD 850.00 per 20' dry and tank container
- c. USD 1,100.00 per 40' standard dry and tank container (8'6")
- d. USD 1,300.00 per 40' high cube dry and tank container (9'6")
- e. USD 1,400.00 per 45' high cube dry container (9'6")
- f. USD 1,450.00 per 20' reefer container
- g. USD 2,200.00 per 40' reefer container

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RULE 11: Minimum Quantity Rates

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Minimum Quantity Rates

When two or more TLIs (freight rates) are named for the same commodity over the same route and under similar conditions, and the application is dependent upon the quantity of the commodity shipped, the total freight charges assessed against the shipment may not exceed the total charges computed for a larger quantity, if the TLI (rate) specifying a required minimum quantity (either weight or measurement per container or in containers), will be applicable to the contents of the container(s), and if the minimum set forth is met or exceeded. At the shipper's option, a quantity less than the minimum level may be freighted at the lower TLI (rate) if the weight or measurement declared for rating purposes is increased to the minimum level.

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RULE 12: Ad Valorem Rates

Effective: 05Jul2009 Thru: Expires: Publish 05Jun2009 Amend: AC

The liability of the carrier as to the value of the shipments at the rates herein provided shall be determined in accordance with the clauses of the carrier's regular Bill of Lading form. If the shippers desire to be covered for a valuation in excess of that allowed by the Carrier's regular Bill of Lading form, the shipper must so stipulate by putting the following clause on the Bill of Lading:

"This will certify that the cargo is to be assessed as Ad Valorem as per Rule 12"

Whenever the value of the cargo is indicated on the Bill of Lading, Ad Valorem rate will apply which is:

Valid thru 04Jul2009: 2% of the total declared valuation

Effective 05Jul2009: Ad Valorem rate will apply as per the tariff of the underlying ocean carrier, or 5.3% of the total declared valuation, whichever yields the higher amount. The name of the underlying ocean carrier will be will be clearly noted on Carrier's bill of lading. (A)

Notes:

1. Ad Valorem rate is in addition to the stipulated freight rate and all other applicable charges in effect at time of shipment. (C)

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RULE 13: Transshipment

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Not Applicable.

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RULE 14: Co-Loading in Foreign Commerce

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

- A. DEFINITION: For the purpose of this Rule "Co-Loading means the combining of cargo, in the import or export foreign commerce of the United States, by two or more NVOCC's for tendering to the ocean carrier under the name of one or more of the NVOCCs.
- B. Carrier engages in co-loading by tendering cargo and/or receiving cargo from other NVOCC's.
- C. When shipper's cargo is tendered for co-loading to other NVOCCs the tendering NVOCC shall be liable to the shipper to the full extent provided in its Bill of Lading (See Rule No. 8) and such Bill of Lading liability shall not be altered by co-loading.
- D. Shippers are responsible for payment of rates and charges only to the extent that such rates and charges are provided in this tariff.
- E. The carrier shall notify shippers that their cargo has been co-loaded by annotating each applicable Bill of Lading with the following statement:  
  
"Cargo covered by this Bill of Lading has been co-loaded with cargo of (Name(s) of other NVOCC's)."
- F. Carrier-to-Carrier Co-loading - Carrier engages in co-loading under agreement(s) with one or more other NVOCC's.
- G. Shipper-to-Carrier Co-loading - When carrier engages in co-loading on a shipper-to-carrier basis, carrier is responsible for the payment of all charges assessed by the NVOCC to which cargo was tendered. Shipper is responsible for freight and charges only to the extent that such are set forth in this tariff.

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RULE 15: Open Rates in Foreign Commerce

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Not Applicable.

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RULE 16: Hazardous Cargo

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

- A. Dynamite, other explosives, dangerous, hazardous and objectionable cargo will be subject to carrier's option of acceptance.

In the absence of specific provisions, all commodities which by regulation of the United States Treasury Department in their publication entitled "Explosives or other Dangerous Articles on Board Vessels as prescribed by the Commandant of the Coast Guard" are required to be carried by cargo vessels on deck only, either in the open or under cover, and shall be considered dangerous or hazardous and rated accordingly.

In the absence of specific provision, commodities for which stowage anywhere below the main deck, other than "Magazine," is permitted, are to be considered non-hazardous and rated accordingly.

Transportation of explosives, flammables, compressed gases, corrosive materials, combustible liquids, and/or other dangerous or hazardous articles shall be governed by the United States Code of Federal Regulations Title 46 parts 146-179 and the International Maritime Dangerous Code (IMCO).

CLASS	DESCRIPTION
1	Explosives
2	Gasses, Compressed, Liquified or dissolved under pressure
3	Inflammable Liquids
4	Inflammable Solids
5	Oxidizing Substances and Organic Peroxide
6	Poison and Infectious Substance
7	Radioactive Substance
8	Corrosives
9	Miscellaneous Dangerous Substance

Glassware, crockery and all fragile property are accepted only at owner's risk of breakage.

Perishable property is accepted only at owner's risk of frost, heat and decay.

Particulars should be furnished to carrier on items of this character not enumerated in this tariff or on

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RULE 16: Hazardous Cargo (Continued)

items now appearing in tariff where (CAUTION) should be added.

Any fines or penalties incurred due to the failure of the shipper to conform to these regulations will be for the account of the cargo. In addition, shipper shall indemnify and hold carrier harmless from and against any liability for damage to property or person arising from the ocean or inland transportation and handling of hazardous cargoes, except where such liability is the exclusive fault of the Carrier.

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RULE 17: Green Salted Hides in Foreign Commerce

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Not Applicable.

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RULE 18: Returned Cargo in Foreign Commerce

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Not Applicable.

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RULE 19: Shippers Requests in Foreign Commerce

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Shipper request or complaints (including request for adjustment in rates, tariff interpretation), must be made in writing and addressed to the carrier as shown on the Title Page or ATFI Tariff Record.

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RULE 20: Overcharge Claims

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

A. Bill of Lading Commodity Description

Description of commodities on all Bills of Lading (which shall be verified by a comparison with the description of the corresponding customs declaration) shall determine the rate to be applied. The Bill of Lading description shall be subject to correction in the event of mis-declaration of commodity.

B. Overcharges

For purpose of uniformity in handling claims for excess measurements, refunds will only be made as follows:

1. Where an error has been made by the dock in calculation of measurements.
2. Against re-measurement at port of loading prior to vessel's departure.
3. Against re-measurement by vessel's agent at destination.
4. By joint re-measurement of vessel's agent and consignee.
5. By re-measurement of a marine surveyor when requested by vessel's agent.
6. Re-measurement fees and cable expenses in all cases to be paid by party at fault.

In cases of claims by shipper of overcharge in weight certified invoice or weigher's certificate to be considered evidence of proper weight.

