

OOCL Logistics Line Limited - US Import Tariff No. 002	Orig/Rev Original	Page TITLE PAGE
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TITLE PAGE

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

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

U.S. Import Tariff No. 002

Naming
Rates, Rules and Regulations for
The Transportation of Commodities

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

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

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.

For explanation of abbreviations and reference marks see Rule 29

NOTICE TO TARIFF USERS
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compliance with regulations of the U.S. Federal Maritime Commission.
The official tariff is that contained in the Internet web site of
Distribution-Publications, Inc., located at www.dpiusa.com

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Distribution-Publications, Inc.
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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

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

AFGHANISTAN
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

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DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 21May2014
<u>TARIFF ORIGIN SCOPE (Continued)</u> 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 FRANCE FRENCH GUIANA FRENCH POLYNESIA GABON GAMBIA THE GERMANY GHANA GIBRALTAR GREECE GREENLAND GRENADA GUADELOUPE GUATEMALA GUERNSEY GUINEA GUINEA BISSAU GUYANA HAITI HONDURAS HONG KONG HUNGARY ICELAND INDIA INDONESIA IRAN IRAQ IRELAND ISRAEL ITALY IVORY COAST JAMAICA JAPAN		
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<p><u>TARIFF ORIGIN SCOPE (Continued)</u></p> <p>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 MAN ISLE OF MARSHALL ISLANDS MARTINIQUE MAURITANIA MAURITIUS MAYOTTE MEXICO MIDWAY ISLANDS MONACO MONGOLIA MONTSERRAT MOROCCO MOZAMBIQUE NAMIBIA NAURU NEPAL NETHERLANDS NETHERLANDS ANTILLES NEW CALEDONIA NEW ZEALAND NICARAGUA NIGER NIGERIA NIUE NORFOLK ISLAND</p>		
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DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 21May2014
<u>TARIFF ORIGIN SCOPE (Continued)</u> 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 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		
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TARIFF ORIGIN SCOPE (Continued)

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

TARIFF DESTINATION SCOPE

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

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

ACBP (US ATL COAST BASE PORTS)

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

BALTIMORE (port), MD, USA, 21201-99
BOSTON (port), MA, USA, 02101-99
CHARLESTON (port), SC, USA, 29401-25
JACKSONVILLE (port), FL, USA, 32201-99
MIAMI (port), FL, USA, 33101-99
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

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AFRICA (AFRICA COUNTRY GROUP)

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

SOMALIA
SOUTH AFRICA
SUDAN
TANZANIA UNITED REPUBLIC OF
TOGO
UGANDA
WESTERN SAHARA
ZAIRE
ZAMBIA
ZIMBABWE
SIERRA LEONE
ANGOLA
BENIN
BOTSWANA
BURKINA
BURUNDI
CAMEROON
CAPE VERDE
CHAD
COMOROS
CONGO
DJIBOUTI
EQUATORIAL GUINEA
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

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AFRICABP (AFRICA BASE PORTS)

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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
PORT HARCOURT (port), NIGERIA
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
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

ANZOCEAN (AUS,NZ OCEAN CNTRY)

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TONGA
 TUVALU
 VANUATU
 WESTERN SAMOA
 SOLOMON ISLANDS
 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

ANZOCEANIABP (AUS,NZ,OCE PORT)

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

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
 SUVA (port), FIJI
 SYDNEY (port), AUSTRALIA
 WELLINGTON (port), NEW ZEALAND

CAMERICA (CEN.AMR CNTRY GROUP)

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

BELIZE
 COSTA RICA
 GUATEMALA

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<p>HONDURAS 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), COSTA RICA 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>ST KITTS AND NEVIS ST LUCIA ST VINCENT AND THE GRENADINES TRINIDAD AND TOBAGO TURKS AND CAICOS ISLANDS NETHERLANDS ANTILLES ANTIGUA AND BARBUDA BAHAMAS THE BARBADOS BERMUDA</p>		
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BRITISH VIRGIN ISLANDS
CAYMAN ISLANDS
DOMINICAN REPUBLIC
DOMINICA
GRENADA
GUADELOUPE
HAITI
JAMAICA
MARTINIQUE
MONTSERRAT

CARIBBEANBP (CARIB BASE PORTS)

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

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
KRALENDIJK (port), NETHERLANDS ANTILLES
MONTEGO BAY (port), JAMAICA
ORANJESTAD (port), NETHERLANDS ANTILLES
ORANJESTAD (port), ARUBA
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

CHINA BASE PORTS

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

DALIAN (port), CHINA
FUZHOU (port), CHINA
HONG KONG (port), CHINA
HSIA MEN (port), CHINA
SHANGHAI (port), CHINA
TIANJIN (port), CHINA

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GUANGDONG

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NANTOU, CHINA
PANYU, CHINA
PINGWU, CHINA
PUNING, CHINA
QINGYUAN, CHINA
QUANZHOU, CHINA
SHANTOU, CHINA
SHAOGUAN, CHINA
SHAXI, CHINA
SHEKOU, CHINA
SHILONG, CHINA
SHUNDE, CHINA
SONGJIANG, CHINA
TAIPING, CHINA
TAISHAN, CHINA
XINHUI, CHINA
XIXIANG, CHINA
YANGJIANG, CHINA
YANTIAN, CHINA
ZENGCHENG, CHINA
ZHANJIANG, CHINA
ZHAOQING, CHINA
ZHONGSHAN, CHINA
NANHAI, CHINA
BAIYU, CHINA
BEIHAI, CHINA
BOLUO, CHINA
CHANGAN, CHINA
CHENGHAI, CHINA
CHIWAN, CHINA
CONGHUA, CHINA
DANSHUI, CHINA
DIANBAI, CHINA
DONGGUAN, CHINA
DONGSHAN, CHINA
ENPING, CHINA
FOOCHOW, CHINA
FOSHAN, CHINA
GUANGZHOU, CHINA
GUANYAO, CHINA
GUILIN, CHINA
HAI AN, CHINA
HAIFENG, CHINA
HAIKANG, CHINA
HAIKOU, CHINA

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<p>HENGJING, CHINA HUANGPU, CHINA HUAXIAN, CHINA HUIDONG, CHINA HUILAI, CHINA HUINAN, CHINA HUIZHOU, CHINA JIANGMEN, CHINA JIEXI, CHINA JIEYANG, CHINA KAIPING, CHINA KSIN KANG, CHINA LISHUI, CHINA LONGJIANG, CHINA LUFENG, CHINA MAOMING, CHINA NANCHING, CHINA</p> <p><u>JBP (JAPAN BASE PORTS)</u></p> <p>Effective: 27Jun2012 Thru: Expires: Publish 27Jun2012 Amend: IR</p> <p>KOBE, JAPAN OSAKA, JAPAN NAGOYA, JAPAN TOKYO, JAPAN YOKOHAMA, JAPAN</p> <p><u>LOS ANGELES/LONG BEACH</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>LONG BEACH (port), CA, USA, 90800-53 LOS ANGELES (port), CA, USA, 90001-99</p> <p><u>MED (MEDIT. COUNTRY GROUP)</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>TUNISIA TURKEY YUGOSLAVIA SYRIA ALGERIA ANDORRA CYPRUS EGYPT FRANCE GIBRALTAR GREECE ISRAEL ITALY</p>		
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<p>LEBANON MALTA MOROCCO PORTUGAL SAN MARINO SPAIN</p> <p><u>MEDBP (MEDITERR. BASE PORTS)</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>AL ISKANDARIYAH (port), EGYPT AL LADHIQIYAH (port), SYRIA ALGER (port), ALGERIA ASHDOD (port), ISRAEL BAYRUT (port), LEBANON BILBAO (port), SPAIN BUR SA ID (port), EGYPT CASABLANCA (port), MOROCCO DUBROVNIK (port), YUGOSLAVIA FUNCHAL (port), PORTUGAL GENOVA (port), ITALY HEFA (port), ISRAEL ISTANBUL (port), TURKEY IZMIR (port), TURKEY KOPER (port), YUGOSLAVIA LAS PALMAS DE GRAN CANARIA (port), SPAIN LAS PALMAS (port), SPAIN LEIXOES (port), PORTUGAL LEMESOS (port), CYPRUS LIVORNO (port), ITALY MARSEILLES (port), FRANCE MERSIN (port), TURKEY OPORTO (port), PORTUGAL PIRAIEVS (port), GREECE PONTA DELGADA (port), PORTUGAL SFAX (port), TUNISIA SPLIT (port), YUGOSLAVIA TENERIFE (port), SPAIN THESSALONIKI (port), GREECE TUNIS (port), TUNISIA VALENCIA (port), SPAIN VALLETTA (port), MALTA</p> <p><u>MEXICO (POINTS IN MEXICO)</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>MEXICO</p>		
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MEXICOBP (MEXICO BASE PORTS)

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

LAZARO CARDENAS (port), MEXICO
MANZANILLO (port), MEXICO
SALINA CRUZ (port), MEXICO
TAMPICO (port), MEXICO
VERACRUZ (port), MEXICO

MIDEAST (MIDEAST CNTRY GROUP)

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

IRAQ
JORDAN
KUWAIT
OMAN
QATAR
SAUDI ARABIA
UNITED ARAB EMIRATES
YEMEN
IRAN
BAHRAIN

MIDEASTBP (MIDEAST BASE PORTS)

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

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
FUJEIRAH (port), UNITED ARAB EMIRATES
HODEIDAH (port), YEMEN
JABAL ALI (port), UNITED ARAB EMIRATES
JEDDAH (port), SAUDI ARABIA
MINA QABUS (port), OMAN

NEASIA (NE ASIA COUNTRY GROUP)

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

CHINA
HONG KONG
JAPAN
KOREA REPUBLIC OF
MACAU
MONGOLIA

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<p>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>BUSAN (port), KOREA REPUBLIC OF CHILUNG (port), TAIWAN DALIAN (port), CHINA 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 VOSTOCHNY (port), UNION OF SOVIET SOCIALIST REPU YOKOHAMA (port), JAPAN</p> <p><u>NEUROPE (NO EUR CNTRY GROUP)</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>BELGIUM BULGARIA CZECHOSLOVAKIA DENMARK FAROE ISLANDS FINLAND FRANCE GERMANY GREENLAND GUERNSEY HUNGARY ICELAND IRELAND ITALY JERSEY LIECHTENSTEIN LUXEMBOURG MONACO NETHERLANDS NORWAY POLAND ROMANIA SWEDEN SWITZERLAND</p>		
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<p>UNION OF SOVIET SOCIALIST REPU UNITED KINGDOM AUSTRIA</p> <p><u>NEUROPEBP (NO EUR BASE PORTS)</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>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 KOTKA (port), FINLAND AARHUS (port), DENMARK AMSTERDAM (port), NETHERLANDS BAILE ATHA CLIATH (port), IRELAND BELFAST (port), IRELAND BREMEN (port), GERMANY BREMERHAVEN (port), GERMANY CONSTANTA (port), ROMANIA COPENHAGEN (port), DENMARK CORK (port), IRELAND FELIXSTOWE (port), UNITED KINGDOM GALWAY (port), IRELAND GDANSK (port), POLAND GDYNIA (port), POLAND GLASGOW (port), UNITED KINGDOM GOTEBORG (port), SWEDEN GRANGEMOUTH (port), UNITED KINGDOM HAMBURG (port), GERMANY HELSINKI (port), FINLAND KLAIPEDA (port), UNION OF SOVIET SOCIALIST REPU</p> <p><u>PCBP (US PAC COAST BASE PORTS)</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>OAKLAND (port), CA, USA, 94601-68 PORTLAND (port), OR, USA, 97201-72 SAN DIEGO (port), CA, USA, 92101-99</p>		
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<p>SEATTLE (port), WA, USA, 98101-99 TACOMA (port), WA, USA, 98401-99 LOS ANGELES (port), CA, USA, 90001-99 LONG BEACH (port), CA, USA, 90800-53</p> <p><u>SAMERICA (SO AMER CNTRY GROUP)</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>ARGENTINA BOLIVIA BRAZIL CHILE COLOMBIA ECUADOR FRENCH GUIANA GUYANA PARAGUAY PERU SURINAME URUGUAY VENEZUELA</p> <p><u>SAMERICABP (SO AMER BASE PORT)</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>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 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 SAO PAULO (port), BRAZIL TALCAHUANO (port), CHILE TOCOPILLA (port), CHILE</p>		
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<p>COQUIMBO (port), CHILE</p> <p><u>SEASIA (SE ASIA COUNTRY GROUP)</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>BRUNEI CAMBODIA INDONESIA LAOS MALAYSIA PHILIPPINES SINGAPORE THAILAND VIETNAM</p> <p><u>SEASIABP (SE ASIA BASE PORTS)</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>BANGKOK (port), THAILAND CEBU (port), PHILIPPINES GEORGE TOWN (port), MALAYSIA JAKARTA (port), INDONESIA KELANG (port), MALAYSIA MANILA (port), PHILIPPINES SINGAPORE (port), SINGAPORE</p> <p><u>SOUTHASIA (SO ASIA CNTRY GRP)</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>BANGLADESH INDIA PAKISTAN SRI LANKA</p> <p><u>SOUTHASIABP (S ASIA BASE PORT)</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>BOMBAY (port), INDIA CALCUTTA (port), INDIA CHITTAGONG (port), BANGLADESH COLOMBO (port), SRI LANKA KARACHI (port), PAKISTAN MADRAS (port), INDIA</p> <p><u>THAILAND BASE PORTS</u></p> <p>Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>BANGKOK (port), THAILAND LAEM CHABANG (port), THAILAND</p>		
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USPOINTS (US,GUM,PR,VI/ASOM)

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

USPORTS (U.S. 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 (WORLD COUNTRY GROUP)

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SUDAN
SURINAME
SWAZILAND
SWEDEN
SWITZERLAND

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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 ZAIRE ZAMBIA ZIMBABWE ST VINCENT AND THE GRENADINES MONACO MONGOLIA MONTSERRAT MOROCCO MOZAMBIQUE NAMIBIA NAURU NEPAL NETHERLANDS NETHERLANDS ANTILLES NEW CALEDONIA NEW ZEALAND NICARAGUA NIGER NIGERIA NIUE NORFOLK ISLAND NORTHERN MARIANA ISLANDS		
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<p>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 SOMALIA SOUTH AFRICA SPAIN SRI LANKA ST HELENA ST KITTS AND NEVIS ST LUCIA ST PIERRE AND MIQUELON MIDWAY ISLANDS GHANA GIBRALTAR GREECE GREENLAND GRENADA GUADELOUPE GUATEMALA GUERNSEY GUINEA GUINEA BISSAU GUYANA HAITI HONDURAS HONG KONG HUNGARY</p>		
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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 LIBERIA LIBYA LIECHTENSTEIN LUXEMBOURG MACAU MADAGASCAR MALAWI MALAYSIA MALDIVES MALI MALTA MAN ISLE OF MARSHALL ISLANDS MARTINIQUE MAURITANIA MAURITIUS MEXICO GERMANY BAHAMAS THE BAHRAIN BANGLADESH BARBADOS BELGIUM BELIZE BENIN BERMUDA BOLIVIA BOTSWANA		

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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 EGYPT ETHIOPIA FALKLAND ISLANDS (ISLAS MALVIN FAROE ISLANDS FEDERATED STATES OF MICRONESIA FIJI FINLAND FRANCE FRENCH GUIANA FRENCH POLYNESIA GABON AUSTRIA GAMBIA THE AFGHANISTAN ALGERIA AMERICAN SAMOA ANDORRA ANGOLA ANGUILLA		
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ANTIGUA AND BARBUDA ARGENTINA ARUBA AUSTRALIA		
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A

ACEPHATE, 90%, N.O.S.	9902-25-6800
ADAPTERS, WALL MOUNT, HOMEPLUG AND ELECTRONIC EQUIPMENT, NOS	9901-04-0000
ADAPTOR (COMPUTER PARTS), REMOTES, SWITCHING POWER SUPPLY, N	9901-29-0000
ADDITIVE CONCENTRATE - NON-HAZARDOUS, N.O.S.	9900-65-0000
ADVERTISING MATERIAL, N.O.S.	9900-42-0000
AEROSOL DEODARANT SPRAY, N.O.S.	9901-06-0000
AEROSOL UN1950 CLASS 2.1, N.O.S.	9900-57-1000
AGRIGCULTURAL PARTS, VIZ: NEW, N.O.S.	8433-90-0100
AIR CONDITIONERS, EQUIPMENT, AND ACCESSORIES, NOS	8414-30-0000
AIR FILTER, N.O.S.	8421-39-9000
ALBUMS, PHOTO, N.O.S.	9900-53-0000
ALUMINUM EXTRUSION, N.O.S.	7604-29-0000
ALUMINUM PANELS FOR ARCHITECTURAL USE, N.O.S.	7600-00-0000
ALUMINUM PANELS, NOT ALLOYED, N.O.S.	7604-10-3000
ALUMINUM RAILINGS, N.O.S.	9900-44-0000
AMPLIFIER ACCESSORY, N.O.S.	8518-98-0000
APPAREL AND TOYS, N.O.S.	9900-11-0000
APPLIANCES, HOUSEHOLD, N.O.S.	9900-03-1000
ARTIFICIAL FLOWERS AND DECORATIONS, N.O.S.	9900-93-0000
ARTIFICIAL POLYESTER FLOWERS AND FOLIAGES, N.O.S.	9900-93-0100
AUDIO EQUIPMENT, N.O.S.	9900-29-0000
AURICULAR AND CONSTRUCTION MACHINERY AND PARTS.	9901-21-0000
AUTO ACCESSORIES AND FURNITURE FOR MOTORHOMES.....	9900-06-0000
AUTO CARE PRODUCTS, N.O.S.	9900-06-0100
AUTO PARTS, N.O.S. AS DESCRIBED IN HARMONIZED CODE	9900-06-0250
AUTO PARTS, NEW, N.O.S.	9900-06-0200
AUTOMOBILE AIR CONDITIIONING AND PARTS, VIZ: MAGNETIC CLUTCH	9900-38-0025
AUTOMOBILE PARTS AND ACCESSORIES, N.O.S.	9900-35-0000
AUTOMOTIVE SEAT PARTS, N.O.S.	9900-62-0000

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B

BABY GOODS, BABY STROLLERS	9900-02-1000
BABY OIL, N.O.S.	3307-30-9000
BABY OIL, PETROLEUM JELLY, N.O.S.	9901-13-0000
BAGS, COTTON, N.O.S.	6305-20-0000
BALES FOAM SCRAP, N.O.S.	9900-77-0000
BALES FOAM SCRAP, N.O.S.	9900-86-0000
BARBEQUE PARTS AND ACCESSORIES FOR GRILLS, N.O.S.; FIREPITS	9900-14-0000
BARBEQUE SPARE PARTS, N.O.S.	7321-90-0000
BATHROOM ACCESSORIES, N.O.S.	9900-99-0000
BEAUTY SALON FURNITURE, N.O.S.	9400-00-0050
BICYCLES	9900-02-1000
BICYCLES AND PARTS, N.O.S.	9901-10-0000
BICYCLES AND PARTS, VIZ: BICYCLES, N.O.S.; TRICYCLE,	8712-01-0000
BINGO DABSTERS, INK BLOTTERS FOR BINGO CARDS, N.O.S.	9900-05-0000
BINGO SUPPLIES	9900-05-0000
BLINDS AND SHADES, N.O.S.	9900-25-0000
BONNET, MICROFIBER, N.O.S.	8509-10-0000
BOTTLES, GLASS, N.O.S.	7010-00-0000
BRUSH, PAINT, N.O.S.	9603-40-1900
BUCKET GRID, N.O.S.	8205-59-0000