Written claims for adjustment will be acknowledged by the carrier within twenty days of receipt by written notice to the claimant of the tariff provisions actually applied and the claimant's rights under the Shipping Act of 1984.

Claims seeking the refund of freight overcharges may be filed in the form of a complaint with the Federal Maritime Commission, Washington, D.C, 20573, within three years of the date of cause of action occurs.

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RULE 21: Use of Carrier Equipment

Effective: 28Jul2011 Thru: Expires: Publish 28Jul2011 Amend: C

Carrier does not own or lease equipment. When equipment is provided to shippers and/or consignees by Vessel Operating Common Carriers (VOCCs) the VOCC, either directly or via the carrier, provisions as published by the VOCC in its FMC tariff, including detention charges, will be for the account of the cargo.

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RULE 21-010: RESERVED

Effective: 28Aug2011 Thru: Expires: Publish 28Jul2011 Amend: C

Reserved.

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RULE 21-020: RESERVED

Effective: 28Aug2011 Thru:

Expires:

Publish 28Jul2011 Amend: C

Reserved.

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RULE 22: Automobile Rates in Domestic Offshore Commerce

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Not Applicable.

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RULE 23: Carrier Terminal Rules and Charges

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

SEE FOLLOWING SUB-RULE(S)

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RULE 23-01: RESERVED

Effective: 15Jan2010 Thru:                      Expires:                      Publish 15Jan2010 Amend: C

Refer to Rule 23-K, Destination Delivery Charge - CY  
Service (Reefer Cargo) and Rule 23-L, Destination Delivery  
Charge - CY Service (Dry Cargo)

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RULE 23-02: RESERVED

Effective: 18Feb2010 Thru: Expires: Publish 19Jan2010 Amend: C

See Rule 23-J for CFS Destination Delivery Charges (DDC).

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RULE 23-03: CY ORIGIN RECEIVING CHARGES

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Origin Receiving Charges - CY

Except as otherwise provided, all cargo moving under this tariff shall be subject to the following receiving charges including application of minimum weight or measurement requirements and a minimum of one (1) revenue ton per cargo type per bill of lading. The receiving charge shall apply in addition to tariff minimum charges.

CARGO TYPE	CHARGE
Per Container	\$453/PC20
CY - Dry Cargo	\$520/PC40
W/M, Per Unit	\$26.00/RT (W/M)
Per Package, Lumpsum	
CY - Dry Cargo	
W/M, Per Unit	\$34.00/RT (W/M)
Per Package, Lumpsum	
CY - Reefer Cargo	

NOTES:

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RULE 23-04: CFS ORIGIN RECEIVING CHARGES

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided, all cargo moving under this tariff shall be subject to the following receiving charges including application of minimum weight or measurement requirements and a minimum of one (1) revenue ton per cargo type per bill of lading. The receiving charge shall apply in addition to tariff minimum charges.

CARGO TYPE	CHARGE
CFS - Dry Cargo and/or Non-Containerized	\$36.00/RT
CFS - Refrigerated Cargo	\$46.00/RT
Dangerous/Hazardous CFS - Dry Cargo	\$72.00/RT

NOTES:

- Charges apply per revenue ton (RT) as freighted

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RULE 23-050: CONTAINER SERVICE CHARGE (CSC) N.EUROPE

Effective: 24Jan2008 Thru: Expires: Publish 24Jan2008 Amend: C

Except as otherwise provided in tariff rate items (TRIs),  
the following will apply on all applicable shipments:

CONTAINER SERVICE CHARGE (CSC)

From: US Ports and Points

To: N. Europe Ports and Points, as named below

Destination	CUR	20'	40'	45'	CUR	20'	40'/45'
----	---	----	----	----	---	----	-----
Belgium	EUR	140	140	140	USD	186	186
France	EUR	143	143	143	USD	190	190
Germany	EUR	170	170	170	USD	225	225
Netherlands	EUR	156	156	156	USD	207	207
Demark	DKK	685	685	685	USD	196	196
Finland	EUR	66	66	66	USD	88	88
Norway	NOK	780	780	780	USD	127	127
Sweden	SEK	1000	1000	1000	USD	149	149
Ireland	EUR	160	160	160	USD	212	212
United Kingdom	GBP	114	114	114	USD	215	215 (2)
Russia	USD	200	200	200			
Estonia	USD	74	74	74			
Latvia	USD	74	74	74			
Lithuania	USD	74	74	74			

NOTE:

- CSC may be paid in US Dollars (USD) or local currencies as specified herein.
- CSC on shipments via Evergreen Line to Manchester, United Kingdom is \$224.00 effective 23Feb2008. (A)

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RULE 23-060: TERMINAL HANDLING CHARGE (THC) N.EUROPE

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items (TRIs),  
the following will apply on all applicable shipments:

TERMINAL HANDLING CHARGE (THC) N.EUROPE

From or Via: US Ports

To: N. Europe Ports and Points

THC Amounts:

CUR	20FT	40FT / HQ	45FT
---	-----	-----	-----
USD	423.00	846.00	846.00
USD	635.00	1,270.00	1,270.00
USD	420.00	500.00	500.00

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RULE 23-070: WHARFAGE (WHF) HOUSTON/NOLA TO N.EUROPE

Effective: 01Nov2006 Thru:                      Expires:                      Publish 01Nov2006 Amend: IC

Except as otherwise provided in tariff rate items (TRIs),  
the following will apply on all applicable shipments:

WHARFAGE (WHF)

From or Via: Houston, TX; New Orleans, LA

To: N. Europe Ports and Points

Houston:            USD 48.95 per Loaded Unit  
                          USD 10.60 per EMPTY unit

New Orleans: USD 2.40 per 2000 LBS

NOTES:

1. Houston WHF is not applicable for cargo originating from  
US West Coast Ports.

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RULE 23-J: DESTINATION DELIVERY CHARGE - CFS SERVICE

Effective: 18Feb2010 Thru: Expires: Publish 19Jan2010 Amend: ICA

1. General

- a. Cargo delivered to the consignee on other than a Y service basis is subject to the following destination delivery charges. The minimum charge shall be based on one revenue ton per cargo type, per bill of lading. Any minimum weight or measurement requirements which are applicable to the tariff rate shall also be applicable to the destination delivery charge.
- b. Except as indicated below, destination delivery charges on per each, container, or on a lump sum basis shall be calculated on the gross weight or measurement of the cargo, whichever produces the greater revenue.
- c. Except as otherwise provided herein, destination delivery charges may be shown on the bill of lading and may be prepaid by the shipper or collected either in U.S. Dollars or its equivalent in local currency from the consignee at the carrier's option in accordance with the provisions for payment of freight contained in Rule 7.

EXCEPTIONS:

-----  
At Indonesian outports (See Rule 10-P), the charges found in this rule must be prepaid at origin.

- 2. CFS Charges - To be assessed per revenue ton, as freighted (See NOTES), subject to a minimum of one revenue ton, per cargo type, per Bill of Lading:

Destination	CUR	Basis	DRY NHZ(1)	DRY HAZ(2)	RFR NHZ	RFR HAZ
-----						
All Destinations not specified below	USD	W/M	10	20		
Cambodia	USD	W/M	6			
China (Except as noted below)	USD	W/M	10	20		
Chiwan; Dalian; Qingdao; Shanghai;						

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RULE 23-J: DESTINATION DELIVERY CHARGE - CFS SERVICE (Continued)

Shekou; Xiamen; Xingang; Yantian	USD	W/M	-	-	75	75
Hong Kong/Macao (Except as noted below)	HKD	W/M	198	396	600	600
	USD	W/M	26	52	75	75
Hong Kong/Macao (For Automobiles only; when shipped on per container or each basis)	HKD	EACH	1085/PER	EACH UNIT (8)		
	USD	EACH	143/PER	EACH UNIT		
Hong Kong/Macao (For Boats Only)	HKD	EACH	155/PER	EACH LINEAR FOOT		
Destination	CUR	Basis	DRY 20' NHZ	DRY 40' NHZ		
-----						
India (as shown below)						
Bangalore / Chennai / Madras	INR	CY/CFS	6325.50	11040.75		
	USD	CY/CFS	28.38	42.54		
Destination	CUR	Basis	DRY NHZ (1)			
-----						
Bombay / Mumbai	INR	W	320			
	INR	M	200			
Chennai / Madras	INR	W	410 (3)			
	INR	M	305 (3)			
Destination	CUR	Basis	DRY 20' NHZ	DRY 40' NHZ	DRY 20' HAZ	DRY 40' HAZ
-----						
Cochin	INR	CY/CFS	9140	14000 (10)		
Mundra	INR	CY/CFS	7255	10100	11025	15370
Nhava Sheva (NSICT Terminal only)						

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RULE 23-J: DESTINATION DELIVERY CHARGE - CFS SERVICE (Continued)

INR CY/CFS 6715 11465 7385 12395  
 INR CY/CFS 7704/20' RFR NHZ  
 INR CY/CFS 13510/40' RFR NHZ

(JNPT Terminal only)

INR CY/CFS 5950 10180 6660 11260

(GTI Terminal only)

INR CY/CFS 7070 11860 7730 12850

Destination	CUR	Basis	DRY 20' NHZ	DRY 40' NHZ	DRY 20' HAZ	DRY 40' HAZ
-------------	-----	-------	-------------------	-------------------	-------------------	-------------------

Indonesia (Except as noted below)

USD W/M 20 32 20 32

Bayur/Pandang; Belawan; Bengkulu; Boom-Baru/Palenbang;  
 Cirebon; Ciwandan; Jakarta; Jambi; Panjang; Pontianak;  
 Surabaya; Teluk; (7)

USD W/M 21 32 21 32

Destination	CUR	Basis	DRY NHZ (1)	DRY HAZ (2)	RFR NHZ	RFR HAZ
-------------	-----	-------	----------------	----------------	------------	------------

Japan (Except as noted below)

JPY W/M 3980 7760

Japan Ports (for Passenger Automobiles only)

JPY Each 13000/PER EACH UNIT

Tokyo, Yokohama,

Kobe, Nagoya JPY W/M 18000 18000

Okinawa JPY W/M 18000 18000

Korea (4) KRW W/M 12000 20330 68000 68000

Malaysia (5) MYR W/M 35 264 35 264

Destination	CUR	Basis	DRY NHZ (1)	DRY HAZ (2)	RFR NHZ	RFR HAZ
-------------	-----	-------	----------------	----------------	------------	------------

Middle East Ports

(Except as noted below)

US W/M 6 12

Dammam, Saudi Arabia

(For Automobiles only)

USD Each 227/PER EACH UNIT

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RULE 23-J: DESTINATION DELIVERY CHARGE - CFS SERVICE (Continued)

Riyadh, Saudi Arabia (For Automobiles only) USD Each 187/PER EACH UNIT							
United Arab Emirates							
	AED	W/M	60	60			
Destination	CUR	Basis	DRY NHZ (1)	DRY HAZ (2)			
-----							
Pakistan	PKR	W	375	700			
	PKR	M	320	600			
Destination	CUR	Basis	20' DRY NHZ	40' DRY NHZ	20' DRY HAZ	40' DRY HAZ	
-----							
Pakistan	PKR	CY/CFS	12470	20750	17980	31150	
Destination	CUR	Basis	DRY NHZ (1)	DRY HAZ (2)	RFR NHZ	RFR HAZ	
-----							
Philippines( 6)	USD	W/M	8.50	17			
	PHP	W/M			4000	4000	
Singapore	SPO	W/M	25.25	50.50	100	100	
Sri Lanka (9)	USD	W/M	12.50				
Taiwan (Except as noted below)							
	TWD	W/M	380	760			
Kaohsiung	TWD	W/M			5910	5910	
Keelung	TWD	W/M			5910	5910	
Taiwan (For Automobiles only)							
	TWD	Each 3375/PER EACH UNIT					
Taiwan (For Freight All Kinds only)							
	TWD	W/M	270	540			
Thailand	THB	W/M	225	450	1350	1350	
Vietnam (CFS not Allowed)							

NOTES:

(1) Does not apply to dangerous/hazardous cargo except

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RULE 23-J: DESTINATION DELIVERY CHARGE - CFS SERVICE (Continued)

- applies to raw cotton, baled hay and hay cubes.
- (2) Does not apply to raw cotton, baled hay and hay cubes.
  - (3) Whichever is higher, subject to a Minimum INR410.00.

- (4) To Korea ports, the destination CFS charges for shipments consigned to Office of Supply, Government of the Republic of Korea (O.S.R.O.K.) shall be in accordance with rates provided in the Korea government tariff.

- (5) To Malaysia:  
The CFS Delivery Charge is not applicable to Kota Kinabalu, Malaysia.

Outport CFS charge applies only to CFS cargo moving in containers, for devanning at destination outport. The Destination CFS charge will also apply on cargo moving to base ports that is devanned by carrier at intermediate or or relay ports.

The CFS Charge shall be assessed on a weight or measure basis, whichever produces the greater revenue, instead of as freighted, subject to a minimum of one revenue ton.