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CANDLE HOLDERS	9900-02-1000
CANISTER SETS	9900-02-1000
CANNED ALOE JUICE, N.O.S.	2009-11-9000
CANOPY, CHAIR, HAMMOCK, FURNITURE SPARE PART, N.O.S.	9900-92-5000
CANOPY, N.O.S. AS DESCRIBED IN HARMONIZED CODE 6306.19.9000;	9900-92-0000
CAR AIR CONDITIONERS AND PARTS, N.O.S.	9900-38-0000
CAR CARE PRODUCTS, N.O.S.	9900-48-0000
CAR CARE PRODUCTS, VIZ: CAR WAX, NON-HAZARDOUS, N.O.S.	9900-48-0300
CAR PRODUCTS, N.O.S.	3405-30-0000
CARAMEL COLOURING, N.O.S.	1702-90-9090
CARDBOARD BOX, PAPER BAG, WOODEN HANGER, N.O.S.	9901-02-0000
CARGO, N.O.S., HAZARDOUS	0000-00-0005
CARGO, N.O.S., NON-HAZARDOUS	0000-00-0010
CARPETS 100% WOOL HAND TUFFED, N.O.S.	5703-10-8000
CART TROLLEY, N.O.S.	8716-90-9000
CAST IRON FURNITURE	9900-02-1000
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CELL PHONE ACCESSORIES, N.O.S.	9901-12-0100
CEMENT AND CEMENT ADDITIVES, N.O.S.	3824-40-0000
CERAMIC-WARES	9900-02-1000
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CHEMICALS, VIZ: BISPHENOL ABIS(DIPHENYLPHOSPATE), P-30, CLAS	2919-90-0090
CHEMICAL, HAZARDOUS, VIZ: TETRA ISO PROPYL TITANATE (UN NO.	9900-57-0500
CHEMICAL, HAZARDOUS, VIZ: TITANIUM ISOPROPOXIDE (UN NO. 2413	9900-57-0400
CHEMICALS, HAZARDOUS AND NON HAZARDOUS, N.O.S.	9900-57-0100
CHEMICALS, HAZARDOUS, N.O.S.	9900-57-0150
CHEMICALS, HAZARDOUS, VIZ: 4'-BROMOMETHYL-2-CYANOBIHENYL,	2919-90-0100
CHEMICALS, HAZARDOUS, VIZ: CHLOROMETHYL AS DESCRIBED IN	9900-00-0860
CHEMICALS, HAZARDOUS, VIZ: HEXACHLOROACETONE, CLASS 6.1, PG	2914-70-0000
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CHEMICALS, HAZARDOUS, VIZ: META PHENYLENE DIAMINE (MPDA);	3809-12-5100
CHEMICALS, HAZARDOUS, VIZ: METSULFURON-METHYL 60 DF, N.O.S.	3808-93-1900

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CHEMICALS, HAZARDOUS: IMO CLASS 2 TO 7, N.O.S.	9900-57-0300
CHEMICALS, HAZARDOUS: UN 3077, CLASS 9, N.O.S.	9900-57-0200
CHEMICALS, N.O.S. NON HAZARDOUS	9900-57-0000
CHEMICALS, VIZ: ACEPHATE, 90%, N.O.S.	9902-25-6800
CHEMICALS, VIZ: DI BASIC CALCIUM PHOSPHATE, N.O.S.	2835-25-0000
CHEMICALS, VIZ: DICHLORO (CHLOROMETHYL) METHYL, N.O.S.	2931-00-9010
CHEMICALS, VIZ: GLYPHOSATE TECHINCAL, N.O.S.	2931-90-0041
CHEMICALS, VIZ: MOSQUITO LARVICIEDE, NON-HAZARDOUS, N.O.S.	9900-43-0000
CHEMICALS, VIZ: PHARMACEUTICAL PRODUCTS, NON HAZARDOUS,	9900-57-0025
CHEMICALS, VIZ: POLYMERS, N.O.S.	9900-57-0050
CHEMICALS, VIZ: SODIUM FORMALDEHYDE SULFOXYLATE, N.O.S.	2831-10-2000
CHESS SETS	9900-02-1000
CHINESE LANGUAGE LEARNING MATERIALS, VIZ: CHINESE PHONETIC	4900-02-0000
CHINESE POTS, CLAY POTS, N.O.S.	6905-90-0000
CHIP RESISTERS, N.O.S. AS DESCRIBED IN HARMONIZED CODE 8533.	9900-73-0000
CHOCOLATE, N.O.S.	1806-31-1000
CHRISTMAS DECORATION AND POLYESTER ARTIFICIAL PLANTS, N.O.S.	9900-33-1100
CHRISTMAS DECORATIONS, ARTICLES FOR CHRISTMAS ACTIVITIES/NAT	9900-33-1000
CHRISTMAS ORNAMENTS, N.O.S.	9900-33-0000
CHRISTMAS TREES	9900-02-1000
CLOCKS	9900-02-1000
CLOSEOUT MERCHANDISE, N.O.S.	9902-00-0000
CLOSEOUT MERCHANDISE/TOYS, N.O.S.	9503-00-0000
COFFEE MUGS, N.O.S.	9901-01-0000
COLLECTIBLE PORCELAIN AND RESIN PLATES, MUSIC BOXES AND	9900-30-0000
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COMPACT DISCS (CD'S) AND CD-ROM GAMES	8500-00-0500
COMPACT PLASTIC LAMINATES, N.O.S.	3921-90-2100
COMPRESSOR, AIR CONDITIONING EQUIPMENT AND PARTS, N.O.S.	8414-00-0000
COMPUTER ACCESSORIES AND PARTS, N.O.S.	9900-27-0200
COMPUTER ACCESSORIES, VIZ: NETWORK USB HUB, WIRELESS ACCESS	9900-27-0000
COMPUTER COMPONENTS AND ACCESSORIES, N.O.S. AS DESCRIBED IN	9900-27-0100
CONSTRUCTION EQUIPMENT PARTS, N.O.S.	9900-50-0000
CONSTRUCTION EQUIPMENT PARTS, N.O.S., AGRICULTURAL IMPLEMENT	8431-49-0000
CONSTRUCTION EQUIPMENT PARTS, NOS; AGRICULTURAL IMPLEMENT PA	9900-12-0000

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COOKWARE, FLATWARE, DINNERWARE, GLASSWARE, KNIVES AND	9900-88-0000
COOKWARE, VIZ: COMMERCIAL, N.O.S.	9901-30-0000
COTTON (100%) TERRY TOWELS AND MADE UPS, N.O.S.	9901-17-0000
COTTON BAGS, N.O.S.	6305-20-0000
COTTON FABRIC PRINTED/DYED, N.O.S.	5208-32-4060
COTTON MADE UPS, N.O.S.	6302-10-1000
COTTON YARN, N.O.S.	5205-22-0020
CUSTOM LEATHERCRAFT ITEMS N.O.S, VIZ: TOOLBELTS; GLOVES	6216-00-5820
CUTTING MACHINE, N.O.S.	9900-96-0000

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D

DC MOTOR, N.O.S.	9900-66-0000
DECO PORCELAIN/FLAGS/STONE ARTICLES, N.O.S.	9900-31-0000
DETERGENT CAPS, VIZ: POLYPROPYLENE, N.O.S.	3923-50-1000
DISPOSABLE BARBEQUE GRILLS AND PARTS, N.O.S.	7321-13-0040
DOLLS	9900-02-1000
DOLLS AND ACCESSORIES, N.O.S.	9900-45-0000
DOLLS, STUFFED, N.O.S. - ALL ITEMS PACKAGED WITH DOLL ARE	9900-13-0000
DOOR LOCKS, N.O.S.	8301-40-6030
DRINKING GLASSES, GLASS VASES, POTTERY SORTS ALL KIND,	9900-61-0000
DUCTILE IRON CASTINGS, N.O.S.	7307-19-3000
DVD PACK ASSORTMENT, VIZ: STAR WARS ORIGINAL TRILOGY, N.O.S.	9503-49-0000
DYES AND INTERMEDIATES, N.O.S.	2921-59-9000

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E

ELECTRIC WINCH, N.O.S.	8425-31-9000
ELECTRICAL EQUIPMENT AND ACCESSORIES, N.O.S.	8500-00-0990
ELECTRICAL GOODS, INCLUDING COMMUNICATIONS EQUIPMENT, VIZ:	8500-00-1000
ELECTRICAL GOODS, N.O.S.	8418-69-9000
ELECTRONIC COMPONENTS, VIZ: RECEIVER OR TUNE STAG FOR PORTAB	8522-90-7580
ELECTRONIC GAMES	9900-02-1000
ELECTRONIC GOODS, N.O.S.	8418-99-1900
EXTRUDED RUBBER PRODUCT, N.O.S.	4016-93-9000

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F

FABRIC MADE UPS, N.O.S.	6302-21-0000
FABRIC WOVEN, VIZ: FABRIC - APPAREL; FABRIC JAGGARD-SATIN, FABRIC, VIZ: NON WOVEN, N.O.S.	6104-33-0000 6104-33-0020
FABRIC, VIZ: POLYPROPYLENE (PP) WOVEN, N.O.S.	6104-33-0010
FIBERS, VIZ: PULLED, GREY, N.O.S.	5101-19-0000
FINO NICKEL, INGOT, PELLETS, N.O.S.	9900-40-0000
FIRELIGHTERS, SOLID WITH FLAMMABLE LIQUID UN 2623 IMO CLASS FLAGS, N.O.S.	9900-18-0000 9900-52-0000
FLAMMABLE LIQUIDS, VIZ: HAZARDOUS, UN NO. 1993, IMO CLASS :	9901-18-0000
FLORAL CONTAINERS AND ACCESSORIES, N.O.S.	9900-24-0025
FLORAL DECORATIONS, N.O.S.	9900-24-0000
FOAM TOYS, N.O.S.	9503-90-1000
FOLDING CHAIRS	9900-02-1000
FOOD SLICERS, N.O.S.	9901-23-0000
FOODSTUFF, N.O.S.	9900-34-0000
FOODSTUFFS, N.O.S.	2008-19-9000
FOODSTUFFS, VIZ: DRIED SHRIMP, N.O.S.	9900-34-0400
FOODSTUFFS, VIZ: ORGANIC SOYABEANS, SEED GRADE, N.O.S.	1201-00-1000
FOODSTUFFS, VIZ: RADISH, PICKLED, N.O.S.	3808-93-1100
FOODSTUFFS, VIZ: RAW BASMATI RICE, MALTED DRINKS, GHEE, BISC	9901-14-0000
FOODSTUFFS, VIZ: SESAME SEEDS, N.O.S.	9900-67-0500
FOODSTUFFS: COOKED RICE, N.O.S.	9900-67-0150
FOODSTUFFS: CURRY PASTE, SOFT DRINK, COFFEE, FLAVOURED CHIP	9900-67-0000
FOODSTUFFS: INDIAN BASMATIC RICE-WHITE, N.O.S.	9900-67-0155
FOODSTUFFS: MANGO CONCENTRATE, N.O.S.	9900-67-0160
FOODSTUFFS: MANGO PUREE, N.O.S.	9900-67-0165
FOODSTUFFS: SOFT DRINK, GRAPE JUICE, COFFEE, SOY SAUCE, COCO	9900-67-0050
FOODSTUFFS: THICK SOY SAUCE, N.O.S.	9900-67-0100
FOOTWEAR, N.O.S.; TEXTILES, N.O.S.; SPORTING BAGS, N.O.S.; S	9900-10-0000
FOOTWEAR, VIZ: SANDALS, N.O.S.	6406-00-0000
FORGED CARBON STEEL FLANGES, N.O.S.	7307-91-0000
FOUNTAIN	9900-02-1000
FREIGHT ALL KINDS (FAK)	0000-00-0020
FREIGHT ALL KINDS EXCLUDE HAZARDOUS CARGO, OVERZIE AND BREAK	0000-00-1025
FREIGHT ALL KINDS, VIZ: MERCHANDISE CLOSE OUT, N.O.S.	9900-46-0000
FRENCH LIMESTONE, N.O.S.	9901-03-0000

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FURNITURE AND EXERCISE EQUIPMENT, N.O.S.	9900-15-0050
FURNITURE, N.O.S.	9400-00-0000
FURNITURE, VIZ: BEAUTY SALON, N.O.S.	9400-00-0050
FURNITURE, VIZ: SLEEP POD, N.O.S.	9901-33-0000
FURNITURE, VIZ: SPARE PARTS FOR METAL CHAIRS AND TABLES, N.O.	9403-90-0000

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G

GAME TABLES	9900-02-1000
GARDEN ARBORS	9900-02-1000
GARDENING SUPPLIES, N.O.S.	9900-32-0000
GARMENT BARS, N.O.S.	9900-81-0000
GARMENTS ON HANGERS	6200-00-5000
GARMENTS, N.O.S.	6109-00-0000
GARMENTS, N.O.S.	9900-00-0050
GARMENTS, READY TO WEAR, SHOES, TOYS, BLANKETS AND ACCESSORI	9900-49-0000
GARMENTS, VIZ: 100% COTTON POWERLOOM READYMADE GARMENTS	6205-20-0000
GARMENTS, VIZ: BOYS APPAREL, N.O.S.	6109-00-0200
GARMENTS, VIZ: HOODIE JACKET, N.O.S.	6109-00-0800
GARMENTS, VIZ: MEN'S 100% NYLON WOVEN JACKET, N.O.S.	6210-20-0000
GARMENTS, VIZ: READY MADE, N.O.S.	6206-20-0000
GARMENTS/CLOTHING, N.O.S.	6110-50-2075
GAZEBOS, N.O.S.	9900-82-0000
GAZING BALLS	9900-02-1000
GENERAL DEPARTMENT STORE MERCHANDISE (GDSM)	9900-02-2000
GENERAL DEPARTMENT STORE MERCHANDISE (GDSM) EXCLUDING GARMEN	9901-25-0000
GENERAL DEPARTMENT STORE MERCHANDISE, VIZ: K.D. FURNITURE, E	9900-02-1000
GENERAL MERCHANDISE, VIZ: SOCKS, HOSIERY, DOLLS, TOYS,	9900-02-0000
GHERKINS (CUCUMBER SOAKED IN VINEGAR AND BRINE), N.O.S.	0711-40-0000
GIFTWARE	9900-02-1000
GIFTWARE, N.O.S.	9900-47-0000
GLASS BOTTLES, N.O.S.	7010-00-0000
GLYCINE (FOOD GRADE), N.O.S.	9900-71-0000
GLYPHOSATE TECHINCAL, N.O.S.	2931-90-0041
GOLF EQUIPMENT AND ACCESSORIES (SPORTING GOODS), N.O.S.	9503-00-9000
GROCERY STORE ITEMS, NON-HAZARDOUS, N.O.S. IN STRAIGHT OR MI	9900-67-1100
GROCERY STORE ITEMS: FOODSTUFFS AND HOUSEHOLD ITEMS, N.O.S.	9900-67-1000

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H

HAND TOOLS AND ACCESSORIES INCLUDING POWERED; COTTON CANVAS	9900-09-0000
HANDICRAFTS, VIZ: BRASS, GLASS, IRON, BEADS, N.O.S.	9900-22-0000
HANDICRAFTS, VIZ: INDIAN, N.O.S.	7616-99-9000
HANDICRAFTS, VIZ: IRON, GLASS AND WAX, N.O.S.	9900-22-0025
HARDWARE, VIZ: DOOR LOCKS, BOLTS, SCREWS, NAILS, NUTS, HASP,	9900-23-0000
HATS/BEANIES, BAGS, BELTS, SCARF, N.O.S.	9900-21-0000
HAZARDOUS MATERIAL, N.O.S.	2914-70-9000
HOLIDAY DECORATIONS	9900-02-1000
HOLIDAY FIGURINES	9900-02-1000
HOME IMPROVEMENT PRODUCTS, N.O.S.	9900-07-0000
HOME IMPROVEMENTS, N.O.S.	9900-39-0000
HOME PLUGS AND ADAPTORS, REMOTES, CABLES AND BATTERIES, AND	9900-07-1000
HOMEPLUG ADAPTORS, SLINGLINK TUBO, WALL MOUNT, N.O.S.	9901-16-0000
HONEY POWDER, N.O.S.	0409-00-0000
HOSE 3M EURO CARAVAN; PROPANE GAS HOSE FOR BARBEQUE MADE OF	9900-19-0000
HOTEL AMENITIES, N.O.S.	9605-00-0000
HOUSEHOLD APPLIANCES, N.O.S.	9900-03-1000
HOUSEHOLD DECORATIONS GOODS VIZ: VASES, POTTERY, GLASS ITEMS	9900-59-0000
HOUSEHOLD GOODS AND PERSONAL EFFECTS, USED, NOT FOR RESALE,	9900-03-0000
HYDROGENATED CASTOR OIL FLAKES PACKING IN NEW PLASTIC REINFO	1516-20-3900

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I

IMIDACLOPRID TECH, N.O.S.	2933-39-9026
INDUSTRIAL MOLDS, N.O.S.	9900-16-0000
INSTANT GRILLS, N.O.S.	9900-78-0000

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J

JEWELRY BOXES

9900-02-1000

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K

K.D. FURNITURE	9900-02-1000
KD BUILDING, N.O.S.	9406-00-0000
KITCHENWARE, N.O.S.	9900-91-0000

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L

LADIES COATS AND WEARING APPAREL, N.O.S.	9900-00-0100
LADIES PU JACKET, N.O.S.	9900-00-0090
LADIES TIE KNOTS SHORT SLEEVE TOP, FABRIC CONTENT 60% POLYES	6110-30-0000
LAMINATED SHEETS (WITHOUT BARRIER PAPER), N.O.S.	3921-00-0000
LAMPS	9900-02-1000
LAWN FURNITURE	9900-02-1000
LEATHER GOODS, N.O.S.	4202-00-0000
LEATHER GOODS, VIZ: LEATHER GLOVES, BELT, APRONS, N.O.S.	4202-00-0010
LIGHTING FIXTURES, FANS, N.O.S.	9900-28-0000
LITHIUM BROMIDE AND CALCIUM CHLORIDE, NON-HAZARDOUS, N.O.S.	2800-00-0000
LOOSE GARMENTS ON HANGERS (GOH), N.O.S.	6200-00-5000
LUGGAGE, LUGGAGE ACCESSORIES AND LUGGAGE PARTS, N.O.S.	4202-00-0025