- (6) To Philippine ports:
  - 1. The destination delivery charge must be shown in U.S. Dollars on the Bill of Lading and may be collected at destination. This charge must be collected prior to the release of cargo at destination.
- (7) To Indonesian Ports, the CFS Charge shall be assessed on a weight or measure basis, whichever produces the greater revenue, instead of as freighted, subject to a minimum of one revenue ton. The CFS Charge shall be collect and shown on the Bill of Lading but at shipper's option it may be prepaid. To Indonesian outports, this charge must be prepaid at origin.
- (8) To Hong Kong and Macao:
  - 1. When prepaid, charges must be paid in U.S. Dollars (US\$) and must be shown on the Bill of Lading. When collect, charges must be paid in Hong Kong Dollars (HK\$).

(9) COS CHARGES

Destination surcharges at Colombo are based on the Container Status, as defined below:

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RULE 23-J: DESTINATION DELIVERY CHARGE - CFS SERVICE (Continued)

Definition of Container Status:

One Shipper to One Notify Party = FCL/FCL (CY/CY)

More than One Shipper to One Notify Party = FCL/LCL  
(CY/CFS)

COS CHARGES

CY/CY OR CY/CFS Container Status may be changed but only by Colombo office, upon written request from local Notify Parties at Colombo, after the payment of the following change of status (COS) charges as follows:

20' Container - US\$174.00 per container

40' Container - US\$277.50 per container

45' Container - US\$324.00 per container

(10) Up to Cargo Weight 23 MT

+++

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RULE 23-K: DESTINATION DELIVERY CHARGE - CY SERVICE (REEFER CARGO)

Effective: 14Feb2010 Thru: Expires: Publish 15Jan2010 Amend: CA

1. Except as otherwise provided herein, destination delivery charges may be shown on the bill of lading and may be prepaid by the shipper or collected either in U.S. Dollars or its equivalent in local currency from the consignee at the carrier's option in accordance with the provisions for payment of freight contained in Rule 7.

EXCEPTIONS:

-----

At Indonesian outports (See Rule 10-P), the charges found in this rule must be prepaid at origin.

2. The charges per container shown below will be assessed by the carrier to all cargo under temperature control, loaded at ports and points in the following destination countries only.

Except as otherwise specifically provided herein, charges must be shown on the Bill of Lading and collected prior to release of cargo.

DESTINATION COUNTRY		LOCAL CURRENCY		U.S. DOLLARS		
		Container Size 20'	40'-48'	Container Size 20'	40'	45'-48'
Bahrain	BHD	31.8	49.9	-	-	-
Bangladesh						
(17)	USD	-	-	49.91	112.30	-
Brunei (11)		-	-	\$ 120	168	168
Cambodia		-	-	\$ 91	137	-
China (11)		-	-	\$ 150	190	190
Hong Kong and Macao (3)	HK\$	2,191	3,238	\$ 285	420	420
India (20)	INR	3365.50	4229.75	\$71.43	109.48	-
*Chennai (Madras) /Bangalore via Chennai: (20)						
	INR	9550	13200			

DESTINATION COUNTRY		LOCAL CURRENCY		U.S. DOLLARS		
		Container Size 20'	40'-48'	Container Size 20'	40'	45'-48'

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RULE 23-K: DESTINATION DELIVERY CHARGE - CY SERVICE (REEFER CARGO) (Continued)

-----				-----			
Nhava Sheva, India: (20)							
NSICT							
Terminal (21)	INR	4300	6770	(A)			
GTI							
Terminal (23)	INR	4900	7640				
JNPT							
Terminal (22)	INR	3790	5970				
 Cochin,							
India (20)	INR	6500	8000				
 Mundra,							
India (20)	INR	11100	14850				
 Calcutta, India: (20)							
CPY							
Terminal	INR	2100	3000				
NCPY							
Terminal	INR	3425	5000				
MHC							
Terminal	INR	575	715				
 Haldia,							
India (20)	INR	2400	3500				
 Visakhapatnam,							
India (20)	INR	9900	14650				
 Tuticorin,							
India (19) (20)	INR	3250	4570				
 Pipavav,							
India (20)	INR	11355	13680				

DESTINATION COUNTRY	LOCAL CURRENCY		U.S. DOLLARS		
	Container Size 20'	Container Size 40'-48'	Container Size 20'	Container Size 40'	Container Size 45'-48'
-----	-----	-----	-----	-----	-----
Indonesia (1)	-	-	\$ 175	230	-
Korea (8) Won	217,000	325,000			
Kuwait KD	22	38	\$ 50	100	100
Japan (12) Yen	27,300	37,700	\$ 290	400	-
Malaysia (14) RM (Excluding Port Kelang and Penang and Labuan)	440	670	\$ 155	230	230



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RULE 23-K: DESTINATION DELIVERY CHARGE - CY SERVICE (REEFER CARGO) (Continued)

the Bill of Lading and may be collected at destination in either currency at consignee's option.

For Refrigerated Cargo to Thailand, the charge is  
Baht 3550/20' container and  
Baht 5350/40' container

when cargo is de-vanned at the expense of the consignee (or his agent) on port property and for which the Carrier is assessed CFS wharfage by the port.

- (3) When prepaid, charges must be paid in U.S. Dollars (USD) and must be shown on the Bill of Lading. When collect, charges must be paid in either Hong Kong Dollars (HKD) or U.S. Dollars (USD).
- (4) Charge must be shown in U.S. Dollars on the Bill of Lading and may be collected at destination. This charge must be collected prior to release of cargo at destination.
- (5) Also see Rule 23-0.
- (6) <deleted>
- (8) For Item Nos. 02-0000-5050, 02-0000-5270, and 02-0000-5300, collect charges but at shipper's option may be prepaid.
- (10) When this charge is on a collect basis, the charge must be paid in New Taiwan Dollars.
- (11) This charge must be prepaid at origin and must be shown on the Bill of Lading.
- (12) For shipments moving under multiple Bills of Lading to destination CY (Y service), the per container assessment will be pro-rated on a weight basis.
- (14) To the Malaysian Outports, at Carrier's option, the charge can be prepaid in U.S. Dollars (USD) or collect in local currency. This charge must be shown on the Bill of Lading.
- (15) These charges only apply when the vessel calls and cargo is discharged at Westport (Kelang Multi Terminal). Further, the charges apply to shipments moving on a CY/CY basis when the cargo is delivered to a facility within the port area. All discharge and handling costs are to be debited directly by the port to the Consignee.
- (16) COS CHARGES

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RULE 23-K: DESTINATION DELIVERY CHARGE - CY SERVICE (REEFER CARGO) (Continued)

Destination surcharges at Colombo are based on the Container Status, as defined below:

Definition of Container Status:

One Shipper to One Notify Party = FCL/FCL (CY/CY)

More than One Shipper to  
One Notify Party = FCL/LCL (CY/CFS)

CY/CY OR CY/CFS Container Status may be changed but only by Colombo office, upon written request from local Notify Parties at Colombo, after the payment of the following change of status (COS) charges as follows:

20' Container - US\$174.00 per container

40' Container - US\$277.50 per container

45' Container - US\$324.00 per container

Colombo office will send advice regarding such COS to load port concerned and other parties concerned by a financial correction memo to update the system.