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M

MACHINERY, N.O.S.	9900-97-0000
MACHINERY, VIZ: CUTTING, N.O.S.	9900-96-0000
MANGO PUREE, N.O.S.	9900-67-0165
MARBLES/TILES, N.O.S.	1301-18-2000
MEDICAL EQUIPMENT, DISPOSABLE, N.O.S.	9900-58-0050
MEDICAL SUPPLIES, N.O.S.	9900-58-0010
MEDICAL SUPPLIES, VIZ: PD BAGS AND SALINE BAGS, N.O.S.	9900-58-0000
MEDICAL SUPPLIES, VIZ: PD SOLUTION BAGS AND DISTILLED WATER	9900-58-0020
MERCAPTOBENZOTHAZOLE DISULFIDE, PACKAGED IN SHRINK WRAPPED	9900-90-0000
METAL FURNITURE	9900-02-1000
METAL PENS, N.O.S.; BALL-POINT PENS, N.O.S.; FOUNTAIN PENS,	9900-04-0000
METAL PRODUCT, N.O.S.	7310-29-9900
METSULFURON-METHYL 60, UN 3077, PKG III, CLASS 9, N.O.S.	3809-12-5000
MICROFIBER BONNET, N.O.S.	8509-10-0000
MICROFIBER TOWEL, N.O.S.	6307-10-0000
MIXED COMMODITIES, VIZ: FOOD STUFF AND PERSONAL CARE ITEMS,	9900-36-0000
MIXED OR STRAIGHT LOADS OF ART, FLOWERS, TOYS, STEELWARE, AR	9900-08-0000
MOLDS, INDUSTRIAL, N.O.S.	9900-16-0000
MOTION LAMPS	9900-02-1000
MOTORCYCLE PARTS AND ACCESSORIES, VIZ: MIRRORS, SEATS, TAIL	8714-00-0000
MOULDING, N.O.S.	4409-29-9100

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N

N.O.S.; PENCILS, N>O>S.; PEN AND PENCIL CASES, N.O.S.	9900-04-0000
NAIL, N.O.S. AS DESCRIBED IN HARMONIZED CODE 7317.00.5507;	9900-76-0000
NDB (SATELLITE RECEIVER) REMOTES, CABLE PACK AND BATTERIES, NITRILE GLOVES, N.O.S.	9900-95-0000 4015-19-0550
NOVELTIES, HOUSEHOLD DECOR ITEMS, TOYS, N.O.S.	9901-20-0000
NURSERY ITEMS, VIZ: BABY BIBS, BABY CUPS AND BABY FEEDING	9500-01-0000

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O

OFFICE FURNITURE, CHAIRS, EXERCISE EQUIPMENT, N.O.S.	9900-15-0025
OFFICE FURNITURE, CHAIRS, N.O.S.	9900-15-0000
ORGANIC SOYABEANS, SEED GRADE, N.O.S.	1201-00-1000
ORNAMENTS, CHRISTMAS, N.O.S.	9900-33-0000

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P

PACKAGING PRODUCTS, N.O.S.	3923-10-0000
PACKING MATERIAL, VIZ: PRINTED CARTONS, LABELS MADE OUT OF P	9901-32-0000
PAINT BRUSH, N.O.S.	9603-40-1900
PALM OIL PRODUCTS, N.O.S.	1516-20-9820
PAPER BACKED WALL COVERINGS, N.O.S.	9900-00-0200
PAPER PRODUCTS, N.O.S.	9900-00-0250
PARK BENCHES	9900-02-1000
PATIO FURNITURE	9900-02-1000
PERSONAL EFFECTS VIZ: CHAIRS, NEW AND NOT FOR RESALE	9900-00-0040
PEST REPELLANT, N.O.S.	9900-60-0000
PHARMACEUTICAL PRODUCTS, CHEMICALS, NON-HAZARDOUS, N.O.S.	9901-15-0000
PHOTO ALBUMS, N.O.S.	9900-53-0000
PHOTO ALBUMS, PENS, PICTURE FRAMES, N.O.S.	9900-54-0000
PHOTOCONDUCTIVE DRUM WITHOUT TONER, NON HAZARDOUS, N.O.S.	9900-74-0000
PICTURE FRAMES, N.O.S.	4414-00-0000
PILLOWS, N.O.S. AS DESCRIBED IN HARMONIZED CODE 9404.90.1000	9900-89-0000
PLANT STANDS	9900-02-1000
PLASTIC BAG (FOR MEDICAL PACKAGING), N.O.S.	4819-40-0000
PLASTIC BAGS, N.O.S.	3923-10-9000
PLASTIC BOTTLES AND CAPS, N.O.S.	9900-63-0000
PLASTIC FOODPACK, N.O.S.	9900-63-5000
PLASTIC MATERIAL, N.O.S.	9900-83-0000
PLUSH TOY PRODUCTS, N.O.S.	9503-00-4100
PNEUMATIC HAND HELD TOOLS, N.O.S.	8467-19-5090
POCKET MATTRESS WITH LEG, N.O.S.	9404-29-9000
POLYESTER AND NYLON BAGS, N.O.S.	9901-08-0000
POLYMERS, N.O.S.	9900-57-0050
POLYPROPYLENE (PP) WOVEN FABRIC, N.O.S.	6104-33-0010
POND PUMPS AND PUMP LIGHTS, N.O.S.	9900-84-5000
POOL ACCESSORIES	9900-02-1000
PRINTED MATTER (CATALOGS); PLUSH TOYS; PROMO ITEMS, GIFTWARE	9900-20-0000
PRINTED MATTER, VIZ: CATALOGUES FOR TOYS AND GAMES, N.O.S.	4900-01-0000
PRINTED MATTERS, VIZ: BOOKS AND MAGAZINES, N.O.S.	9900-20-0100
PRINTERS, COPY MACHINES AND PARTS, N.O.S.	9900-97-0100
PRISM BINOCULARS, N.O.S. AS DESCRIBED IN HARMONIZED CODE	9900-68-0000
PROMOTIONAL ITEMS ADVERTISED AS DESCRIBED IN HARMONIZED CODE	9900-69-0000

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PROMOTIONAL ITEMS, INCLUDING GARMENTS, N.O.S.	9901-28-0000
PSYLLIUM HUSK, N.O.S.	1211-90-3200
PVC POUCH (MEDICAL PACKAGING), N.O.S.	4202-12-9000
PYRETHROID PESTICIDE, PYRETHROID PESTICIDE, SOLID, N.O.S.	9900-56-0000
PYRETHROID PESTICIDE, LIQUID, TOXIC, N.O.S.	9900-56-0010

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R

RADISH, PICKLED, N.O.S.	3808-93-1100
READY MADE GARMENTS, N.O.S.	6206-20-0000
READY-TO-WEAR GARMENTS; SHOES; ACCESSORIES; TOYS AND BLANKETS	9900-00-0075
RED WINE VINEGAR, N.O.S.	2209-00-0000
REMOTE CONTROL DEVICES, N.O.S. AS DESCRIBED IN HARMONIZED	9900-75-0000
RESERVED	5703-10-0000
RESIN, NON-HAZARDOUS, N.O.S.	9900-85-0000
RETURNED ELECTRONICS FOR REPAIR, N.O.S.	9900-00-0500
REVOLVING FRAME, N.O.S.	9901-00-0000
ROLLER FRAME/ROLLER COVER, N.O.S.	9603-40-2000
RUBBER GLOVE, N.O.S.	4015-19-0510
RUBBER PRODUCTS, N.O.S.	4414-00-0010

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S

SAFETY GLOVES, VEST, HAT AND EQUIPMENT, N.O.S.	9901-27-0000
SAFETY PRODUCTS VIZ: SAFETY GLOVES, PROTECTIVE EYEWARE, SANDALS, N.O.S.; FOOTWEAR	9900-87-0000 6406-00-0000
SEALED LEAD ACID BATTERY, N.O.S.	8507-20-0000
SEEDS, VIZ: NYJER, N.O.S.	1207-99-3000
SHADOWCASTER NIGHT LIGHTS	9900-02-1000
SHAMPOO, FASHION ACCESSORIES, N.O.S.	9901-19-0000
SHEETS, TOWELS, HOME TEXTILES, N.O.S.	9900-94-0000
SHIRTS AND SHORTS, WOVEN	8712-01-0000
SHOE RACK, N.O.S.	1908-15-1800
SHOES AND SHOE PARTS, N.O.S.	9900-00-0120
SHORTS AND SHIRTS, WOVEN	8712-01-0000
SHOULDER BAG, PLASTIC TOYS, PVC BAGS, GAMEBOY, N.O.S.	9900-02-0000
SLURRY, N.O.S.	3824-90-9700
SNG VEHICLE, N.O.S.	8700-00-0000
SOCKS, HOSIERY, DOLLS, TOYS,	9900-02-0000
SOLAR PANEL, N.O.S.	9901-05-0000
SPLITTER, WIRE, AMPLIFIERS, SPEAKERS, N.O.S.	9900-51-0000
SPLITTER/WIRE, N.O.S.	8536-69-4050
SPREADER, N.O.S.	8431-41-1000
STAINLESS STEEL AND ALUMINUM DOORS FOR BBQ'S AND ALUMINUM	9900-17-0000
STAINLESS STEEL ARTWARE WITH CLAY AND PLASTICS, N.O.S. AS DE	9901-31-0000
STAINLESS STEEL COIL, N.O.S.	7219-34-0000
STAINLESS STEEL FORGINGS, N.O.S.	7326-90-9900
STAR WARS ORIGINAL TRILOGY, N.O.S.; DVD PACK ASSORTMENT	9503-49-0000
STATIONARY, N.O.S.	4820-10-9000
STATIONERY ITEMS, VIZ: PP COVER AND POCKET VIZ LIST, N.O.S.	3926-10-0100
STEARIC ACID, N.O.S.	2915-70-0000
STEARIC ACID, N.O.S.	3823-11-0000
STEEL FRAME AND WICKER PRODUCTS; SOLID WOOD PRODUCTS, N.O.S.	9900-72-0000
STEEL PRODUCTS, BUILDING MATERIALS, A/V PARTS, BATHROOM ACCE	9900-72-1000
STONE SLABS, N.O.S.	9901-22-0000
STRAWS, INFANT BOOTIES, SKATE BAGS, BELTS, POUCH BELT,	9900-02-0000

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T

TANKS, VIZ: EMPTY, ISO, N.O.S.	9901-24-0000
TEALIGHT HOLDER	9900-02-1000
TELEPHONES, INCLUDING CORDLESS AND CELLULAR TELEPHONES; TENTS, N.O.S.	8500-00-1000 6300-00-0002
TEXTILE PIECE GOODS, N.O.S.	9907-20-0000
TEXTILES, GARMENTS, WEARING APPAREL	9900-00-0050
TEXTILES, N.O.S.;	9900-00-0050
THEME PARK MERCHANDISE, CARNIVAL ITEMS, VIZ: CLOCKS, FASHION	9900-01-0000
THEME PARK SOUVENIRS/WEARING APPAREL/STUFFED ANIMALS/TOYS, N	9900-01-0100
TIMBER PRODUCT, N.O.S.	4412-39-0000
TIMBER PRODUCTS, N.O.S.	9900-80-0000
TOBACCO, N.O.S.	2403-99-9000
TOOLS AND EQUIPMENT, N.O.S.	9903-00-0000
TOWEL, MICROFIBER, N.O.S.	6307-10-0000
TOYS	9900-02-1000
TOYS AND GAMES, INCLUDING STUFFED, ELECTRONIC AND PARTS AND	9500-01-0000
TOYS AND GAMES, N.O.S.	9900-37-0000
TOYS AND GAMES, VIZ: EDUCATIONAL TOYS, INCLUDING STUFFED TOY	9503-00-0080
TOYS, FOAM, N.O.S.	9503-90-1000
TOYS, N.O.S.	9500-01-0100
TOYS, N.O.S., INCLUDING BUT NOT LIMITED TO PLASTIC TOYS, DOL	9500-01-0050
TOYS/STUFFED ANIMALS, N.O.S.	9500-01-0110
TRACKER TRAILER PARTS AND CHAINS, N.O.S.	9990-00-0000
TRACTOR AND AGRICULTURE IMPLEMENT PARTS, N.O.S.	9900-41-0000
TRACTOR TRAILER PARTS, N.O.S.	9900-41-0025
TRACTORS (BRAND NEW - NO BATTERY - NON HAZARDOUS), N.O.S.	9900-26-0000
TRANSMISSION BELTS, RUBBER AUTOMOTIVE BELTS, N.O.S.	9901-11-0000
TRAVEL PRODUCTS, N.O.S.	9901-09-0000
TUB, POT, WIRE BASKET, N.O.S.	9901-26-0000
TV CABLE, N.O.S.	9900-64-0000
TV TUNERS AND PARTS, N.O.S.	9900-64-0025
TV TUNERS, DUAL POWER SAW, AND TOES SLIPPERS, N.O.S.	9900-64-0075
TV TUNERS, ELECTRONICS, REMOTES, ACCESSORIES, N.O.S.	9901-12-0000
TV TUNERS, N.O.S.	9900-64-0050
TYRES, N.O.S.	4011-10-0000

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U

UMBRELLAS

9900-02-1000

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V

VEHICLE, SNG, N.O.S.

8700-00-0000

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W

WATER FILTRATION EQUIPMENT & EVAPORATORS, AUTO PARTS (BRAKE	9901-07-0000
WATER PUMP, N.O.S.	9900-84-0000
WEARING APPAREL AND ACCESSORIES, N.O.S.	9900-00-0106
WEARING APPAREL, N.O.S.	9900-00-0050
WEARING APPAREL, N.O.S.	9900-00-0105
WHEAT FLOUR, GHEE, N.O.S.	1101-00-0000
WHEEL HUB UNIT, N.O.S.	9900-70-0000
WICKER FURNITURE	9900-02-1000
WOMAN'S APPAREL, N.O.S.	9900-00-0110
WOOD AND GLASS SHADOW BOXES, N.O.S.	4414-00-0090
WOODEN LAMINATED SHEETS, N.O.S.	4408-00-0000
WOODENWARE	9900-02-1000
WOOL, 100%, N.O.S.	5107-10-9000
WOOLEN BLANKETS, N.O.S.	6301-20-0000

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Y

YARN, COTTON, N.O.S.	5205-22-0020
YARN, N.O.S.	9900-55-0020
YARN, N.O.S. AS DESCRIBED IN HARMONIZED CODE 5205.21.0000,	9900-55-0000
YARN, VIZ: 100% POLYESTER WEAVING RING SPUN, N.O.S.	9900-55-0010

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RULE 1: Scope

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

See following Sub-Rules.

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RULE 1-03: NY/NJ COMMERCIAL ZONE

Effective: 02Aug2007 Thru: Expires: Publish 03Jul2007 Amend: C

The following points are considered as being located in
the New York/New Jersey Commercial Zones:

Points in New Jersey (NJ)

Adelphia
Allendale
Allenwood
Alpine
Applegarth
Arbor
Ardena
Atlantic Highlands
Aura
Avenel
Bairdsville
Basking Ridge
Bayonne
Belford
Belleville
Bergenfield
Berkeley Heights
Birch Hills
Blackwells Mills
Bloomfield
Bogota
Bonhamptown
Bound Brook
Bound Brook Heights
Bound Brook Junction
Bradevelt
Branchburg
Branchburg Park
Bridgewater
Brookdale
Browtown
Brunswick Gardens
Caldwell
Camp Kilmer
Carlstadt
Carrs Corner
Carteret
Cedar Beach
Cedar Grove (Essex Co)
Cedar Knolls
Centerville
Chapel Hill
Charleston Springs
Chatham
Cheesequake

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RULE 1-03: NY/NJ COMMERCIAL ZONE (Continued)

Clark
Cliffside Park
Cliffwood
Cliffwood Beach
Clifton
Closter
Clyde
Collingwood Park
Colonia
Colts Neck
Convent-Station
Coontown
Cragmere Park
Cranbury
Cranford
Crawford Corners
Cresskill
Darlington
Dayton
Deans
Demarest
Dumont
Dunellen
Durham
Earle
East Brunswick
East Freehold
East Hanover
East Keansburg
East Millstone
East Newark
East Orange
East Paterson
East Rutherford
Eatontown
Edgar
Edgewater
Edison
Elizabeth
Ellisdale
Elmwood Park
Elton
Emerson
Englewood
Englewood Cliffs
Englishtown
Essex Fells
Everett
Fairfield (Essex Co)
Fairfield (Monmouth Co)
Fair Haven
Fair Lawn

OOCL Logistics Line Limited - US Import Tariff No. 002	Orig/Rev Original	Page 2,000,004
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RULE 1-03: NY/NJ COMMERCIAL ZONE (Continued)

Fairview (Bergen Co)
 Fairview (Monmouth Co)
 Fanwood
 Farrington Lake Heights
 Finderne
 Florham Park
 Fords
 Fort Hancock
 Fort Lee
 Fort Monmouth
 Franklin (Somerset Co)
 Franklin Lakes
 Franklin Park
 Freehold
 Garfield
 Garwood
 Gillette
 Glacier Hills
 Glen Ridge
 Glen Rock
 Gordons Corner
 Gravel Hill
 Green Brook
 Green Village
 Griggstown
 Guttenberg
 Hackensack
 Haledon
 Halls Corners
 Hamilton (Somerset Co)
 Hanover
 Harding
 Harrington Park
 Harrison
 Hasbrouck Heights
 Haworth
 Hawthorne
 Hazlet
 Helmetta
 Herberts Corner
 Heyden
 Hickory Tree
 Highland Park (Middlesex Co)
 Highlands
 Hillside (Bergen Co)
 Hillside
 Hoboken
 Hoffman (Middlesex Co)
 Ho-Ho-Kus
 Holmdel
 Homestead Village
 Hopelawn

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RULE 1-03: NY/NJ COMMERCIAL ZONE (Continued)

Hurd
Ideal Beach
Interlaken
Irvington
Iselin
Jamesburg
Jersey City
Jerseyville
Keansburg
Kearny
Keasbey
Kendall Park
Kenilworth
Keyport
Lake Hiawatha
Lake Nelson
Laurence Harbor
Leonardo
Leonia
Liberty Corner
Lincoln Park (Middlesex Co)
Lincoln Park (Morris Co)
Lincroft
Linden
Little Falls
Little Ferry
Little Silver
Littleton
Livingston
Locust
Lodi
Logansville
Long Branch
Low Moor
Lyndhurst
Lyons
Madison
Madisonville
Mahwah
Manalapan
Manville
Maplewood
Marlboro (Monmouth Co)
Martinsville
Matawan
Maywood
Mechanicsville
Menlo Park
Metuchen
Meyersville
Middlebush
Middlesex

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RULE 1-03: NY/NJ COMMERCIAL ZONE (Continued)

Middletown (Monmouth Co)
Midland Park
Millburn
Millhurst
Millington
Millstone
Milltown (Middlesex Co)
Millville (Middlesex Co)
Monmouth Beach
Monmouth Hills
Monroe (Morris Co)
Montclair
Montvale
Moonachie
Morgan
Morganville
Morris
Morris Plains
Morristown (Middlesex Co)
Morristown (Morris Co)
Mountainside
Mountain View
Mount Bethel
Mount Horeb
Natco
Navesink
Newark
Newark International Airport
New Brunswick
New Dover
New Market
New Milford
New Monmouth
New Providence
New Shrewsbury
Newton Heights
New Vernon
Nixon
North Arlington
North Bergen
North Brunswick
North Caldwell
North Haledon
North Plainfield
North Stelton
Northvale
Norwood
Nutley
Oakhurst
Oakland
Oak Shades
Oak Tree

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RULE 1-03: NY/NJ COMMERCIAL ZONE (Continued)

Oceanport
 Old Bridge
 Old Tappan
 Oradell
 Orange
 Outcalt
 Packanack Lake
 Palisades Park
 Paramus
 Park Ridge
 Parlin
 Parsippany
 Passaic
 Paterson
 Patricks Corner
 Pequannock
 Perth Amboy
 Phalanx
 Phoenix
 Pine Brook
 Piscataway
 Piscataway Town
 Plainfield
 Pleasantdale
 Pompton (Morris Co)
 Pompton Lakes
 Pompton Plains
 Port Monmouth
 Port Reading
 Port Reading Junction
 Possumtown
 Potter
 Preakness
 Prospect Park
 Prospect Plains
 Pumptown
 Rahway
 Ramsey
 Raritan
 Red Bank (Monmouth Co)
 Ridgefield
 Ridgefield Park
 Ridgewood
 River Edge
 River Plaza
 River Vale
 Robertsville
 Rochelle Park
 Rockleigh
 Roseland
 Roselle
 Roselle Park

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RULE 1-03: NY/NJ COMMERCIAL ZONE (Continued)

Royce Valley
Rumson
Runyon
Rutherford
Saddle Brook
Saddle River
Sayreville
Scobeyville
Scotch Plains
Sea Bright
Secaucus
Sewaren
Shore Crest
Shrewsbury
Siloam
Smalleytown
Smithburg
Somerset (Somerset Co)
Somerville
South Amboy
South Bound Brook
South Brunswick
South Hackensack
South Old Bridge
South Orange
South Plainfield
South River
Spotswood
Springdale
Springfield
Stelton
Stirling
Summit
Tanners Corner
Taylor Mills
Teaneck
Tenafly
Tennent
Teterboro
Totowa
Towaco
Town Brook
Tracy
Troy Hlls
Union
Union Beach
Union City
Union Valley
Union Village
Upper Saddle River
Vail Homes
Valentines

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RULE 1-03: NY/NJ COMMERCIAL ZONE (Continued)

Vanderburg
Van Marters Corner
Vauxhall
Verona
Voorhees
Waldwick
Wallington
Wanamassa
Warren
Washington Heights
Washington Twp.
Watchung
Wayne
Wayside
Weehawken
West Caldwell
West Farms
Westfield
West Freehold
West Keansburg
West Long Branch
West Mahwah
West New York
West Orange
West Patterson
Weston
Westwood
Whippany
Wickatunk
Willow Grove (Union (Co))
Winfield
Woodbridge
Woodcliff Lake
Wood Ridge
Woodside
Woodstown
Wyckoff
Zarephath

Points in New York (NY)

Airmont
Albertson
Alden Manor
Amity
Amity Harbor
Amityville
Ardsley
Argo Village
Armonk
Astoria
Atlantic Beach

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RULE 1-03: NY/NJ COMMERCIAL ZONE (Continued)

Babylon
 Baldwin
 Baldwin Harbor
 Bardonia
 Baxter Estates
 Bay Park
 Bayville
 Bellerose
 Bellmore
 Belmont
 Bethpage
 Blauvelt
 Brentwood
 Briarcliff Manor
 Bronx
 Bronxville
 Brooklyn Borough
 Brooklyn Naval Support Activity
 Brookville
 Carle Place
 Cedarhurst
 Centerport
 Centerville (Suffolk Co)
 Central Nyack
 Centre Island
 Chappaqua
 Clarkstown
 Cold Spring Harbor
 Congers
 Copiaque
 Cove Neck
 Croton-On-Hudson
 Crotonville
 Deer Park
 Dix Hills
 Dobbs Ferry
 Eastchester
 East Farmingdale
 East Hempstead
 East Hills
 East Irvington
 East Meadow
 East Norwich
 East Rockaway
 East View
 East White Plains
 East Williston
 Eatons Neck
 Elmhurst
 Elmont
 Elmsford
 Farmingdale

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RULE 1-03: NY/NJ COMMERCIAL ZONE (Continued)

Floral Park
Flower Hill
Floyd
Flushing
Forest Hills
Fort Hamilton
Fort Slocum
Fort Tilden
Fort Totten
Fort Wadsworth
Franklin Square
Freeport
Gansevoort
Garden City
Garden City Park
Garden City South
Germonds
Glen Cove
Glen Head
Glenville
Glenwood Landing
Grandview-On-Hudson
Great Neck
Great Neck Estates
Great Neck Gardens
Great Neck Plaza
Greenlawn
Greenvale
Greenville
Halesite
Half Hollow Hills
Harbor Hills
Harbor Isle
Harrison
Hartsdale
Hastings-On-Hudson
Haverstraw
Hawthorne
Hempstead (Nassau Co)
Hempstead Gardens
Herricks
Hewlett
Hewlett Bay Park
Hewlett Harbor
Hewlett Neck
Hicksville
Hillburn
Hillcrest
Hillside Heights
Hillside Manor
Hollis
Howard Beach

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RULE 1-03: NY/NJ COMMERCIAL ZONE (Continued)

Huntington
Huntington Bay
Huntington Beach
Huntington Station
Inwood
Irvington
Jamaica
Jericho
Jones Beach
John F. Kennedy International Airport
Kensington
Kew Gardens
Kings Point
La Guardia Airport
Lake Success
Lakeview (Nassau Co)
Lakeville Estates
Larchmont
Lattingtown
Laurel Hollow
Lawrence
Levittown
Lido Beach
Lindenhurst
Lloyd Harbor
Locust Grove
Locust Valley
Long Beach
Long Island City
Lynbrook
Malverne
Mamaroneck
Manhasset
Manorhaven
Maspeth
Massapequa
Massapequa Park
Matinecock
Maywood (Nassau Co)
Meacham
Meadowmere Park
Melville
Merrick
Middle Village
Mill Neck
Millwood
Mineola
Monsey
Mount Ivy
Mount Vernon (Westchester Co)
Munsey Park
Muttontown

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RULE 1-03: NY/NJ COMMERCIAL ZONE (Continued)

Nanuet
 Nassau Shores
 Nauraushaun
 New Cassel
 New City
 New City Park
 New Hempstead
 New Hyde Park
 New Rochelle
 New York
 North Amityville
 North Babylon
 North Bellmore
 North Castle
 North Hills
 North Lindenhurst
 North Massapequa
 North Merrick
 North New Hyde Park
 North Pelham
 North Rockville Center
 North Tarrytown
 North Valley Stream
 North White Plains
 Nyack
 Oceanside
 Old Brookville
 Old Westbury
 Orangeburg
 Orangetown
 Ossining
 Oyster Bay
 Oyster Bay Cove
 Ozone Park
 Palisades
 Pearl River
 Pelham
 Pelham Manor
 Piermont
 Pinelawn
 Plain Edge
 Plainview
 Plandome
 Plandome Heights
 Plandome Manor
 Pleasantville
 Pocantico Hills
 Point Lookout
 Pomona
 Port Chester
 Port Washington
 Port Washington North

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RULE 1-03: NY/NJ COMMERCIAL ZONE (Continued)

Purchase
Quarry Heights
Queens
Rockaway Beach
Rockville Center
Roosevelt
Roslyn
Roslyn Estates
Roslyn Harbor
Roslyn Heights
Russell Gardens
Rye
Saddle Rock
Saddle Rock Estates
Sand Point
Scarborough
Scarsdale
Sea Cliff
Seaford
Searingtown
South Fallsburg
South Farmingdale
South Floral Park
South Hempstead
South Huntington
South Nyack
South Plainedge
South Valley Stream
South Westbury
Sparkill
Spring Valley
Staten Island
Stewart Manor
Strathmore
Suffern
Summit Park
Syosset
Tallman
Tappan
Tarrytown
Thomaston
Thornwood
Tuckahoe (Westchester Co)
Uniondale
University Gardens
Upper Brookville
Upper Nyack
Valhalla
Valley Cottage
Valley Stream
Viola
Wantagh

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RULE 1-03: NY/NJ COMMERCIAL ZONE (Continued)

Wesley Chapel
West Amityville
West Babylon
Westbury (Nassau Co)
West Gilgo Beach
West Hempstead
West Nyack
White Plains
Whitestone
Williston Park
Woodbury (Nassau Co)
Woodmere
Woodsburgh
Woodside
Worthington
Wyandanch
Yonkers

Points in Connecticut (CT)

Greenwich
Stamford
Darien

+++

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RULE 1-A: Origin

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

ORIGIN

This tariff applies from Ports and Points in the following countries/areas as specified:

Subject to Arbitrariness as indicated in this Tariff.

Asia Origin Countries:

Korea; Taiwan; Hong Kong; Macau; Peoples' Republic of China (PRC); Philippines; Singapore; Malaysia; Indonesia; Thailand; Vietnam; Laos; Cambodia; Brunei; India; Pakistan; Bangladesh; Sri-Lanka; Japan; Saudi Arabia; United Arab Emirates; Bahrain; Kuwait; Qatar; Panama and Canada.

And from other Worldwide origin countries and ports as named below (see items 4- 13).

1. NORTHEAST ASIA ORIGINS

Country/Area	Origin Base Ports
-----	-----
Taiwan	Kaohsiung
Hong Kong	Hong Kong
Macau	Hong Kong
Japan	Kobe, Osaka, Nagoya, Tokyo, Yokohama
Korea Republic of	* Busan, Pusan

* Rates in this tariff apply to either base port spelling interchangeably. Pusan is not a synonym for Busan but is indeed the same location.

2. SOUTHEAST ASIA

Country/Area	Origin Base Ports
-----	-----
Singapore	Singapore
Malaysia	Penang, Port Kelang
Indonesia	Jakarta, Surabaya, Semarang, Belawan
Thailand	Bangkok, Laem Chabang
Philippines	Manila
Vietnam	Ho Chi Minh City
Cambodia	Kampong Som (Sihanoukville)
Brunei	Muara

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RULE 1-A: Origin (Continued)

3. The Origin Base Ports on SUB CONTINENT and MIDDLE EAST,
and Others:

Country/Area -----	Port Locations (Synonym) -----
India	Nhava Sheva, Chennai (Madras)
Pakistan	Karachi
Sri Lanka	Colombo
Bangladesh	Chittagong
Bahrain	-
Kuwait	-
Saudi Arabia	Jeddah
United Arab Emirates	Jebel Ali
Canada	Vancouver (see 9, herein)
Panama	Manzanillo (see 10, herein)

And from ports/points specifically named.

4. Australia, New Zealand and Oceania (ANZOCEANIA): Rates apply from 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 from origin points apply via the Australia, New Zealand, Oceania Base Port Group (ANZOCEANIABP), defined as:
PORT GROUP

ANZ/OCEANIABP

BASE PORTS

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): See 3, herein, for origin countries and base ports to apply.

6. Africa (AFRICA): Rates apply from ports and points in the countries shown in the AFRICABP Base Port Group as

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RULE 1-A: Origin (Continued)

shown below. Rates also apply from 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 from origin points in these countries apply via the Africa Base Port Group (AFRICABP), which is defined below. For rates from North African countries, see the Mediterranean (MED) Country and Base Port Group.

PORT GROUP

AFRICABP

BASE PORTS

(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
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

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RULE 1-A: Origin (Continued)

Lome, TOGO
Matadi, ZAIRE

7. Mediterranean (MED): Rates apply from 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 from origin 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
Piraievs (Pireaus), Thessaloniki (Solonika), GREECE
Ashdod, Hefa, ISRAEL
Genova (Genoa), Livorno (Leghorn), ITALY
Bayrut (Beirut), LEBANON
Funchal, MADEIRA ISLANDS (Portugal)
Valletta, MALTA
Casablanca, Rabat, Tangier, MOROCCO
Leixoes, Lisboa, Oporto, PORTUGAL
Barcelona, Bilbao, Valencia, SPAIN
Al Ladhiqiyah (Latakia), SYRIA
Sfax, Tunis, TUNISIA
Mersin, Izmir, Istanbul, TURKEY
Dubrovnik, Koper, Split, YUGOSLAVIA

8. Northern Europe (NEUROPE): Rates apply from 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

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RULE 1-A: Origin (Continued)

Federation, Tajikistan, Turkmenistan, Ukraine, and Uzbekistan). Rates from origin 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 from ports and points in Canada and Mexico. Rates from origin points in Canada apply via the Canada Base Port Group (CANADABP) as shown below. Rates from origin points in Mexico apply via the Mexico Base Ports (MEXICOBP), as shown below:

PORT GROUP

CANADABP

BASE PORTS

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
Vancouver, British Columbia, CANADA

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RULE 1-A: Origin (Continued)

PORT GROUP

MEXICOBP

BASE PORTS

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

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

PORT GROUP

CAMERICABP

BASE PORTS

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

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

PORT GROUP

CARIBBEANBP

BASE PORTS

St. Johns, ANTIGUA AND BARBUDA
Oranjestad, ARUBA (Netherlands Antilles)
Freeport, Nassau, BAHAMAS
Bridgetown, BARBADOS
Hamilton, BERMUDA
Kralendijk (Bonaire), NETHERLANDS ANTILLES

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RULE 1-A: Origin (Continued)

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/TOBAGO

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

PORT GROUP

SAMERICABP

BASE PORTS

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 from 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-A: Origin (Continued)

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RULE 1-B: DESTINATION

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

Except as otherwise provided, this tariff names rates applying to 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:

A. LIST OF DESTINATION BASE PORTS (C)

West Coast	East Coast	Gulf Coast
1. Seattle, WA	1. Miami, FL	1. Houston, TX
2. San Pedro, CA	2. New York, NY	2. New Orleans, LA
3. Tacoma, WA	3. Savannah, GA	3. Mobile, AL
4. Los Angeles, CA	4. Norfolk, VA	
5. Long Beach, CA	5. Charleston, SC	
6. Oakland, CA		

For the purpose of determining a direct call at destination, a direct call at Los Angeles, CA. will be considered the same as a direct call at Long Beach, CA. or San Pedro, CA. In other words, these ports are considered interchangeable, however the direct calling port will be at the option of the carrier, and Carrier will deliver CY cargo to consignee at it's discharge terminal in LA/Long Beach/San Pedro area regardless of whether B/L has been issued to one of the other ports mentioned above.

At Carrier's option, cargo discharged at port of Los Angeles, CA; Long Beach, CA or San Pedro, CA may be trucked from the discharge terminal to an off dock CY for temporary storage prior to being delivered to the final destination. In such case, an off dock CY will be considered as an extension of the port terminal and therefore the same PierPass program applicable to the port terminals will be extended to the off dock CY as well.

B. CLASSIFICATION OF STATES FOR IPI GROUPING

Alaska	AK	1
Alabama	AL	2
Arizona	AZ	1
Arkansas	AR	2
California	CA	4
Colorado	CO	1
Connecticut	CT	3
Delaware	DE	3
District of Columbia	DC	3
Florida	FL	3
Georgia	GA	3
Idaho	ID	1

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RULE 1-B: DESTINATION (Continued)

Illinois	IL	1
Indiana	IN	2
Iowa	IA	1
Kansas	KS	1
Kentucky	KY	2
Louisiana	LA	1
Maine	ME	3
Maryland	MD	3
Massachusetts	MA	3
Michigan	MI	2
Minnesota	MN	1
Mississippi	MS	2
Missouri	MO	1
Montana	MT	1
Nebraska	NE	1
Nevada	NV	1
North Carolina	NC	3
North Dakota	ND	1
New Hampshire	NH	3
New Jersey	NJ	3
New Mexico	NM	1
New York	NY	3
Ohio	OH	2
Oklahoma	OK	1
Oregon	OR	4
Pennsylvania	PA	3
Rhode Island	RI	3
South Carolina	SC	3
South Dakota	SD	1
Tennessee	TN	2
Texas	TX	1
Utah	UT	1
Vermont	VT	3
Virginia	VA	3
West Virginia	WV	3
Wisconsin	WI	1
Wyoming	WY	1
Washington	WA	4

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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 1-D: GROUP 4 POINTS

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

The following US inland points are designated as Group 4 Points, and will be served via US Pacific Coast/West Coast Ports.

ALAMEDA, CA, USA
ALBANY, OR, USA 97321
ALHAMBRA, CA, USA 91801-99
AMERICAN CANYON, CA, USA 94590
ANAHEIM, CA, USA 92801-07
ANTIOCH, CA, USA 94509
ARCADIA, CA, USA 91006
ARLETA, CA, USA 91331
ARLINGTON, WA, USA 98223
ASTORIA, OR, USA 97103
ATWATER, CA, USA 95301
AUBURN, CA, USA 95603
AZUSA, CA, USA 91702
BAKERSFIELD, CA, USA 93301-89
BALDWIN PARK, CA, USA 91706
BEAUMONT, CA, USA 92223
BELL, CA, USA 90201
BELL GARDENS, CA, USA 90201
BELLEVUE, WA, USA 98007-09
BELLINGHAM, WA, USA 98225-27
BELLFLOWER, CA, USA 90706
BENICIA, CA, USA 94510
BERKELEY, CA, USA 94701-10
BEVERLY HILLS, CA, USA 90210-13
BOTHELL, WA, USA 98011-41
BREA, CA, USA 92621
BRISBANE, CA, USA 94005
BUENA PARK, CA, USA 900623-24
BURBANK, CA, USA 91501-10
BURBANK, CA, USA 95128
BURLINGAME, CA, USA 94010
CALEXICO, CA, USA 92231
CALIMESA, CA, USA 92320
CAMARILLO, CA, USA 93010
CAMPBELL, CA, USA 95008
CANOGA PARK, CA, USA 91303-07
CARLSBAD, CA, USA 92008
CARSON, CA, USA 90745
CASTROVILLE, CA, USA 95012
CATHEDRAL CITY, CA, USA 92234
CERRITOS, CA, USA 90701
CHATSWORTH, CA, USA 91311
CHEHALIS, WA, USA 98532
CHILOQUIN, OR, USA 97424
CHINO, CA, USA 91708-10
CHULA VISTA, CA, USA 92010-12

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RULE 1-D: GROUP 4 POINTS (Continued)

CITY OF COMMERCE, CA, USA 90022
CITY OF INDUSTRY, CA, USA 91744
CLACKAMAS, OR, USA 97015
COLTON, CA, USA 92324
COMPTON, CA, USA 90220-24
CORONA, CA, USA 91718-20
COSTA MESA, CA, USA 92626-28
COVINA, CA, USA 91722-24
CUCAMONGA, CA, USA 91730
CUDAHY, CA, USA 90201
CULVER CITY, CA, USA 90230-32
CUPERTINO, CA, USA 95014
CYPRESS, CA, USA 90630
DEL REY OAKS, CA, USA,93940
DELANO, CA, USA 93215
DIAMOND SPRINGS, CA, USA 95619
DIXON, CA, USA 95620
DOMINQUEZ, CA, USA 90810
DOMINGUEZ HILLS, CA, USA 90747
DOWNEY, CA, USA 90240-42
DUARTE, CA, USA 91010
DUBLIN, CA, USA 94568
DUNDEE, OR, USA 97115
EL DORADO HILLS, CA, USA, 95630
EL MONTE, CA, USA 91731-34
EL MONTE, CA, USA 94521
EL SEGUNDO, CA, USA 90245
ELK GROVE, CA, USA 95624
EMERYVILLE, CA, USA 94608
ESCONDIDO, CA, USA 92025-27
EUGENE, OR, USA 97401-05
EVERETT, WA, USA 98201-06
FAIRFAX, CA, USA 90019
FAIRFAX, CA, USA 94930
FAIRFIELD, CA, USA 94533
FIFE, WA, USA 98424
FIREBAUGH, CA, USA 93622
FONTANA, CA, USA 92335
FOREST GROVE, OR, USA 97116
FOUNTAIN VALLEY, CA, USA 92708
FREMONT, CA, USA 94536-39
FRESNO, CA, USA 93701-88
FULLERTON, CA, USA 92631-35
GARDEN GROVE, CA, USA 92640-45
GARDENA, CA, USA 90247-49
GILROY, CA, USA 95020
GLENDALE, CA, USA 912201-99
GLENDALE, CA, USA 95521
GREENVILLE, CA, USA, 95947
HANFORD, CA, USA 93230
HARBOR CITY, CA, USA 90710
HAWTHORNE, CA, USA 90250