- (17) Charge applies on Prepaid basis only
- (18) Inclusive of Electricity charges for 24 hours. Subject to Electricity and reefer monitoring charges thereafter.
- (19) Subject to Reefer Plug in Charge
- (20) Subject to Governmental Service Tax
- (21) Applies only to Service loops: NSS1; PSGP; CIX
- (22) Applies only to Service loop: IEX
- (23) Applies only to Service loops: AIM1; AIM2

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RULE 23-L: DESTINATION DELIVERY CHARGE - CY SERVICE (DRY CARGO)

Effective: 14Feb2010 Thru: Expires: Publish 15Jan2010 Amend: CA

- A. The charges per container shown below will be assessed by the Carrier to all DRY cargo which is un-loaded at ports and points in the following destination countries only. This includes cargo directly discharged by crane to a pier or barge.
- B. Except as otherwise specifically provided herein, charges must be shown on the Bill of Lading and collected prior to release of cargo. The charge may be collected at destination regardless of the terms of payment of the ocean freight and other charges for Animal Feed Item No. 23-0000-0461.
- C. Except as otherwise provided herein, destination delivery charges may be shown on the bill of lading and may be prepaid by the shipper or collected either in U.S. Dollars or its equivalent in local currency from the consignee at the carrier's option in accordance with the provisions for payment of freight contained in Rule 7.

EXCEPTIONS:

-----

At Indonesian outports (See Rule 10-P), the charges found in this rule must be prepaid at origin.

DESTINATION COUNTRY	LOCAL CURRENCY		U.S. DOLLARS				
	Container Size		Container Size				
-----	20'	40'-48'	20'	40'	40H	45'-48'	
Bangladesh(16)	USD	-	-	49.91	74.86	112.30	112.30

DESTINATION COUNTRY	LOCAL CURRENCY		U.S. DOLLARS			
	Container Size		Container Size			
-----	20'	40'-48'	20'	40'	45'-48'	
Brunei (11)	-	-	120	168	168	
Cambodia (21)	-	-	70	105	110	
China (11)	-	-	150	190	190	
Hong Kong/Macao(3)	HK\$2,065	2,750	267	355	355	
Mumbai (17)	INR	5,220	8,855	-	-	-
			8,855 (h)	-	-	-

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RULE 23-L: DESTINATION DELIVERY CHARGE - CY SERVICE (DRY CARGO) (Continued)

Nhava Sheva (17)						
(JNPT						
Terminal) (19)	INR	3,460	5,310	-	-	-
(19)	INR	4,180 (d)	6,390 (d)	-	-	-
(NSICT Terminal)						
(A)	(18)	INR 4,285	6500	-	-	-
(A)	(18)	INR 4900 (d)	7490 (d)	-	-	-
(GTI						
Terminal) (20)	INR	4,570	6,980	-	-	-
(20)	INR	5,230 (d)	7,970 (d)	-	-	-
Bangalore (17)	INR	3600	5400/40'	19.45	29.15	38.85
			7200/45'			
*Chennai (Madras) / Bangalore via Chennai:						
				(17)		
	INR	3800/20'	5800/40'			
			7200/45'			
For hazardous/out of gauge cargo:						
	INR	4800/20'	7225/40'			
			8500/45'			

DESTINATION COUNTRY	LOCAL CURRENCY		U.S. DOLLARS		
	Container Size		Container Size		
-----	20'	40'-48'	20'	40'	45'-48'
-----	-----	-----	-----	-----	-----

Cochin, India (17)						
(COQ Terminal)						
Non-Haz	INR	4750	6973			
Haz	INR	5938	8716			
Calcutta (17)						
(NCPY Terminal)	INR	3425	5000	-	-	-
(CPY Terminal)	INR	2100	3000	-	-	-
(MHC Terminal)	INR	575	715	-	-	-
Haldia (17)						
(non-DG)	INR	2400	3500	-	-	-
(DG)	INR	2400	3500	-	-	-
Pipavav (17)						
(non-DG)	INR	4,395	6,720	-	-	-
(DG)	INR	5,260	8,045	-	-	-
Mundra (17)						
(non-DG)	INR	5500	8500	-	-	-
(DG)	INR	8250	12750	-	-	-

20'                      40'                      45'

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RULE 23-L: DESTINATION DELIVERY CHARGE - CY SERVICE (DRY CARGO) (Continued)

Tuticorin,  
India(17)                    INR 3250      4570      5900

DESTINATION COUNTRY -----	LOCAL CURRENCY Container Size			U.S. DOLLARS Container Size		
	20'	40'	40H 45'	20'	40'	45'-48'

Indonesia (1)	-	-		95	145	185
Jakarta, Indonesia	-	-		117	177	225

	20'	40'	40H	45'		
Korea Won	103000	140000	154000	174000		

	20'	40'	45'			
Kuwait KD	22	38		50	100	100

Japan (12)	Yen	21,000	29,000	220	305	305
------------	-----	--------	--------	-----	-----	-----

Malaysia(14)	RM	295	440	116	173	173
(Excluding Port Kelang and Penang and Labuan)						

Labuan (14)	RM	335	500	-	-	-
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Port Kelang (14)	RM	335	500	-	-	-
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Penang (14)	RM	335	500	-	-	-
-------------	----	-----	-----	---	---	---

Pakistan	PKR	8760	13170	-	-	-
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	PKR	13920(d)	23450(d)	-	-	-
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Philippines (4)	-	-		116	155	155
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Singapore (5)	-	-		-	-	-
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Sri Lanka (15)	-	-		155	245	295 245(h)
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Taiwan (10)	NT\$	5,600	7,000	174	221	221
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Thailand (2)	Baht	2,600	3,900	105	155	155
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DESTINATION COUNTRY -----	LOCAL CURRENCY Container Size			U.S. DOLLARS Container Size		
	20'	40'	40H 45'	20'	40'	45'-48'

Abu Dhabi	AED	480	660	-	-	-
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RULE 23-L: DESTINATION DELIVERY CHARGE - CY SERVICE (DRY CARGO) (Continued)

	AED	640 (d)	870 (d)			
United Arab Emirates	AED	513	756	-	-	-
United Arab Emirates	AED	770 (d)	1134 (d)	-	-	-
Qatar (except Doha)	Qar	395	585	-	-	-
Qatar (Doha)	Qar	600	1000	-	-	-
Oman	OMR	40	55	-	-	-
	OMR	60 (d)	82.5 (d)	-	-	-
OT/FR	OMR	60	82.5			
Bahrain	BHD	31.8	49.9	-	-	-
OT/FR	BHD	37.8	55.9			
Vietnam	USD			77	118	144

NOTES & ABBREVIATIONS:

- (d) = Dangerous/Hazardous Cargo
- (h) = applies in hi cube container.
- (no) = Not oversize in any dimension
- (o) = Oversize in 1 or more dimensions
- \* = Charges may be on a "Collect" basis.
- + = applies on 40' containers only.