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RULE 1-D: GROUP 4 POINTS (Continued)

HAYWARD, CA, USA 94540-52
 HESPERIA, CA, USA 92345
 HILLSBORO, OR, USA 97123-34
 HOLLYWOOD, CA, USA 90028
 HUNTINGTON BEACH, CA, USA 92615-49
 HUNTINGTON PARK, CA, USA 90255
 INGLEWOOD, CA, USA 90301-99
 IRVINE, CA, USA 92714
 IRWINDALE, CA, USA 91706
 JACKSON, CA, USA 95642
 KELSO, CA, USA 98626
 KENMORE, WA, USA 98028
 KENT, WA, USA 98032-64
 KINGSBURG, CA, USA 93631
 KIRKLAND, WA, USA 98033-83
 LA HABRA, CA, USA 90631
 LA JOLLA, CA, USA 92037
 LA JOLLA, CA, USA 92670
 LA MIRADA, CA, USA 90638
 LA PALMA, CA, USA 90623
 LA PUENTE, CA, USA 91744-49
 LA VERNE, CA, USA 91750
 LAFAYETTE, CA, USA 94549
 LAKE ELSINORE, CA, USA 92330
 LAKE OSWEGO, OR, USA 97034
 LAKEPORT, CA, USA 95453
 LAKEWOOD, WA, USA 98259
 LANCASTER, CA, USA 93534-39
 LINDEN, CA, USA 95236
 LIVERMORE, CA, USA 94550
 LODI, CA, USA 95240
 LOS ALAMITOS, CA, USA 90720
 LYNDEN, WA, USA 98264
 LYNWOOD, CA, USA 90262
 MARYSVILLE, CA, USA 95901
 MAYWOOD, CA, USA 90270
 MEDFORD, OR, USA 97501-04
 MILPITAS, CA, USA 95035
 MILWAUKIE, OR, USA 97222
 MIRA LOMA, CA, USA 91752
 MIRA MESA, CA, USA 92126
 MISSION HILLS, CA, USA 91343
 MISSION VIEJO, CA, USA 92691
 MODESTO, CA, USA 95350-56
 MONROVIA, CA, USA 91016
 MONTCLAIR, CA, USA 91763
 MONTEBELLO, CA, USA 90640
 MONTEREY PARK, CA, USA 91754
 MOORPARK, CA, USA 93021
 MORGAN HILL, CA, USA 95037
 MOSES LAKE, WA, USA 98837
 MOUNTAIN VIEW, CA, USA 93370

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RULE 1-D: GROUP 4 POINTS (Continued)

MOUNTAIN VIEW, CA, USA 94040-43
MURRIETTA, CA, USA 923620
NAPA, CA, USA 94558-59
NEWARK, CA, USA 94560
NEWBURY PARK, CA, USA 91360
NEWPORT BEACH, CA, USA 92660-63
NORTH HOLLYWOOD, CA, USA 91601-16
NORTHRIDGE, CA, USA 91324-28
NORWALK, CA, 90650
NOVATO, CA, USA 94947
OCEANSIDE, CA, USA 92054-56
OLYMPIA, WA, USA 98007
OMAK, WA, USA 98841
ONTARIO, CA, USA 91761-64
ORANGE, CA, USA 92666-69
OROVILLE, CA, USA 95965
OTAY MESA, CA, USA 92154
OXNARD, CA, USA 93030-34
PACOIMA, CA, USA 91331
PALM DESERT, CA, USA 92260
PALM SPRINGS, CA, USA 92262-64
PARAMOUNT, CA, USA 90723
PETALUMA, CA, USA 94952
PICO RIVERA, CA, USA 90660
PITTSBURG, CA, USA 94565
PLACENTIA, CA, USA 92670
PLACERVILLE, CA, USA 95667
PLEASANT HILL, CA, USA 95521
POMONA, CA, USA 91766-69
PORTERVILLE, CA, USA 93257
POWAY, CA, USA 92064
PUYYALUP, WA, USA 98373
QUINCY, WA, USA 98848
RANCHO CORDOVA, CA, USA 95670
RANCHO CUCAMONGA, CA, USA 91730
RANCHO DOMINGUEZ, CA, USA 90220
RANCHO SANTA MARGARITA, CA, USA 92688
REDDING, CA, USA 96001-99
REDMOND, WA, USA 98052-73
REDONDO BEACH, CA, USA 90277-78
REDWOOD CITY, CA, USA 94061-65
RENTON, WA, USA 98055-58
RIALTO, CA, USA 92376
RICHMOND, CA, USA 94801-50
RIVERSIDE, CA, USA 92501-99
ROCKLIN, CA, USA 95677
ROSEMEAD, CA, USA 91770
ROSEVILLE, CA, USA 95678
SALINAS, CA, USA 93901-15
SAN BERNARDINO, CA, USA 92401-99
SAN BRUNO, CA, USA 94066
SAN CLEMENTE, CA, USA 92672

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RULE 1-D: GROUP 4 POINTS (Continued)

SAN DIMAS, CA, USA 91773
SAN FERNANDO, CA, USA 91340-46
SAN GABRIEL, CA, USA 91776-78
SAN JOSE, CA, USA 95101-71
SAN LEANDRO, CA, USA 94577-79
SAN LUIS OBISPO, CA, USA 93401
SAN MARCOS, CA, USA 92069
SAN MATEO, CA, USA 94401-99
SAN PABLO, CA, USA 94806
SAN RAFAEL, CA, USA 94903-15
SAN RAMON, CA, USA 94583
SAN YSIDRO, CA, USA 92073
SANTA ANA, CA, USA 92701-99
SANTA CLARA, CA, USA 95050-55
SANTA CLARITA, CA, USA
SANTA CRUZ, CA, USA 95062-66
SANTA FE SPRINGS, CA, USA 90670
SANTA MARIA, CA, USA 93455-56
SANTA MONICA, CA, USA 90401-99
SANTA ROSA, CA, USA 95401-07
SANTEE, CA, USA 92071
SAUSALITO, CA, USA 94965
SCOTTS VALLEY, CA, USA 95066
SEBASTOPOL, CA, USA 95472
SELMA, CA, USA 93662
SIGNAL HILL, CA, USA 90806
SIMI VALLEY, CA, USA 93065
SOQUEL, CA, USA 95073
SOUTH EL MONTE, CA, USA 91733
SOUTH SAN FRANCISCO, CA, USA 94080
SOUTHGATE, CA, USA 90280
SPOKANE, WA, USA 99201-99
SPRINGFIELD, OR, USA 97477-78
ST HELENA, CA, USA, 94574
SUN VALLEY, CA, USA 91352
SUNNYSIDE, WA, USA, 98944
SUNNYVALE, CA, USA 94086-89
SYLMAR, CA, USA 91342
TEMECULA, CA, USA 92390
TERMINAL ISLAND, CA
TORRANCE, CA, USA 90501-99
TRACY, CA, USA 95376
TRACY, WA, USA
TUALATIN, OR, USA 97062
TUSTIN, CA, USA 92680
UNION CITY, CA, USA 94587
VACAVILLE, CA, USA 95680
VALENCIA, CA, USA 91355
VALLEJO, CA, USA 94590-92
VAN NUYS, CA, USA 91401-36
VANCOUVER, WA, USA 98660-86
VENTURA, CA, USA 93000-06

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RULE 1-D: GROUP 4 POINTS (Continued)

VERNON, CA, USA 90058
VISTA, CA, USA 92083
WALNUT, CA, USA 91789
WATSONVILLE, CA, USA 95076
WEST SACRAMENTO, CA, USA 95691
WESTLAKE, CA, USA 94015
WESTMINSTER, CA, USA, 92683
WHITTIER, CA, USA 90601-10
WILLITS, CA, USA 95490
WILMINGTON, CA, USA 90744
WILSONVILLE, OR, USA 97070
WOODINVILLE, WA, USA 98072
WOODLAND, CA, USA 95695
WOODLAND HILLS, CA, USA 91364-67
YORBA LINDA, CA, USA 92686

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RULE 1-E: DEST. INLAND RATE TABLE - LCL VIA LA

Effective: 02Feb2011 Thru: Expires: Publish 02Feb2011 Amend: IP

The following inland rates apply on less than container load (LCL) shipments to US destination ports and points. Inland rates apply in combination with applicable port-to-port ocean rates, and provide for thru transportation to the destination CFS.

Via Port of Los Angeles, CA

CODE	DESTINATION IN USA	CFS INLAND
ALB	ALBUQUERQUE, NM	\$ 38.00
ATL	ATLANTA, GA.	\$ 29.00
AUS	AUSTIN, TX	\$ 45.00
BAL	BALTIMORE, MD	\$ 41.00
BIR	BIRMINGHAM, AL	\$ 42.00
BOS	BOSTON, MA	\$ 48.00
BRO	BROWNSVILLE, TX	\$ 40.00
BUF	BUFFALO, NY	\$ 65.00
CHA	CHARLOTTE, NC	\$ 45.00
CHI	CHICAGO, IL.	\$ 30.00
CHS	CHARLESTON, SC	\$ 47.00
CHT	CHATTANOOGA, TN	\$ 47.00
CIN	CINCINNATI, OH	\$ 39.00
CLE	CLEVELAND, OH	\$ 39.00
COL	COLUMBUS, OH	\$ 39.00
DAL	DALLAS, TX	\$ 25.00
DAY	DAYTON, OH	\$ 42.00
DEN	DENVER, CO	\$ 38.00
DES	DES MOINES, IA	\$ 44.00
DET	DETROIT, MI	\$ 39.00
ELP	EL PASO, TX	\$ 39.00
GNS	GREENSBORO, NC	\$ 55.00
GNV	GREENVILLE, SC	\$ 55.00
GRA	GRAND RAPIDS, MI.	\$ 44.00
HID	HIDALGO, TX	\$ 40.00
HOU	HOUSTON, TX	\$ 24.00
HUN	HUNTSVILLE, AL	\$ 45.00
IND	INDIANAPOLIS, IN	\$ 41.00
JAC	JACKSONVILLE, FL	\$ 49.00
KAN	KANSAS CITY, MO	\$ 29.00
KNO	KNOXVILLE, TN	\$ 48.00
LAR	LAREDO, TX	\$ 39.00
LAS	LAS VEGAS, NV	\$ 43.00
LIT	LITTLE ROCK, AR	\$ 40.00
LOU	LOUISVILLE, KY	\$ 47.00
MEM	MEMPHIS, TN	\$ 35.00
MIA	MIAMI, FL	\$ 45.00
MIL	MILWAUKEE, WI	\$ 42.00
MIN	MINNEAPOLIS, MN	\$ 42.00
MOB	MOBILE, AL	\$ 41.00

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RULE 1-E: DEST. INLAND RATE TABLE - LCL VIA LA (Continued)

NAS	NASHVILLE,	TN	\$	40.00
NOG	NOGALES,	AZ	\$	45.00
NOL	NEW ORLEANS,	LA	\$	38.00
NOR	NORFOLK,	VA	\$	47.00
NYC	NEW YORK,	NY	\$	38.00
OKC	OKLAHOMA CITY,	OK	\$	36.00
OMA	OMAHA,	NE	\$	45.00
ORL	ORLANDO,	FL	\$	47.00
PHL	PHILADELPHIA,	PA	\$	41.00
PHX	PHOENIX,	AZ	\$	33.00
PIT	PITTSBURGH,	PA	\$	55.00
POR	PORTLAND,	OR	\$	36.00
RAL	RALEIGH,	NC	\$	48.00
RIC	RICHMOND,	VA	\$	50.00
ROC	ROCHESTER,	NY	\$	63.00
SAA	SAN ANTONIO,	TX	\$	38.00
SAN	SAN DIEGO,	CA	\$	21.00
SAV	SAVANNAH,	GA	\$	48.00
SEA	SEATTLE,	WA	\$	36.00
SFO	SAN FRANCISCO,	CA	\$	26.00
SHR	SHREVEPORT,	LA	\$	45.00
SLC	SALT LAKE CITY,	UT	\$	38.00
SPR	SPRINGFIELD,	MO	\$	48.00
STL	ST. LOUIS,	MO	\$	33.00
SYR	SYRACUSE,	NY	\$	58.00
TAM	TAMPA,	FL	\$	48.00
TOL	TOLEDO,	OH	\$	39.00
TUC	TUCSON,	AZ	\$	44.00
TUL	TULSA,	OK	\$	36.00
WAS	WASHINGTON,	DC	\$	63.00
WIC	WICHITA,	KS	\$	36.00
WIL	WILMINGTON,	NC	\$	48.00

NOTES:

1. Above rates are subject to Fuel Surcharge of 23% of the applicable inland rate named herein.
2. Rates apply per 1 CBM or 800 LBS, whichever produces the greater charge.
3. DESTINATION in this table means Carrier's designated CFS at the destination city.
4. Where tariff rate items apply to a US inland point, the Inland Rates shown above do not apply, otherwise the Inland rates may be applied to all LCL rates applicable to the Port of Los Angeles, CA, except those rates that specifically note:
NOT SUBJECT TO DEST. INLAND RATE TABLE - LCL VIA LA
(Rule 1-E)

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RULE 2: Application of Rates and Charges

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

- A. Rates making reference hereto are stated in terms of United States currency. (USD)
- B. Except as noted in individual rate items in this tariff, 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."
- R. 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 of the United States ("U.S. HTS" or "HS"), based on the

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RULE 2: Application of Rates and Charges (Continued)

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 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 individual tariffs making reference hereto. In all cases, rates shall be applied on W OR M, whichever produces the greater revenue.
- L. 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.
- M. 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 will reimburse such amount from the party responsible for payment.

See Rule 2-150 for Terminal Port Security Charges.
- N. 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.
- O. Rates in this tariff do not include heavy lift charges.

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RULE 2: Application of Rates and Charges (Continued)

any such charges incurred shall be for the account of the cargo.

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.

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

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RULE 2: Application of Rates and Charges (Continued)

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. See Rule 2-29 for Store Door Delivery rules and charges.
- 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 carrying 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 not 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 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.

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RULE 2: Application of Rates and Charges (Continued)

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. Except as otherwise provided in this tariff, 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. See Rule 21 and 109 for additional free time provisions.

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RULE 2-01: 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 2-010: 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 Owned 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 leaseholdship of the container offered for shipment.

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RULE 2-02: DOCUMENTATION FEE - ORIGIN

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

For re-issuance, including re-printing, of Bills of Lading due to shipper's amendment and/or shipper's request, a full documentation fee will be assessed each time.

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

When Bills of Lading is being issued in a location other than those countries listed in this rule for cargo originating from a country which is subject to documentation fee, Carrier must bill and collect US\$15 per B/L prior to issuance of Bills of Lading.

For Bills of Lading issued in the PRC (China) if the carrier is asked to re-issue the Bills of Lading at an origin outside the PRC, the shipper will be required to pay the appropriate Documentation Fee from that origin.

Documentation Fee has to be shown on the Bills of Lading for all origins.

Documentation Fee must be prepaid prior to issuance of Bills of Lading. (Exception: Documentation Fee can be paid on collect basis if and only if carrier receives a written confirmation from the consignee agreeable to pay the fee prior to issuance of Bill of Lading).

BL Issuing Location	Documentation Fee per BL
-----	-----
Hong Kong/Macao	see below
Korea	WON 25,000
Taiwan	NTS 850 or its equivalent in USD or HKD
Malaysia	MYR 110 must be paid at origin no later than 7 Days after issuance of BL
Brunei	BND 30
Thailand	BAHT 800
India	Rupee 800 (except as noted) Rupee 1000 (Mundra)
Indonesia	USD 10 (except Batam Dry Cargo)

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RULE 2-02: DOCUMENTATION FEE - ORIGIN (Continued)

Batam, Indonesia	S\$ 50
Singapore	S\$ 60
Pakistan	PKR 2500.00
Philippines	USD 30 Original Bills of Lading Set (3-1-2 standard set for BL copies original, rated, non rated)
Philippines	USD 50 Seaway Bills of Lading Set (3-2 standard set for BL copies rated, non rated)
Philippines	USD 1 Per additional Non-negotiable copy (for requests exceeding standard set for bl copies)
PR China	RMB 150 Except for Guangdong, Guangzi, Guizhou, Hainan, and Yunnan Province (see below)
Cambodia	USD 15
Sri Lanka	USD 20
Vietnam	VND 400,000 including VAT, per BL VND 300,000 including VAT, per BL for shipping instruction submitted via electronically.
Bahrain	BHD 10
Kuwait	KWD 20
Saudi Arabia	
- Dammam	SAR 75
- Jeddah/Riyadh	Not applicable
United Arab Emirates (UAE)	AED 175
Non Korea Cargo with BL issued at Korea	WON 20,000
Non Taiwan Cargo with	

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RULE 2-02: DOCUMENTATION FEE - ORIGIN (Continued)

BL issued at Taiwan	NTD 2,200
Bangladesh	BDT 300
Qatar	QAR 300
Place of cargo receipt	Documentation Fee per BL
-----	-----
Hong Kong/Macao	HKD 300 (C) (2) HKD 400 (A) (3) For shipments without or without Booking and Shipping instructions transmitted to Carrier by electronic data interchange.
Guangdong, Province, China	RMB 350 (C) (2) RMB 400 (A) (3)
Guangxi, Guizhou, Hainan, and Yunnan Province, China	RMB 350
Place of cargo receipt	Late Shipping Instruction (SI) Fee per BL
-----	-----
Guangxi, Guizhou, Hainan, and Yunnan Province, China	RMB 350
Guangdong, Province, China	RMB 350 (C) (2) RMB 400 (A) (3)
Hong Kong	HKD 400 (I) (3)
Place of cargo receipt	Shipping Instruction (SI) Amendment Fee per BL
-----	-----
Guangxi, Guizhou, Hainan, and Yunnan Province, China	RMB 350
Guangdong, Province, China	RMB 350 (C) (2) RMB 400 (A) (3)
Hong Kong	HKD 400 (I) (3)
Place of cargo receipt	BL Amendment Fee per BL
-----	-----
Guangxi, Guizhou, Hainan, and Yunnan	RMB 350

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RULE 2-02: DOCUMENTATION FEE - ORIGIN (Continued)

Province, China

Guangdong, RMB 350 (C) (2)
Province, China RMB 400 (A) (3)

Hong Kong HKD 400 (I) (3)

Place of cargo receipt BL Surrender Fee per BL

Guangxi, Guizhou,
Hainan, and Yunnan RMB 350
Province, China

Guangdong, RMB 350 (C) (2)
Province, China RMB 400 (A) (3)

Hong Kong HKD 400 (I) (3)

Place of cargo receipt Outport BL Fee per BL

Guangxi, Guizhou,
Hainan, and Yunnan RMB 350
Province, China

Guangdong, RMB 350 (C) (2)
Province, China RMB 400 (A) (3)

Hong Kong HKD 400 (I) (3)

Place of cargo receipt Certificate Issuance Fee
per BL

Guangdong, Guangxi,
Guizhou, Hainan, and RMB 350
Yunnan Province, China

Place of cargo receipt Switch B/L Fee
per BL

Guangdong province RMB 400 (I) (3)

Hong Kong HKD 400 (I) (3)

NOTES:

- Hong Kong, Macao and Guangdong Province:
Whenever a Bill of Lading has been released to or
picked up by a Shipper and a change has become
necessary as of a result of a request from the
Shipper. The charge for such an amendment is
HKD 300 per bill of lading for Hong Kong or Macau
origin cargo and (2)RMB 350, (3)RMB 400 per bill of

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RULE 2-02: DOCUMENTATION FEE - ORIGIN (Continued)

loading for cargo origin ex Guangdong province.

2. Valid thru 11Jan2013 (C)
3. Effective 12Jan2013 (C)

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RULE 2-020: Weight and Measurements

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: Weight and Measurements (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: Metric 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: OLD DOCUMENT SEARCH FEE

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

Effective 17Nov2006

When the Carrier is requested to provide a copy of Bill of Lading in Hong Kong, Macau or PRC (Guangdong, Guangxi, Yunnan, Guizhou and Hainan Provinces) with the Vessel on-board date more than 6 months prior to the request date, an Old Document Search Fee of HKD500 instead of B/L reissuance fee will be charged for each bill of Lading. For payment in PRC, the charge shall be RMB500 for each bill of lading.

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RULE 2-03: Garment on Hanger Partition Charges

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

PARTITION CHARGES

The following accessorial charges shall apply only when specific reference is made hereto, for GOH Containers:

\$80.00 per shipment

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RULE 2-030: Weight Limitations

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 2-04: LICENSE ADMINISTRATION FEE IN HONG KONG

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

Due to the administrative time and expense carrier incurs in submitting export license documents to the Hong Kong Trade and Industry Department on behalf of shipper, the shipper shall pay the carrier a license administration fee in the amount of HK\$400, plus any fines assessed by the Hong Kong Government in connection with the documents, if the submission of a retrospective license due to whatever reason from the shipper or late submission of original license to the carrier from the shipper after the 10th day of vessel's departure.

This fee shall be assessed separately for each export license for which either of the above occurs, and shall be payable by the shipper prior to discharge of the cargo at destination.

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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 clausd, 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

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

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 (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.
7. A Documentation Fee for splitting the B/L shall be applicable as follows:
 - i) For split B/L issued at destination:
USD 15 per B/L for each final destination.

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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 property 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 (FAK)

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 2-100: U.S. CUSTOMS DECLARATION FEE

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

When Cargo System is required to prepare and file a declaration with US Customs on behalf of the shipper the following fee will apply:

U.S. Customs Declaration Flat Fee of
\$150 (per HB/L shipment)

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RULE 2-101: U.S. FOOD AND DRUG ADMINISTRATION REGULATIONS

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

U.S. FOOD AND DRUG ADMINISTRATION REGULATIONS

A. Prior Notice and Registration Requirements. Pursuant to regulations effective December 12, 2003 (see 21 C.F.R. Parts 1 and 20), the FDA must be provided with notice of food that is imported or offered for import into the United States (i.e., the continental U.S., Alaska, Hawaii and Puerto Rico) by water at least eight (8) hours prior to vessel arrival. The term 'food' means: (i) articles used for food or drink for man or other animals; (ii) chewing gum; and (iii) and articles used for components of food or chewing gum (see 21 U.S.C. sec.321(f)). However, the term does not include meat products, poultry products, and eggs products that are subject to the exclusive jurisdiction of the U.S. Department of Agriculture. In addition to prior notice of food shipments, the new FDA regulations require that U.S. and foreign facilities which are engaged in the manufacturing/processing, packing, or holding of food for consumption in the United States ('subject facilities') register with the FDA.

B. Responsibility for Prior Notice and Registration. It shall be the responsibility of the shipper and/or consignee named in Carrier's bill of lading (hereinafter collectively referred to as the 'Cargo Interests'), to ensure that prior notice of any shipment of food (as that term is defined in Paragraph A) imported or offered for import into the U.S. is provided to the FDA in accordance with applicable regulations and that any subject facility (other than a subject facility of Carrier) which has manufactured, processed, packed or held such food shipment has registered with the FDA in accordance with applicable regulations.

C. Evidence of Compliance. With respect to any food shipment for which a prior notice confirmation number ('PN Number') is required to be provided to the Bureau of Customs and Border Protection ('CBP'), FDA, or any other government agency upon arrival, it shall be the responsibility of Cargo Interests to ensure that such PN Number has been provided to the required agency(ies) and other persons prior to vessel arrival. In addition, Cargo Interests shall be required to provide Carrier with the PN Number immediately upon written request of Carrier.

D. Failure to Comply.

1. In the event that any food shipment is delayed or refused entry into the United States due to the failure to provide adequate prior notice or the failure of a subject facility to register with the FDA, it is expected that

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RULE 2-101: U.S. FOOD AND DRUG ADMINISTRATION REGULATIONS (Continued)

notice of refusal will be provided to Carrier by the FDA and/or CBP. Carrier will use best efforts to promptly transmit the notice received from the authorities to the Cargo Interests, who shall be responsible for transmitting such notice to any other persons with an interest in the cargo. Carrier shall not be liable for any delay in the transmission of, or failure to transmit, such notice or any consequences thereof.

2. In the event that any food shipment is delayed or refused entry into the United States due to the failure to provide adequate prior notice or the failure of a subject facility (other than a subject facility of Carrier) to register with the FDA, or if it is determined that cargo which should have been refused entry has been permitted to enter the United States, then the Cargo Interests shall be jointly and severally liable to indemnify, hold harmless, and reimburse Carrier (and by booking a shipment with Carrier do thereby agree to indemnify, hold harmless and reimburse Carrier) for any and all costs, expenses, liabilities, damages, or losses incurred by the Carrier as a result of such non-compliance including, but not limited to, costs of complying with orders and directions of FDA and/or CBP, costs for handling and storing cargo, demurrage, subsequent transport of the cargo by any mode of transportation, and fines and penalties. Carrier shall have a lien on cargo in its possession for amounts due hereunder and may hold cargo until such amounts (and any other unpaid freights or charges) are paid or sell such cargo after a reasonable period. In the event Carrier is forced to take legal action to collect amounts due hereunder, or to defend any action resulting from actions or events covered by this indemnification, Carrier shall be entitled to recover all costs (including attorneys' fees) incurred in connection with such legal action. For purposes of this paragraph, the indemnification provided to Carrier shall also extend to its agents, affiliates, contractors, employees, vessel-sharing partners, slot charterers, vessel owners, and insurers.

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RULE 2-105: ADVANCE MANIFEST SECURITY CHARGE

Effective: 06Sep2013 Thru: Expires: Publish 06Sep2013 Amend: CA

(This charge is not applicable for LCL shipment with traffic mode of LCL/LCL (CFS/CFS). In the event that correction of submission is concerning the change of container seal number only as a result of inspection by local customs, declaration correction fee does not apply.)

In the event Carrier submits advance cargo declaration data to the U.S Customs Service for cargo loaded on a vessel at a non-U.S port, an Advance Manifest Security Charge shall be payable to Carrier for each bill of lading issued by Carrier or , if the Shipper tendering cargo to the Carrier has issued one or more its bills of lading for such cargo (sometimes referred to as 'house bills of lading'), on each such shipper-issued house bill of lading and the Carrier issued bills of lading for which Carrier submits such data. The amount of the charge shall be:

Valid thru 05Oct2013 (C)
US\$ 25 per bill of lading.

Effective 06Oct2013 (A)
US\$ 30 per bill of lading.

In the event Shipper submits advance manifest data directly to the U.S Customs Service for cargo loaded on a vessel at a non-U.S port, an Advance Manifest Security Charge shall be payable to Carrier for each related master bill of lading issued by Carrier. The amount of the charge shall be:

Valid thru 05Oct2013 (C)
US\$ 25 per bill of lading.

Effective 06Oct2013 (A)
US\$ 30 per bill of lading.

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 shall be charged each time a submission is corrected and the fee shall be:-

US\$ 40 per bill of lading correction .

This correction fee is also applicable to submission of correction for shipments that eventually cancelled.

This correction fee is also applicable when Carrier is requested to change custom clearance location, regardless

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RULE 2-105: ADVANCE MANIFEST SECURITY CHARGE (Continued)

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 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.

When Advance Manifest Security Charge and Declaration correction fee is prepaid at origin, Shipper shall be allowed to have the option to pay in local currency pursuant to Rule 7, and for payment in China, the charge shall be RMB 200 per bill of lading for Advance Manifest Security Charge and RMB 320 per bill of lading for Declaration correction fee respectively.

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

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RULE 2-110: 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 2-120: SUEZ CANAL TRANSIT FEE

Effective: 04Jun2008 Thru: Expires: Publish 04Jun2008 Amend: CA

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

SUEZ CANAL TRANSIT FEE

Valid thru 03Jul2008 (C)

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

Effective 04Jul2008 (A)

US\$ 65 per 20' container
US\$130 per 40' container
US\$130 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 to destinations 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 2-130: PANAMA CANAL TRANSIT FEE

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 to destinations 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 2-140: RESERVED

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

Rule is transferred to Rule No. 21-05

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RULE 2-145: ALTERNATE RATE/SERVICE LEVELS: CARRIER SPECIFIC

Effective: 03Apr2009 Thru: Expires: Publish 03Apr2009 Amend: IC

Different levels of service are offered by the Carrier as defined in Rule 2-130 and 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 2-150: TERMINAL PORT SECURITY CHARGE

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

In addition to any other applicable rates and charges, the Shipper shall be liable for payment of the charges imposed on the Carrier by any marine terminal or other third party to cover security-related costs as a straight pass through.

When the security-related costs are assessed on a basis other than "per container" basis, Carrier shall use reasonable efforts to convert charges assessed that fairly distributes the charges to a "per container" basis.

Shipments discharged at Charleston, SC will be subject to the destination terminal port security charge of \$5 per container.

Shipments discharged at Miami, FL will be subject to the destination terminal port security charge of \$4.75 per container.

Shipments discharged at Savannah, GA will be subject to the destination terminal port security charge of \$4 per container.

Shipments discharged at Norfolk, VA will be subject to the destination terminal port security charge of \$4 per container.

Shipments discharged at New York, NY will be subject to the destination terminal port security charge of \$4 per container.

Shipments discharged at Baltimore, MD will be subject to the destination terminal port security charge of \$3.25 per container.

Shipments discharged at the following ports are exempted from the destination terminal port security charge:
Houston, TX and New Orleans, LA

In the event the carrier does not pay a security charge to a terminal or other third party at any of the ports subject to this rule, Shipper shall not be liable for the charge applicable to that port.

Above destination terminal port security charges are not applicable for cargo ex Taiwan.

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RULE 2-16: B/L SURRENDER FEE

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

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 (1) (C)	VND 50,000 (Per B/L)
Vietnam (2) (C)	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: (C)

1. Valid thru 09Jan2007
2. Effective 10Jan2007

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RULE 2-160: CUSTOMS CLEARANCE AND INSPECTION OF INWARD CONTAINERS

Effective: 26Jan2009 Thru: Expires: Publish 26Jan2009 Amend: C

Customs Clearance and Inspection of Inward Containers

A. When cargo in containers, whether for delivery at CY or CFS, is required to undergo inspection by U.S. Customs, Agriculture, Food and Drug, or other such duly authorized government agencies, such inspections shall be at the risk and expense of the cargo. A cargo inspection handling fee of \$75 per Bill of Lading for cargo in the container which incurs a regulatory hold will be applicable on top of all expenses paid by or billed through the carrier for these inspections shall be charged to the cargo <deleted>, including but limited to, the following:

- (1) Any effort necessary to expose cargo for inspection at the carrier's CY, on an actual cost basis.
- (2) Any movement of the container from the CY to the place of inspection, plus unstuffing and restuffing the cargo from and to the container, plus returning the container from the place of inspection to the CY or CFS, or any portion of these functions, as required, on an actual cost basis.
- (C) All drayage, gate, terminal charges (including unstuffing from container and restuffing into container) in connection with duly authorized government agency inspection of CFS delivery cargo at US West Coast port, will be settled by ordered specific cargo owner or shared by specific Cargo owners per revenue ton of each bill of lading cargo portion, when US Customs orders on particular shipment(s) or Bill of Lading number(s) for cargo inspection.
If US Customs orders on container number, the charges will be assessed per revenue ton of each bill of lading cargo portion within the container proportioned against the total revenue tons within the container.

When a CY delivery container is being moved from its last CY interchange to an off site for Customs and/or other regulatory entity clearance and inspection, counting of demurrage free time shall be ended when the container is gated out and detention free time shall start immediately after that.

- (3) Any detention of the carrier's container and rental of the carrier's chassis, if utilized, as specified in this tariff.

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RULE 2-160: CUSTOMS CLEARANCE AND INSPECTION OF INWARD CONTAINERS (Continued)

- (4) Any demurrage as specified in Rule 109 in this tariff.
- (5) Any discharge of cargo into public storage as specified in Rule 109 in this tariff.
- (6) Any other service rendered on behalf of the cargo by the carrier, such as, but not limited to, effecting partial delivery of the Bill of Lading quantity of cargo under the following Exception:

EXCEPTION: Carrier may at it's option, effect partial delivery of cargo subject to government government inspection under this rule when the governmental inspector involved officially direct or permit such partial delivery, provided carriers retain evidence of such official direction or permission in their records available for inspection.

For MLB or IPI cargo via Long Beach/Los Angeles/San Pedro Only:

Notwithstanding paragraph A3 of Rule 2.12, shipments of foodstuffs, either in dry or reefer containers that require Food and Drug Administration (FDA) clearance; a carrier may perform the following:

- 1) Upon written request from consignee, deliver the container to the location where the FDA will conduct the clearance, unstuff the cargo and dray the container back to carrier's CY.
- 2) Once the inspection is finished and FDA has given the clearance, consignee will request in writing to the carrier for a new container to be drayed to the same warehouse, stuffs the cargo and continue the journey to final place of destination.

All expenses incurred above are for the account of consignee or its agents.

No substitution of cargo is allowed between the time shipment is delivered to the warehouse and time shipment is on the onward journey to final destination.

Consignee or its agent have the sole responsibility for the cargo under the aforementioned circumstances, including formalities and requirements of relevant US Government Agencies.

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RULE 2-160: CUSTOMS CLEARANCE AND INSPECTION OF INWARD CONTAINERS (Continued)

The container free time basis will be counted in two stages:

- 1) From the moment the container is delivered from the carrier's CY to the warehouse where the inspection is to be conducted and up to the day the container is delivered back to carrier's CY.
- 2) The second request for the container, counted from the moment the container leaves the carrier's CY to be stuffed and delivered back to carrier's CY for onward journey.

A. For MLB or IPI cargo via Long Beach/Los Angeles/San Pedro Only:

The remaining free time shall be counted as 1) plus 2) minus the total free time allowed.

The above provisions are not applicable for cargo destined to Long Beach/Los Angeles deliveries.

B. Customs Clearance at Interchange Port - Intermodal Via WC & EC

If U.S. Customs Inspection is available at destination, Customs entry may be made at destination. Customs clearance may also be made at one of the ports of interchange or at interior points where shipments are interchanged between rail and motor carriers. Any stripping and/or stuffing of container or other costs, including actual inland transportation costs of overflow cargo resulting from restuffing, incidental to such Customs Inspection, will be for account of cargo.

Decision of Customs Clearance must be made prior to vessels arrival at interchange port named in the routing section of this tariff.

C. CUSTOMS CLEARANCE AT INTERCHANGE PORT - MINILANDBRIDGE

If U.S. Customs inspection is available at destination, Customs entry may be made at destination. If it is not available at destination, Customs clearance may also be made at one of the ports of interchange.

Any stripping and/or stuffing of container and other costs incidental to such Customs inspection will be for account of cargo.

Decision of Customs clearance must be made 48 hours prior to vessel's arrival in interchange port.

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RULE 2-160: CUSTOMS CLEARANCE AND INSPECTION OF INWARD CONTAINERS (Continued)

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RULE 2-170: 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 2-180: CALCULATION OF NON-PUBLISHED RATES AND CHARGES

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

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 2-180: CALCULATION OF NON-PUBLISHED RATES AND CHARGES (Continued)

arbitrariness, 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 arbitrariness, 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 2-190: LCL SHIPMENTS TO LONG BEACH OR LOS ANGELES

Effective: 31Aug2010 Thru: Expires: Publish 31Aug2010 Amend: IC

LCL SHIPMENTS TO LONG BEACH OR LOS ANGELES
Effective 30Sep2010

LCL shipments from origins in Asia to Long Beach or Los Angeles, CA will be delivered by Carrier to its CFS in Compton, CA. Bills of Lading for these shipments may list Los Angeles or Long Beach as destination, but this is for documentation purposes only. Shipper/consignee shall take cargo delivery at Carrier's CFS at Compton CA.

When tariff rates are published herein for LCL shipments listing Los Angeles or Long Beach as destination these rates apply to Carrier's CFS at Compton, CA.

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RULE 2-29: STORE DOOR DELIVERY

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

Unless otherwise provided under a specific rate published herein or NVOCC Service Arrangement, this rule is applicable to FCL cargo only.

Notwithstanding any provision of this tariff, contractual arrangements or any Equipment Interchange Agreement to the contrary, the Free Time and Detention provisions applicable to cargo moving on a Store Door Delivery basis shall be those which are set out in this rule.

Store Door Delivery Service to all the SDD Destination Points covers drayage from the ocean carrier's destination facility to the shipper's place of business. Cargo delivered to the shipper's place of business must be unstuffed by merchant at the SDD location on the Bill of Lading to which it shall be delivered. Shipper may not have any containers drayed to any location other than the SDD location stated on the Bill of Lading. The Carrier's responsibility with regard to and liability for the cargo shall cease upon delivery of the container to the initial SDD destination and the Carrier shall have no further obligation with regard to the cargo.

When the Carrier delivers cargo to the Shipper's premises after the regular work hours per instruction from the Shipper, any costs or surcharges incurred by the Carrier, in addition to if such cargo was delivered during the regular work hours, shall be for the account of cargo.

When consignees and/or their agents return empty containers, rail trailers or motor equipment to the Carrier's custody after unstuffing, they must assume full responsibility for cleaning out of all the materials used for securing the equipment, with reasonable sweeping of the floor of the equipment.

For rates that are filed under motor bridge service, store door delivery is included and also other rules pertaining to store door delivery shall apply.