- (1) Collect charges but at shipper's option may be prepaid.
- (2) Charges must be shown in either U.S. Dollars or Baht on the Bill of Lading and may be collected at destination in either currency at consignee's option.
- (3) When prepaid, charges must be paid in U.S. Dollars (USD) and must be shown on the Bill of Lading. When collect, charges must be paid in either Hong Kong Dollars (HKD) or U.S. Dollars (USD).
- (4) Charge must be shown in U.S. Dollars on the Bill of Lading and may be collected at destination. This charge must be collected prior to release of cargo at destination.
- (5) Also see Rule 23-0.
- (6) <Deleted>
- (10) When this charge is on a collect basis, the charge must be paid in New Taiwan Dollars.

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RULE 23-L: DESTINATION DELIVERY CHARGE - CY SERVICE (DRY CARGO) (Continued)

- (11) This charge must be prepaid at origin and must be shown on the Bill of Lading.

EXCEPTION: This charge may be collect for cargo destined to China, provided that only if ocean freight is also paid collect basis.

- (12) For shipments moving under multiple Bills of Lading to destination CY (Y service), the per container assessment will be pro-rated on a weight basis.

- (14) To the Malaysian Outports, at Carrier's option, the charge can be prepaid in U.S. Dollars (USD) or collect in local currency. This charge must be shown on the Bill of Lading.

- (15) COS CHARGES

Destination surcharges at Colombo are based on the Container Status, as defined below:

Definition of Container Status:

One Shipper to One Notify Party = FCL/FCL (CY/CY)

More than One Shipper to  
One Notify Party = FCL/LCL (CY/CFS)

CY/CY OR CY/CFS Container Status may be changed but only by Colombo office, upon written request from local Notify Parties at Colombo, after the payment of the following change of status (COS) charges as follows:

20' Container - US\$174.00 per container  
40' Container - US\$277.50 per container  
45' Container - US\$324.00 per container

Colombo office will send advice regarding such COS to load port concerned and other parties concerned by a financial correction memo to update the system.

- (16) Charge applies on Prepaid basis only  
(17) Subject to local Governmental Service Tax  
(18) Applies only to Service loops: NSS1; PSGP; CIX  
(19) Applies only to Service loop: IEX  
(20) Applies only to Service loops: AIM1; AIM2

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RULE 23-L: DESTINATION DELIVERY CHARGE - CY SERVICE (DRY CARGO) (Continued)

(21) standard 40x8'6" container will be charged at USD100

+++

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RULE 24: NVOCCs in Foreign Commerce: Bonds and Agents

Effective: 01Dec2011 Thru: Expires: Publish 04Nov2011 Amend: C

A. Bonding of NVOCC

1. Carrier has furnished the Federal Maritime Commission a bond in the amount required by CFR 583.4 to ensure the financial responsibility of Carrier for the payment of any judgement for damages arising from it's transportation related activities, order for reparations issued pursuant to Section 11 of the Shipping Act, 1984 or penalty assessed pursuant to Section 13 of the Act.

2. Bond No.: 90335

3. Issued By: AMERICAN ALTERNATIVE INSURANCE CORP.  
A DELAWARE CORPORATION  
555 COLLEGE ROAD EAST  
P.O. BOX 5241  
PRINCETON, NJ 08543

B. Agent for Service

1. Carrier's legal agent for the service of judicial and administrative process, including subpoenas is:

Distribution-Publications, Inc.  
180 Grand Avenue, Suite 430  
Oakland, CA 94612

2. In any instance in which the Carrier cannot be served because of death, disability or unavailability, the Secretary of the Federal Maritime Commission will be deemed to be the Carrier's legal agent for service of process.
3. Service of administrative process, other than subpoenas, may be effected upon the Carrier by mailing a copy of the documents to be served by certified or registered mail, return receipt requested.

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RULE 25: Certification of Shipper Status in Foreign Commerce

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Carrier adopts the procedures provided in 46 CFR  
583.7(b)(1) and/or (b)(2) in determining whether NVOCC's  
have complied with the tariff and bonding requirements of  
Sections 8 and 23 of the 1984 Act.

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RULE 26: Time/Volume Rates in Foreign Commerce

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Time-Volume Rates (TVR) are subject to the following conditions:

1. Offering Period - TVR are offered for the period shown in the individual TVR.
2. Commodity - Commodity is as shown in the individual TVR.
3. Minimum Volume - The minimum volume is as shown in the individual TVR.
4. Enrollment - Shipper(s) and/or Consignee(s) desiring to ship cargo under a TVR shall notify the carrier in writing.  
  
Enrollment must be in the name of the shipper or consignee making the application. Carrier shall notify shipper/consignee of the Enrollment Number assigned.
5. Ports/Points - TVR apply only from/to specific ports/points shown in the individual TVR.
6. Except as specifically provided in the individual TVR, all rules, regulations, conditions and charges in this tariff are applicable to TVR's.
7. Cargo shall be rated at the applicable TVR. If shipper/consignee fails to ship the required minimum then shipper/consignee shall pay the difference between the TVR minimum and the actual quantity shipped at the TVR rate (if two or more rates are provided, the lowest rate shall apply) or shipments shall be rerated at the tariff rate in effect at time of shipment, whichever produces the lowest total charge.
8. Shipments shall be counted toward only one (1) TVR.
9. In the event the shipper/consignee is unable to meet the required minimum due to force majeure or carrier's inability to carry cargo which has been booked, the minimum shall be reduced proportionally.
10. Beyond its obligations as a common carrier, the carrier makes no commitment to any defined service level, such as assured space, transit time, port rotation or similar service feature.
11. Carrier shall maintain records sufficient to justify the application of TVR, including enrollment form and Bills of Lading.

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RULE 26: Time/Volume Rates in Foreign Commerce (Continued)

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RULE 27: Loyalty Contracts in Foreign Commerce

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Not Applicable.

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RULE 28: Definitions

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: IC

CARGO, N.O.S. - means cargo (articles) not otherwise more specifically described in or provided for in this tariff.

CARRIER - means publishing carrier and/or inland U.S. Carriers

CONSIGNOR, CONSIGNEE OR SHIPPER - include the authorized representatives or agents of such "consignor," "consignee," or "shipper."

CONTAINER FREIGHT STATION (CFS) - (Service Code S) -  
a) At Origin - The location designated by the carrier where the carrier will receive cargo to be packed into containers by the carrier, or his agent.  
b) At Destination - The location designated by the carrier for the delivery of containerized cargo to be unpacked from said containers.