All rates and/or destination points naming Store Door Delivery service shall be subject to the following terms and conditions:

A. Customs Clearance

The Merchant shall be responsible to clear shipments and request delivery of the loaded container(s) to their destination facility as shown on the Bill of Lading and to make available for pick-up the empty containers to

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RULE 2-29: STORE DOOR DELIVERY (Continued)

theCarrier within the Free Time provided. Upon expiration of the Free Time, the Merchant shall be assessed the equipment usage charges until the date that the containers are made available for pick-up by the Carrier.

The Merchant shall arrange to clear with U.S. Customs:

(1) At Carrier's Destination Interchange Terminal (DIT). The DIT is defined as the facility operated by the ocean carrier or his agent, at which containers are interchanged with the delivering Motor Carrier;

or

(2) At the point of Store/Door Delivery, provided the Merchant has bounded facility within the premises to which the shipment is consigned;

or

(3) At a location, other than the DIT or Merchant's bounded facility, provided any additional drayage expenses over and above the line haul, Motor Carrier charges from the DIT to the Merchant's place of business shall be for the account of cargo. Merchant must arrange routing and payment of any additional drayage charges with ocean carrier's designated trucker prior to movement;

or

(4) At vessel interchange port.

B. Delivery of Loaded Container(s) to Store Door
Delivery/Return of Empty(ies)

Rates naming Store/Door Delivery service include delivery of the container(s) to Merchant's place of business for unloading by Merchant. When requesting delivery of the container(s) the Merchant must advise which of the following delivery services are required:

(1) Driver Standby

Upon delivery of the loaded container to the Merchant's facility as shown on the Bill of Lading, the Merchant shall have the permitted standby time as per the individual truckers' tariffs to complete unloading of his cargo from the container. The driver shall wait for unloading of cargo to be completed and shall make available for pick-up the empty container at the carrier's DIT. Should the unloading time exceed the permitted

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RULE 2-29: STORE DOOR DELIVERY (Continued)

standby time as per the individual truckers' tariffs, the Motor Carrier shall bill the Merchant for any charges accruing thereafter.

(2) Drop and Pull

Drop and pull service shall include delivery of the loaded container to the Merchant's premises. The driver shall position the container at the location within the Merchant's premises and leave without waiting for unloading to be performed. Any individual drayage expenses over and above what the motor carrier charges for one round trip between the DIT and the Merchant's place of business shall be for the account of cargo.

C. Free Time and Demurrage/Equipment Usage Charges at Destination Interchange Terminal (DIT)

(1) Free Time and Demurrage

All containers held with cargo at an ocean carrier inland facilities (DIT), whether the shipment therein occupies a full ocean container or not, and whether the carrier has provided a chassis or not, the applicable free time and demurrage shall be as provided for the tariff of the underlying vessel operating carrier. (C)

(2) Free Time and Equipment Usage Charges

During the period that the container(s) is in the possession of the Merchant or its agent, or gated out from the ocean carrier's last interchange to an off site for Customs and/or other regulatory entity clearance and inspection, the applicable free time and equipment usage charges shall be as provided for the tariff of the underlying vessel operating carrier. (C)

D. Delivery Service does not include unstuffing of container.

E. The location where Store Door Delivery Service is provided must be within the city limits of the destination point shown on the Bill of Lading.

F. Unless otherwise stated in individual rate or service contract item, all rates to points located in IPI Group 4, are inclusive of store door delivery.

G. When a Bill of Lading is issued to a destination where Carrier has no CY facility, Store Door Delivery (SDD) will be provided.

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RULE 2-29: STORE DOOR DELIVERY (Continued)

(D)

I. Customer Nominated Trucker

When a customer nominated trucker (CNT) is used at the request of Shipper (or any other interest to the cargo) for store door delivery to a cargo receiver then, notwithstanding anything to the contrary in the bill of lading issued for that shipment, the following terms and conditions shall apply:

1. Carrier will act as agent of Shipper for purposes of arranging the trucking, and the contract of carriage for inland transportation shall be deemed to be between the trucker and Shipper or the owner of the cargo. The CNT will be employed by the Shipper or the owner of the cargo, not Carrier, even though Carrier's rates are inclusive of door delivery. Carrier shall pay the CNT only as agent for Shipper.
2. For purposes of U.S. COGSA and/or applicable law governing carriage of goods by Carrier, delivery to the Shipper will occur when the cargo is interchanged to the CNT.
3. Carrier's liability for loss of or damage to the cargo, or for loss or damage caused by the cargo, shall cease when the cargo is interchanged to the CNT.
4. If any party asserts a claim or cause of action against Carrier for loss or damage occurring after the cargo is interchanged to the CNT, the Shipper or the owner of the cargo will defend and indemnify Carrier against any and all such claims or causes of action.

ACKNOWLEDGEMENT

From time to time the undersigned (the Company) will request that inland transportation of cargo moving under an intermodal through bill of lading issued by the Carrier be performed by a trucker designated by the Company. The Company understands and agrees that, notwithstanding the destination shown in such bill(s) of lading or any other provision of those bills of lading or any service contract between the Company and the Carrier, by making such requests the Company agrees to the terms set forth above and to amend the bill of lading to relieve Carrier of any and all liability arising after the time the cargo is interchanged with the trucker designated by the Company.

+++

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RULE 2-29: STORE DOOR DELIVERY (Continued)

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RULE 2-30: 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 2-40: DOCUMENTATION FEE (TELEX-RELEASE FEE)

Effective: 28Mar2012 Thru: Expires: Publish 28Mar2012 Amend: C

Unless otherwise provided herein, the following charges apply only when shipper requests electronic release of Bill of Lading:

TELEX-RELEASE FEE

Valid thru 30Apr2012 (C)

From/Via: Hong Kong and Macau HKD 200 per set

From/Via: Guangdong Province (1) RMB 200 per set

Effective 01May2012 (A)

From/Via: Hong Kong and Macau HKD 300 per set

From/Via: Guangdong Province (1) RMB 300 per set

NOTES:

1. Applicable from all points and points in Guangdong Province, China.
2. Also see Rule 2-02, DOCUMENTATION FEE - ORIGIN, and Rule 2-60, SHIPPING INSTRUCTIONS (SI) - LATE/AMENDED.

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RULE 2-50: REPLACEMENT BILL OF LADING

Effective: 28Feb2010 Thru: Expires: Publish 29Jan2010 Amend: IC

Carrier may issue a replacement Bill of Lading upon declaration from shippers on Original Bill of Lading lost providing cargo hasn't been released at destination. An administration fee on top of Bill of Lading re-issuance fee will be applied plus the actual additional costs incurred by the Carrier due to the issuance of replacement Bill of Lading.

Lost Bill of Lading Fee for Origins:

1. Hong Kong and Macao: HKD 1000 per BL
2. China Provinces of Guangdong, Guangxi, Guizhou, Hainan, and Yunnan: RMB 1000 per BL

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RULE 2-60: SHIPPING INSTRUCTIONS (SI) - LATE/AMENDED

Effective: 28Mar2012 Thru: Expires: Publish 28Mar2012 Amend: C

Unless otherwise provided herein, the following charges apply to all shipments from/via origin ports/points as named herein.

A. Late SI Fee

Submission of Shipping Instruction (SI) by Shipper or its agent after Carrier's published Shipping Instruction cut-off time will be subject to a late Shipping Instruction fee at (1)HKD 200, (2)HKD 300 per bill of lading for Hong Kong or Macau origin cargo and (1)RMB 200, (2)RMB 300 per bill of lading for cargo origin ex Guangdong province.

B. SI Amendment Fee

In the event that Carrier is required to correct the Shipping Instruction information other than the Advanced Manifest cargo declaration items after Declaration submission cut off time as published due to an error or omission on the part of Shipper or its agent, a Shipping Instruction Amendment fee shall be charged each time a submission is corrected.

NOTES:

1. Valid thru 30Apr2012 (C)
2. Effective 01May2012 (A)

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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: 11Jul2008 Thru: Expires: Publish 11Jul2008 Amend: CA

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

Valid thru 09Aug2008 (C)

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

Effective 10Aug2008 (A)

The applicable ocean freight charge for 1 ton of cargo as freighted. Except shipments of less than container load (LCL) cargo from Asia Origin Countries, as per Rule 1-A, to the USA destinations will be subject to a minimum charge of \$200 per B/L.

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RULE 7: Payment of Freight Charges

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

If an origin charge and/or arbitrary is filed in a local currency and is allowed to be paid on a collect basis as stated in its respective rule, the application of exchange rate for collect payment of such origin charge and /or arbitrary will be determined by using the currency exchange rate formula provided by the Federal Reserve Bank (<http://federalreserve.gov/releases/h10/update>) in effect on the date of vessel sailing from the last Asian port.

For provisions covering payment of Bunker Charge ex PRC, please refer to Rule 10.

When cargo is moving at a rate that is filed on an all in basis in the tariff, payment of base ocean or intermodal freight charges and/or surcharges under a single bill of lading or waybill, must all be on either a prepaid or collect basis, and no part of such all in rate may be split between a prepaid portion and a collect basis.

Exception: At shipper's request, payment of the full quantum of DDC and BC can be splitted from an all-in rate provided such all-in rate is higher than the sum of DDC and BC. Collection of DDC and BC payment will be governed by the respective rule under the DDC and BC section of this tariff.

All Outport Arbitrarities listed in this tariff can be either prepaid or collect. When cargo is moving under a through rate filed from an outport, payment of the outport arbitrary cannot be split from the ocean freight.

Payment of base ocean or intermodal freight under a single Bill of Lading cannot be split between a prepaid portion and a collect portion. Similarly, payment of any accessorial and/or surcharges under a single Bill of Lading may not be split between a prepaid portion and a collect portion.

When cargo is moving under a Sea Waybill freight and charges must be paid in full prior to release of cargo at destination irrespective of whether the cargo is moving on a "prepaid" or "collect" basis. However, in cases where the cargo is moving on a "prepaid" basis, the location, method, and timing of exchange rate etc. to be used for payment, are governed by, and must be in accordance with, the respective "prepaid" freight rule from the origin country involved.

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RULE 7: Payment of Freight Charges (Continued)

Bills of Lading for Partial Collect and Prepaid Shipments

Carrier may, at its option, upon shippers written request, issue Bills of Lading with a portion of total freight and charges prepaid, and the balance of the freight and charges collect. Carrier provides this procedure as a service and shall be held harmless in any disputes that may arise between Shippers and Consignee, relative to the apportionment of freight and charges in accordance with Shipper's instructions. Any Bills of Lading which are apportioned between Shipper and Consignee, the portion prepaid shall be subject to all other provisions of Rule 7. The release of the Bill of Lading by the carrier under any credit provisions or after payment of the prepaid portion of freight and charges due does not obligate the carrier to deliver the cargo to the consignee until the collect portion has been paid.

Notwithstanding any other provisions of this tariff, for payment of local surcharges in Asia on prepaid basis, the Carrier reserves the exclusive right to determine payment arrangements with any shipper or shippers, and this decision will be rendered in its sole discretion. If payment arrangements are offered, the Carrier also retains complete discretion as to the form and content of a duly executed Shipper's Payment Agreement which it may require. The Carrier is mindful that it is required by law to collect freight and all other charges in a timely manner, consistent with this tariff.

(1) Collect Freight - All Origins

Collect freight is payable in US Currency. All collect freight and charges must be paid to the Ocean carrier or his agent prior to the release of cargo.

Detention Charges at all origin ports must be paid prior to the issue of the Bill of Lading.

For Service Contract Cargo Ex All Origins:
Payment of freight for Garment in Reefer containers to all destinations can be on either prepaid or collect basis.

Collect freight is also payable in Japanese Yen at Japan based on the highest (numerical) telegraphic transfer selling rate of exchange (TTS) for U.S. dollars as quoted by the Bank of Tokyo Mitsubishi in Tokyo on the date three banking days prior to the advertised vessel arrival at loading port.

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RULE 7: Payment of Freight Charges (Continued)

(2) Hong Kong

Prepaid Freight and Prepayment of Freight in Hong Kong

(a) When freight and origin port charges are prepaid, Bill of Lading must not be issued except upon payment of such freight or charges in U.S. Dollars or in Hong Kong based on the highest (numerical) Telegraphic Transfer Selling Rate of Exchange (TTS) for U.S. Dollars quoted by the Hong Kong Association of Bank:-

i) 15 calendar days before receipt of the full Bill of Lading quantity of cargo at the CY, CFS, or TRS, when "received" Bills of Lading, without on board date notation, are first issued (whether or not subsequently endorsed "on board"), or

ii) 15 calendar days before the vessel's arrival when "shipped on board" Bills of Lading are issued.

(b) Method of Payment

By cash, or by cheque filled in with the amount of the freight for deposit into the bank after the freight is correctly calculated, but dated and deposited no later than three (3) working days after payment.

(c) At the request of shipper, freight and charges for cargoes moving under Hong Kong Bills of Lading can be prepaid in Taiwan or Japan. Bills of Lading will not be released to shipper until prepayments have been made. Method of Prepayment is as follows:

Prepayment in Japan:

Unless otherwise specified, prepaid freight is also payable in Japanese Yen at Japan bases on the highest numerical Telegraphic transfer selling rate of exchange for US Dollars as quoted by the Bank of Tokyo Mitsubishi, on the date three banking days prior to the advertised vessel arrival at loading port.

Payments must be made in cash or by checks.
Prepayment in Taiwan:

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RULE 7: Payment of Freight Charges (Continued)

Payable in US Dollars or NT Dollars based on the Spot selling rate quoted by the Bank of Taiwan at close of business on the on-board date shown on the Bill of Lading.

When freight and/or charges are paid in NT dollars, 49 cents and below shall be rounded off downwards and 50 cents and above rounded off upwards to the nearest whole NT dollars.

Payment must be made in cash, sight draft or promissory note filled in with the amount of the freight for deposit into the bank after the freight is correctly calculated but dated and deposited into the bank no later than five (5) days after payment.

(d) Hong Kong - Miscellaneous Charges

Charges such as custom inspection fee, local trucking, transfer charge, lifting charge, etc. which are for account of shipper may from time to time be billed to the carrier. The carrier must re-bill and collect such charges from the shipper at origin within 30 days; these charges can be stipulated on the Bill of Lading.

(3) Taiwan

Prepaid Freight and Prepayment of Freight in TAIWAN

- (a) Freight is calculated in USA currency and when freight and charges at origin port is paid in Taiwan currency, the Foreign Exchange rate is to be based on the spot selling rate quoted by the Bank of Taiwan at the close of business on the day before customs closing at a vessel's first loading port in Taiwan, and full convertibility to the amount due in US currency is required (i.e. accompanied by Central Bank of China Exchange Authorization). Prepayment of freight means payment in Taiwan or elsewhere in currency convertible to USA currency in exchange for Bill of Lading.

When freight and/or charges are paid in NT Dollars, 49 cents and below shall be rounded off downwards and 50 cents and above rounded off upwards to the nearest whole NT Dollar.

(b) Method of Payment

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RULE 7: Payment of Freight Charges (Continued)

By Cash, sight draft or bank promissory note filled in with the amount of the freight for deposit into the bank after the freight is correctly calculated; but dated and deposited no later than five (5) days after the vessel's departure from Taiwan. Letter of Guarantee written by the shipper could not be accepted as payment of freight.

(4) For Hong Kong and Taiwan

Freight on Perishable Articles, Temperature Controlled Cargo, Household Goods and Personal Effects must be prepaid. See Rule 124.

EXCEPTION:

Payment of freight for Bubble Toys in reefer containers ex Hong Kong can be on collect basis.

(5) Korea

- (a) All rates are strictly net; no brokerage is to be allowed or paid. Except as otherwise specifically provided herein, all rates and charges are in U.S. Dollars to all destinations. Freight may be payable at destination at the option of the carriers.
- (b) Carrier is prohibited from collecting any commissions, charges, pre-shipment expenses or other assessments from the consignee/shipper on behalf of and for payment to the shipper/consignee.
- (c) Prepaid Freight

Prior to issuance of bills of lading, carriers must receive payment of freight and charges as follows:

- i) In U.S. Dollars, in cash or by cheque, or:
- ii) In Korean Won, based upon the highest (numerical) telegraphic transfer selling rate of exchange (TTS) for U.S. Dollars as quoted by the Bank of Korea on:
 - (1) two days before receipt of the full bill of lading quantity of cargo at the CY, CFS, or TRS, when "received" bills of lading, without on board date notation, are first issued (whether or not subsequently endorsed "on board"), or
 - (2) two days before the vessel's arrival when

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RULE 7: Payment of Freight Charges (Continued)

"shipped on board" bills of lading are issued.

"When ocean freight or other charges are prepaid in local currency, the rate of exchange shall be the exchange rate prevailing on the day before payment of freight".

(d) Household Goods, Personal Effects, and Perishable Commodities

i) For Household Goods, Personal Effects, Temperature Controlled Cargo and Perishable Commodities, Original Bill of Lading will not be released prior to collection of all freight and origin charges. Therefore, such cargo can only be booked on a "Prepaid" basis.

ii) Shipments of Household Goods, Personal Effects and Perishable Commodities are also subject to Rule No. 124.

(e) Prepaid freight and all prepaid accessorial charges MUST be collected no later than 15 working days commencing to count from the day after vessel departure from Korea, notwithstanding release of original Bill of Lading prior to such payment.

(6) Singapore/Malaysia

(a) When freight and charges are 'prepaid'

Freight charges may be prepaid in U.S. Currency or its convertible equivalent at loading ports.

For Singapore ONLY:

When ocean freight or other charges are prepaid in local currency, the rate of exchange shall be that in effect seven (7) working days prior to the arrival of the vessel at the port of loading.

For Malaysia ONLY:

When ocean freight or other charges are prepaid in local currency, the rate of exchange shall be five (5) working days (excluding Saturday, Sunday and Gazetted Public Holiday) prior to conveyance ETA at the Malaysia loading port.

At Carrier's option, prepayment of freight and charges may be made in any country in U.S. Currency or its equivalent local currency, freely convertible, at the rate of exchange in effect two (2) working days prior to the arrival of the vessel at the port of loading.

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RULE 7: Payment of Freight Charges (Continued)

When freight and charges are PREPAID, bills of lading must not be issued prior to receipt of the payment.

For Singapore ONLY:

The foreign exchange rate to be used is the Interbank rate published in the Business Times under the "Interbank Cross Rates" heading.

For Malaysia ONLY:

The foreign exchange rate to be used is the Central Bank's best available quotes from Commercial Banks (Malayan Banking Berhad) on the selling tele-transfer (T/T) rate.

For Malaysia Cargo Only:

See Rule 2.01 for prepaid ocean freight paid outside of Malaysia.

- (b) Temperature Controlled Cargo and Perishable Cargo, Household Goods and Personal Effects (See Exception)

Freight & other Charges must be prepaid. Please see Rule No. 124.

"When ocean freight or other charges are prepaid in local currency, the rate of exchange shall be the exchange rate prevailing on the day before payment of freight".

EXCEPTION:

From Singapore

only: Notwithstanding above, freight on Spring Roll, Refrigerated can either be prepaid or collect.