CONTAINER LOAD - (CL) - Means all cargo tendered to carrier in shipper-loaded containers.

CONTAINER YARD - The term "Container Yard" (CY) (Service Code Y), means the location where carrier receives or delivers cargo in containers.

CONTROLLED TEMPERATURE - means the maintenance of a specific temperature or range of temperatures in carrier's trailers.

DRY CARGO - means cargo other than that requiring temperature control.

IN PACKAGES - shall include any shipping form other than "in bulk," "loose," "in glass or earthenware, not further packed in other containers" or "skids"

KNOCKED DOWN (KD) - means that an article must be taken apart, folded or telescoped in such a manner as to reduce its bulk at least 33 1/3 percent from its normal shipping cubage when set up or assembled.

KNOCKED DOWN FLAT (KDF) - means that an article must be taken apart, folded or telescoped in such a manner as to reduce its bulk at least 66 2/3 percent from its normal shipping cubage when set up or assembled.

LESS THAN CONTAINER LOAD (LTL) - means all cargo tendered to carrier not in shipper-loaded/stuffed containers.

LOADING OR UNLOADING - means the physical placing of cargo

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RULE 28: Definitions (Continued)

into or the physical removal of, cargo from containers.

MIXED SHIPMENT - means a shipment consisting of articles described in and rated under two or more rate items of this tariff.

MOTOR CARRIER - means U.S. Motor Carrier or Motor Carriers.

NESTED - means that three or more different sizes of the article or commodity must be enclosed each smaller piece within the next larger piece or three or more of the articles must be placed one within the other so that each upper article will not project above the lower article more than one third of its height.

NESTED SOLID - means that three or more of the articles must be placed one within or upon the other so that the outer side surfaces of the one above will be in contact with the inner side surfaces of the one below and each upper article will not project above the next lower article more than one-half inch.

ONE COMMODITY - means any or all of the articles described in any one rate item in this tariff.

PACKING - covers the actual placing of cargo into the container as well as the proper stowage and securing thereof within the container.

PUBLISHING CARRIER - means OOCL LOGISTICS LINE LIMITED, a Non-Vessel Operating Common Carrier (NVOCC) registered with the U.S. Federal Maritime Commission as Organization No. 020418.

RAIL CARRIER - means U.S. rail carrier or rail carriers.

SHIPMENT - means a quantity of goods, tendered by one consignor on one bill of lading at one origin at one time in one or more containers for one consignee at one destination

STUFFING - UNSTUFFING - means the physical placing of cargo into or the physical removal of cargo from carrier's containers.

UNPACKING - covers the removal of the cargo from the container as well as the removal of all securing material not constituting a part of the container.

WATER CARRIER - means Publishing Water Carrier.

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RULE 29: Symbols

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

EXPLANATION OF SYMBOLS

- (A) - Increase
- (C) - Change resulting in neither nor decrease
- (E) - Expiration
- (I) - New or Initial Matter
- (P) - Extension of Service
- (R) - Reduction
- (S) - Special Case Number
- (W) - Withdrawal of erroneous data

EXPLANATION OF ABBREVIATIONS

- Ad. Val. ----- Ad Valorem
- A.Q. ----- Any Quantity
- B.F. ----- Board Food or Board Feet
- B/L ----- Bill of Lading
- BAF ----- Bunker Adjustment Factor
- BM ----- Board Measurement
- CAF ----- Currency Adjustment Factor
- Cbm, CM or M3 - Cubic Metre
- cc ----- Cubic Centimetre
- Concl. ----- Concluded
- Cont'd ----- Continued
- CFS ----- Container Freight Station
- Cft. or cft. -- Cubic Foot or Cubic Feet
- cm. ----- Centimetre
- Cntr(s) ----- Container(s)
- CU ----- Cubic
- Cwt ----- 100 Pounds
- CY ----- Container Yard
- DDC ----- Destination Delivery Charge
- Etc. ----- Et Cetera
- exc. ----- Exceeding
- F.A.K. ----- Freight All Kinds
- F.A.S. ----- Free Alongside Ship
- FCL ----- Full Container Load
- FEU ----- Forty Foot Equivalent Unit
- F.I. ----- Free In
- F.I.O. ----- Free In and Out
- F.I.O.S. ----- Free In, Out and Stowed
- F.O. ----- Free Out
- F.O.B. ----- Free On Board
- F.M.C. ----- Federal Maritime Commission
- Ft. ----- Feet or Foot
- GOH ----- Garment On Hanger
- Hdlg. Chgs. --- Handling Charges
- I.D. ----- Inside Diameter
- i.e. ----- That is
- I&S ----- Iron or Steel

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RULE 29: Symbols (Continued)

Incl.----- Inclusive  
K.D. or K/D --- Knocked Down  
K.D.F. ----- Knocked Down Flat  
Kilos ----- Kilograms  
K/T ----- Kilo Ton  
Lb. or Lbs. --- Pound or Pounds  
LCL ----- Less than Container Load  
LS ----- Lumpsum  
L/T ----- Long Ton (2240 lbs.)  
LT/40 ----- Long Ton (2240 lbs.) or 40 Cubic Feet  
M ----- 1 Cubic Metre  
Max. ----- Maximum  
MBF or MBM ---- 1,000 Feet Board Measure  
Min. ----- Minimum  
mm ----- Millimeter  
n/exc. ----- Not Exceeding  
N.O.S. ----- Not otherwise specified in this Tariff  
No. or Nos. --- Number or Numbers  
Pkg. or Pkgs--- Package or Packages  
PRC ----- People's Republic of China  
PRVI ----- Puerto Rico and U.S. Virgin Islands  
R/T ----- Revenue Ton  
SL&C ----- Shipper's Load and Count  
Sq. Ft. ----- Square Foot or Square Feet  
S/T ----- Short Ton (2000 lbs.)  
SU or S/U ----- Set Up  
TEU ----- Twenty Foot Equivalent Unit  
TRC ----- Terminal Receiving Charge  
U.S.A. ----- United States of America  
USD ----- United States Dollars  
Viz. ----- Namely  
Vol. ----- Volume  
W ----- 1,000 kilos  
W/M ----- 1,000 kilos or 1 cubic metre  
WT ----- Weight

EXPLANATION OF ATFI CODES

Container Size -

20 - 20 ft.	40X - 40 ft., Any Height
40S - 40 ft., 8'0"	45S - 45 ft., 8'0"
40 - 40 ft., 8'6"	45 - 45 ft., 8'6"
40A - 40 ft., 9'0" High Cube	45A - 45 ft., 9'0"
40B - 40 ft., 9'6" High Cube	45B - 45 ft., 9'6"
	45X - 45 ft., Any Height

CONTAINER TEMPERATURE CODES

AC - Artificial Atmosphere Controlled  
CLD - Chilled  
FRZ - Frozen

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RULE 29: Symbols (Continued)

HTD - Heated  
N/A - Not Applicable/Not Operating  
RE - Refrigerated  
VEN - Ventilated

CONTAINER TYPE CODES

AC - Atmosphere Control  
FB - Flat Bed  
FR - Flat Rack  
GC - Garment Hanger  
IM - Insulated  
OT - Open Top  
PC - Dry  
RE - Reefer

HAZARD CODES

HAZ - Hazardous  
NHZ - Non-Hazardous  
N/A - Not Applicable

RATE BASIS CODE

AV - Ad Valorem  
EA - Each (as defined)  
LS - Lumpsum  
M - Measure  
PC - Per Container  
W - Weight  
WM - Weight/Measure

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RULE 30: Access to Tariff Information

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

A. Electronically

This tariff is available on the F.M.C. ATFI system.  
Interested parties should contact:

BTCL  
Federal Maritime Commission  
Washington, D.C. 20573

202-523-5821

for information concerning access to and cost for use of  
the ATFI system.

B. Paper Copies

This tariff is available to subscribers in paper (hard  
copy) form. Subscriptions are for one calendar year  
period only. Subscription includes a complete current  
copy of the tariff and a copy of each revised page. A  
one year subscription to this tariff is \$500.00.

Request for subscription must be in writing, addressed  
to the carrier as shown on the Title Page or ATFI Tariff  
Record. Remittance must accompany request.

C. Emergency/Public

Paper (hard) copy tariff is available for emergency  
(i.e. when not available for access in the ATFI system  
due to equipment breakdown, etc.) and/or public  
inspection at the offices of the carrier or its tariff  
publisher as shown on Title Page or ATFI Tariff Record.

Access shall include:

1. Making paper (hard) copy of tariff available - No Charge.
2. Use of desk/chair for inspection - No Charge
3. Provide personnel to assist in proper use of tariff  
- \$40.00 per hour, minimum charge \$15.00
4. Copies of tariff material - \$0.50 per page copied

Except of copies furnished per 4. above, tariff material  
may not be removed from carrier's or publisher's office.

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RULE 31: Seasonal Discontinuance

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Not Applicable.

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RULE 32: Military Cargo Terms

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Not Applicable.

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RULE 33: Project Rates

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Not Applicable.

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RULE 34: Terminal Tariffs

Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I

Not Applicable.

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RULE 35: NEGOTIATED RATE ARRANGEMENTS (NRA)

Effective: 10Oct2012 Thru:                      Expires:                      Publish 10Oct2012 Amend: C

1. Carrier may, in lieu of publishing a tariff rate, enter into a Negotiated Rate Arrangement ("NRA") with any NRA Shipper. The NRA shall contain the following elements:
  - (a) be in writing;
  - (b) contain the legal name of the parties; and contain the names of the representatives of the parties agreeing to the NRA; (C)
  - (c) be agreed to by both NRA shipper and NVOCC, prior to the date on which the cargo is received by the common carrier or its agent (including originating carriers in the case of through transportation);
  - (d) clearly specify the rate and the shipment or shipments to which such rate will apply; and
  - (e) may not be modified after the time the initial shipment is received by the carrier or its agent (including originating carriers in the case of through transportation).
2. Carrier will assign each NRA a unique NRA number. (C)
3. Carrier shall maintain records of each NRA in accordance with FMC Regulations, 46 CFR 532.7.
4. Carrier's governing rules tariff is provided to shippers at [www.dpiusa.com](http://www.dpiusa.com) in compliance with FMC Regulations as provided in 46 CFR 532.7.
5. An NRA shall always take precedence over a tariff rate for the same commodity.
6. All rates agreed in an NRA, unless clearly stated to be all-inclusive, shall be subject to surcharges and assessorials as published in Carrier's governing tariff rules. The surcharges and assessorials that will be applied to each NRA are those that are in effect as of the date the first shipment under each NRA is received by Carrier, and such surcharges and assessorials shall remain fixed at that level for the period the NRA is in effect.
7. NRAs proposed by or entered into by Carrier with an NRA Shipper shall contain a confidentiality clause that reads as follows:  
The NRA shipper and Carrier agree that the shipper's identity, the rates, charges, terms and conditions offered and/or agreed in an NRA shall be kept confidential from any other shipper or carrier. Any breach of this confidentiality agreement may give rise to a cause of action for actual damages proven to result from such breach of confidentiality. (C)

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<p><u>RULE 100: GENERAL RATE INCREASE (GRI) 15MAY2007, USA TO ASIA</u>  Effective: 12Jun2007 Thru:                      Expires:                      Publish 12Jun2007 Amend: C</p> <p>GRI incorporated into rates. No further application.</p>		
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RULE 101: GENERAL RATE INCREASE (GRI) 24SEP2009

Effective: 24Sep2009 Thru: Expires: Publish 24Sep2009 Amend: C

GRI cancelled in its entirety

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<p><u>RULE 102: GENERAL RATE INCREASE (GRI) DEC2009, US/ASIA &amp; AUSTRALIA</u>  Effective: 05Jan2010 Thru:                      Expires:                      Publish 05Jan2010 Amend: C</p> <p>No further application. GRI incorporated into rates</p>		
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<p><u>RULE 103: GENERAL RATE INCREASE JAN2010, REEFER, US/ASIA &amp; AUSTRALIA</u>  Effective: 20Jan2010 Thru:                      Expires:                      Publish 20Jan2010 Amend: C</p> <p>No further application. GRI incorporated into rates</p>		
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<p>Items with effective dates prior to page Issue Date are brought forward without change.  Future effective items are preceded with a &gt; symbol.</p>		
<p><u>RULE 104: GENERAL RATE INCREASE (GRI) JAN2010, AUSTRALIA/NZ</u>  Effective: 21Jan2010 Thru:                      Expires:                      Publish 21Jan2010 Amend: C</p> <p style="text-align: center;">No further application. GRI incorporated into rates</p>		
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<p><u>RULE 105: GENERAL RATE INCREASE (GRI) FEB2010, US/ASIA &amp; AUSTRALIA</u>  Effective: 19Feb2010 Thru:                      Expires:                      Publish 19Feb2010 Amend: C</p> <p>No further application. GRI incorporated into rates</p>		
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<p><u>RULE 106: GENERAL RATE INCREASE (GRI) MAY2013, ASIA/ME/EUROPE</u>  Effective: 23Apr2013 Thru:                      Expires:                      Publish 23Apr2013 Amend: C</p> <p style="text-align: center;">General Rate Increase (GRI) cancelled in its entirety.</p>		
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