- (c) Malaysia Cargo Only

When ocean freight is prepaid and payment of freight is made outside of Malaysia, a freight handling fee of US\$15 per bill of lading shall be collected by the carrier's office issuing the bill of lading. This charge must be shown in the bill of lading.

- (7) Philippines

- a. Freight and other charges must be paid in the name of the carrier or his duly authorized agents at any carrier's office in U.S. Currency on or prior to delivery of cargo, except as otherwise provided in

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RULE 7: Payment of Freight Charges (Continued)

a specific Rule.

b. Prepaid Freight and Payment of Freight in Philippines

- i) When freight and charges are "Prepaid", prior to issuance of bills of lading, carrier must receive payment of freight and charges in U.S. dollars at any carrier's office.
- ii) Prepayment of freight and/or charges may also be made at origin ports in Philippine currency. The foreign exchange rate is to be based on the Philippine National Bank (PNB) selling rate of exchange for demand drafts on the day upon which the vessel commences loading at the port concerned or in the case of outport cargo covered by through Bill of Lading, at the corresponding rate for the day upon which the cargo was loaded on board the first carrier at the outport and the amount must be shown on the Bill of Lading.

Prepayment of Freight means payment in the Philippines or elsewhere in currency convertible to U.S.A. currency in exchange for Bill of Lading.

Method of Payment

- 1) By Cash, or by Cashier/Bank Manager cheque or Company cheque filled in with the amount of the freight for deposit into the bank after the freight is correctly calculated, but dated and deposited no later than the following working day after payment.
- 2) Payment of Origin CFS Receiving Charge may also be made by Company Cheque subject to the same conditions as paragraph 1.
- iii) Perishable Articles, Temperature Controlled Cargo, Household Goods and Personal Effects

Freight must be prepaid in either Philippine pesos or U.S. Dollars on Perishable Articles, Temperature Controlled Cargo and Household Goods and Personal Effects including Automobiles. Temperature Controlled Cargo and Household Goods and Personal Effects including Automobiles may also be prepaid at any carrier's office in U.S. Dollars. Payment must

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RULE 7: Payment of Freight Charges (Continued)

be made in local currency or Cashier/Bank
Manager Cheques or Company Cheque.

Exceptions:

1. Notwithstanding above, freight on
Perishable Cargo and Refrigerated Cargo
can either be prepaid or collect.

Shipments of Household Goods, Personal Effects
and Perishable Articles are also subject to
Rule No. 124.

"When ocean freight or other charges are prepaid
in local currency, the rate of exchange shall be
the exchange rate prevailing on the day before
payment of freight".

(8) Indonesia

- (a) All freight and charges mentioned in the rates
tariff are quoted in U.S. Dollars. Freight and
charges shall be calculated on intaken gross weight
and/or measurement unless otherwise specified in
the tariffs. Freight on Perishable Cargo and
Temperature Controlled Cargo must be prepaid. For
shipments of Household Goods, Personal Effects and
Perishable Articles please also see Rule No. 124.

All freight and charges may be paid in U.S. Dollars
or any other freely transferable currency converted
at the middle rate of exchange quoted among the
Bank of Indonesia; Central Intervest Corporation;
and Ayumas Gunung Agung published by the Indonesia
daily newspaper, namely KOMPAS. No credit shall be
extended. The applicable exchange rate used should
be the exchange rate on the date of payment.

EXCEPTION 1: In lieu of collecting the freight and
charges in U.S. Dollars or other freely
transferrable currencies, carriers are permitted
to utilize, for collection of freight and charges,
"A and B Forms" which are issued to shippers for
their endorsement. Carriers must immediately
submit the duly endorsed forms to shippers' bank
together with full sets of Bills of Lading for
settlement of the freight and charges. This
provision is only applicable to shipments of all
prepaid freight commodities ex Indonesia.

A specimen of "A and B Forms" is attached for
reference.

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RULE 7: Payment of Freight Charges (Continued)

EXCEPTION 2: Carrier may accept a Bank Transfer Confirmation as proof of payment of freight, subject to the following conditions:

- the transfer document must be certified by the transferring bank
- the document must clearly indicate the date on which the transfer was made
- the document must clearly specify the freight invoices and/or bills of lading are covered by the transfer.

(b) Full freight and charges shall be considered completely earned upon receipt of the goods by carrier, and shippers and/or consignees and/or owners of the goods and/or holders of Bills of Lading, jointly or severally, are to remain responsible for payment of freight and charges ship and/or cargo lost or not lost, voyage broken up or abandoned, and under any other circumstances whatsoever.

(c) Prepaid Freight and Destination

Bills of Lading will be issued to shippers in Indonesia by the carriers upon receipt of advice from carriers' representatives in the United States or in Canada that freight and charges have been paid in full. Such Bills of Lading will be claused to indicate that freight and charges have been prepaid.

Shippers are bound by terms of carrier's bills of lading including any special clauses customarily used during the period intervening between acceptance of cargo by the carriers and the issuance of bills of lading.

(9) Thailand

The shipper and consignee and owner of the goods shall be jointly and severally liable to the carrier for the payment of all freight charges and other amounts due to the carrier.

Prepaid Freight and Prepayment of Freight:

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RULE 7: Payment of Freight Charges (Continued)

- (a) Prior to release of bills of lading carriers must receive payment of freight and charges in U.S. Currency, or Local Currency provided payment outside Thailand is in U.S. Dollars or readily convertible local currency at carriers' option. In Thailand, freight to all destinations is payable only in local currency at the official selling rate for the fourth calendar day prior to vessel's departure as quoted by the Bank of Thailand on the third calendar day prior to vessel's departure.

In the case of "received for shipment" Bill of Lading, it shall be the rate of exchange quoted by the Bank of Thailand, on the date of receipt of full bill of lading quantity by the carrier or one working day prior to such receipt in case it is on Saturday, Sunday or Holiday.

- (b) Method of Payment: By open cheque filled in with the amount of the freight for deposit into the Bank immediately after release of the Bill of Lading.
- (c) Prepayment for Household Goods & Personal Effects.
Shipments of Household Goods and Personal Effects will be accepted only when freight is PREPAID through to destination.
- (d) Freight on Perishable Cargo and Temperature Controlled Cargo must be prepaid.

EXCEPTION:

Notwithstanding above, freight on Perishable Cargo and Refrigerated Cargo can either be prepaid or collect.

- (e) For shipments of Household Goods, Personal Effects and Perishable Articles, please also see Rule No. 124.

(10) PRC

Prepayment of Freight for PRC Cargo

At the request of the shipper, freight and charges for cargoes moving under PRC Bills of Lading can be prepaid in Hong Kong, Taiwan or Japan. Bills of lading will not be released to shipper until prepayments have been made. Method of payment is as follows:

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RULE 7: Payment of Freight Charges (Continued)

Collect Freight for Reefer Cargo

At carrier's option, freight for Reefer Cargo ex PRC is allowed to be paid on a collect basis, provided that the freight is paid prior to release of the cargo.

Prepayment in Japan:

Payable in US Dollars or Japanese Yen based on the highest (numerical) telegraphic transfer selling rate of exchange (TTS) for US Dollars as quoted by the Bank of Tokyo in Tokyo on the on board date shown on the bill of lading. If such date falls on a non-banking day, TTS on the last banking day prior to receiving the full bill of lading quantity at loading port shall apply.

Payments must be made in cash or by checks.

Prepayment in Hong Kong:

Payable in US Dollars or Hong Kong Dollars based on the highest (numerical) telegraphic transfer selling rate of exchange (TTS) for US Dollars as quoted by the Hong Kong and Shanghai Bank on the on board date shown on the bill of lading.

Payments must be in cash or by checks filled in with the amount of the freight and charges for deposit into the bank after the freight and charges are correctly calculated but dated and deposited no later than three (3) working days after payment.

Prepayment in Taiwan:

Payable in US Dollars or NT Dollars based on the spot selling rate quoted by the Bank of Taiwan at close of business on the on board date shown on the bill of lading.

When freight and/or charges are paid in NT Dollars, 49 cents and below shall be rounded downwards and 50 cents and above rounded off to the nearest whole NT Dollar.

Payments must be in cash, sight draft or promissory note filled in the amount of the freight for deposit into the bank after the freight is correctly calculated but dated and deposited no later than five (5) working days after payment.

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RULE 7: Payment of Freight Charges (Continued)

Miscellaneous Charges - From Guangdong Province Only:

Charges such as custom inspection fee, local trucking, transfer charge, lifting charge, etc. which are for account of shipper may from time to time be billed to the carrier. The carrier must re-bill and collect such charges from the shipper at origin within 30 days; these charges can be stipulated on the Bill of Lading.

(11) Pakistan

Notwithstanding anything to the contrary in this rule or elsewhere in this tariff, Carrier is not permitted to accept payment in Pakistan for ocean freight and destination charges. Such payment must be made in a country that is acceptable to the Carrier and in a freely remittable currency that is acceptable to the Carrier.

(12) Contingency Clause

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, carriers reserve the right upon publication in conformity with the provisions of the U.S. Shipping Act, 1984, to adjust the rates and charges required to remove the adverse effect.

FORM A (FOR INDONESIA ONLY)

Carrier : _____

Messrs : _____
(Name of foreign exchange bank)

Subject : Freight Payment Through Bank Transfer

With this covering letter we, the Ocean Common Carrier named below are handing over to you 3 (three) signed original negotiable copies and 3 (three) non-negotiable copies of "Freight Prepaid" Bill of Lading Number _____ for cargo shipped on board the vessel _____ on _____.

Please acknowledge receipt of the documents by signing this letter and by so doing you confirm to release the original bills of lading only when you have transferred funds to our bank account in the amount as mentioned under item 8 below

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RULE 7: Payment of Freight Charges (Continued)

in no more than five working days, excluding Saturdays,
Sundays and National Holidays.

Payments should be made to :

BANK NAME : _____

Account No. _____ in US Dollar Currency.

In favour of _____

1. Port of Shipment : _____
2. a) B/L No. : _____
- b) Number of original : 3 (three)
3. Shipper : _____
4. Port of Destination : _____
5. CTNR NOS/RT (CBM/WT) : _____
6. Description of Goods : _____
7. Mode of Delivery : _____
8. Total freight prepaid : _____

By Signing hereunder, Bank _____ agrees to remit the
freight amount as mentioned in No. 8 above to the Carrier
prior to or at the same time of the release of the original
Bill of Lading from Bank _____'s possession without
any further instruction/authorization from Shipper as
specified in No. 3 above.

Bank Approval (Jakarta, December _____ 1993)

(Carrier Signs Here)

(_____) PT _____

FORM B - SHIPPER'S LETTER TO ITS BANK

Messrs : _____
(Name of foreign Exchange Bank)

Dear Sirs,

As the favoured party in the L/C covering the shipment
described in Items 1-8 of (Insert name of Carrer)'s
(Insert date) letter to you, we authorize you to put at
the disposal of the party issuing the B/L the freight
amount as mentioned under Item 8 above.

Please be advised that any bank charges incurred for
arranging the (telegraphic) transfer order are for account
of the undersigned.

Jakarta, _____

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RULE 7: Payment of Freight Charges (Continued)

Yours faithfully,

(The Shipper)

(_____)

Nothing in this A and B Form shall be constructed to make the above-identified Bank an agent of the Carrier issuing the Bills of Lading submitted herewith, said Bank shall be deemed the agent of the Shipper and/or Consignee. Carriers shall not be deemed responsible for improper or unauthorized release of documents by said bank. Carriers shall not be deemed to have been hereunder until full payment has been received by Carrier (Directly or through credit to Carriers account) from said bank.

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

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 10-01: Currency Adjustment Factor

Effective: 03Jun2010 Thru: Expires: Publish 03Jun2010 Amend: C

Unless otherwise specifically indicated in a particular rate item Time Volume Rate or NVOCC Service Arrangement (NSA), the following Currency Adjustment Factor (CAF) will be assessed on all base freight rates listed in this Tariff and NSAs subject to this tariff as applicable and will be rounded to the nearest dollar.

Currency Adjustment Factor (CAF)

Cargo Origin	CAF Amount
Japan	14% of ocean freight (C) (3)
Japan	16% of ocean freight (A) (4) (5)
Japan	25% of ocean freight (A) (6)
Singapore	0% of ocean freight (I) (4)
North Europe	\$ 67 per 20' container
	\$ 112 per 40' - 45' container

Notes:

1. CAF is not applicable to Destination Non-Direct Call Port Arbitraries and Destination Inland Add-On.
2. Applicable on all container heights and types
3. Valid thru 02Jul2010
4. Effective 03Jul2010
5. Valid thru 30Sep2010
6. Effective 01Oct2010

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RULE 10-010: PENANG PORT ADDITIONAL SURCHARGE

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

For Cargo Ex Penang, Malaysia only, effective 25Feb2007

Unless otherwise indicated in a particular rate item, the following Penang Port Additional Surcharges will be assessed on shipments originating from 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 10-02: RESERVED

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

Reserved (was FAF in former tariff).

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS

Effective: 26Jan2009 Thru: Expires: Publish 26Jan2009 Amend: C

VALID THRU 24FEB2009 (C)

Cargo shipped from the following ports/points under a thru Bills of Lading are subject to the origin arbitraries below:

1. Country: China

Arbitraries in US Dollars (US)

Province	Port/ Point	Mode	Rate Over Base Port	Cargo Nature	Per Ctr
Guangdong	Chaozhou	Door	Hong Kong	Dry	750
	Dongguan	Door	Hong Kong	Dry	450
	Foshan	CY or Door	Hong Kong	Dry	600
	Guangzhou	Door	Hong Kong	Dry	500
	Huangpu	CY	Hong Kong	Dry	450
	Huizhou	Door	Hong Kong	Dry	500
	Jiangmen	CY or Door	Hong Kong	Dry	700
	Nanhai	CY or Door	Hong Kong	Dry	600
	Panyu	CY or Door	Hong Kong	Dry	600
	Shantou	CY or Door	Hong Kong	Dry	750
	Shenzhen	Door	Hong Kong	Dry	350
	Shunde	CY or Door	Hong Kong	Dry	600
	Yantian/Shekou	CY	Hong Kong	Dry	250
	Zhongshan	CY	Hong Kong	Dry	550
Zhuhai	CY	Hong Kong	Dry	550	
Hainan	Haikou	CY	Hong Kong	Dry	
	550/20'				
	500/40'				
	700/40H				
	500/450'				

2. Country: Brunei

Arbitraries in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	RT	20'	40'	40H	45'
Muara	Singapore	Reefer		1275	2150		

3. Country: Cambodia

Arbitraries in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	RT	20'	40'	40H	45'
Sihanoukville	Singapore	Reefer		3000	4000	4500	5065
Phnom Pehh	Hong Kong	Dry		1200	1500	1690	1900

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

4. Country Indonesia
Arbitraries in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	RT	20'	40'	40H	45'
Benoa	Indonesia	Dry		1040	1300		
Banjarmasin	Indonesia	Dry		1360	1700	1915	2150
Palembang	Indonesia	Dry		748	935	1050	1185
Panjang	Indonesia	Dry		680	850	955	1075
Jambi	Indonesia	DRY		800	1000		
Balikpapan	Indonesia	Dry		1600	2000	2250	2535
Samarinda	Indonesia	Dry		640	800	900	1015

(Unless otherwise specified, the arbitraries for refrigerated cargo will be 30% on top of that for dry cargo.)

5. Country: Japan
Arbitraries in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	RT	20'	40'	40H	45'
Shimizu							
via Tokyo	Japan	Dry		425	500	500	
Shimizu							
via Tokyo	Japan	Reefer		630	780	780	
Kawasaki							
via Tokyo	Japan	Dry		150	200	200	
Kawasaki							
via Tokyo	Japan	Reefer		300	350	350	
Chiba							
via Tokyo	Japan	Dry		400	450	450	
Chiba							
via Tokyo	Japan	Reefer		550	600	600	
Tomakomai							
via Tokyo	Japan	Dry		800	900	900	
Tomakomai							
via Tokyo	Japan	Reefer		750	950	950	
Sendai	Japan	Dry		225	300	300	
Sendai	Japan	Reefer		560	750	750	
Hakata							
via Kobe	Japan	Dry		420	560	560	
Hakata							
via Kobe	Japan	Reefer		575	750	750	
Moji							
via Kobe	Japan	Dry		300	400	400	
Moji							
via Kobe	Japan	Reefer		570	710	710	
Shimonoseki/							

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

Hiroshima/ Mizushima/ Matsuyama/ Kokura/Hoshima/ Shibushi/ Tokuyama via Kaohsiung Japan	Dry	300	400	400
Shimonoseki/ Hiroshima/ Mizushima/ Hoshima/ Tokuyama via Kobe	Japan Dry	500	600	600
Iyomishima via Kobe	Japan Dry	300	350	350
Matsuyama via Kobe	Japan Dry	400	450	450

6. Country: Korea
Arbitrarities in Korea Won
Dry cargo only

Per Container	20'	40'	40'H	45'
Incheon				
Dangerous	494960	550160	550160	618930
General	430400	478400	478400	538200
Kwangyang				
Dangerous	408480	453560	453560	510255
General	355200	394400	394400	443700
Seoul				
Dangerous	479320	532680	532680	521100
General	416800	463200	463200	521100

7. Country: Macau
Arbitrarities in US Dollars (US) or Hong Kong Dollars (HKD),
as noted

Macau	Hong Kong	Reefer	USD 900	1200
Macau	Hong Kong	Others	HKD 4250	5650 5650 6200

Above Macau box rated arbitrarities are valid for either CY or Door origin.

For CY Origin Cargo Only:
Arbitrarities above include all charges from CY Macau to shippers' place of business and

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

movement from there to carrier's CY at Hong Kong and all charges from vessel's tackle to Macau.

Carrier may issue Macau through Bill of Lading and permit Shipper to arrange its own transportation to Hong Kong, and cargo may be delivered to a consolidator's warehouse at Hong Kong. The Bill of Lading will only be issued upon receipt of the container at the carrier's Hong Kong on dock facility. Drayage from pier to consolidator warehouse and from the consolidator warehouse to the carrier's terminal shall be for account of cargo. This provision does not apply to cargo that is moved from Macau in carrier's containers.

For CFS Cargo only:
Arbitraries above include movement of cargo from CFS at Macau to carrier's CFS at Hong Kong but does not include CFS Charge which must be charged in addition.

Note: In lieu of requesting carrier to arrange and pay for movement of cargo from Macau to Hong Kong, shipper may elect to deliver shipments to carrier's Hong Kong CY or CFS and directly pay all expenses of the move. In such cases the arbitrary charges will not be applicable. In such cases carrier may not issue the Macau Bill of Lading until cargo actually is received at Hong Kong CY or CFS. Hong Kong CFS Charge will be applicable to CFS cargo.

8. Country: Malaysia
Arbitraries in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	RT	20'	40'	40H	45'
Kuching	Malaysia	Dry		1040	1300	1460	1645
Kuching	Singapore	Reefer		1375	2400	2400	-
Sibu	Malaysia	Dry		960	1200	1350	1520
Sibu	Singapore	Reefer		1375	2400	2400	-
Bintulu	Malaysia	Dry		1288	1610	1810	2040
Miri	Malaysia	Dry		1400	1750	1970	2215
Labuan	Malaysia	Dry		1175	1470	1655	1860
Kota Kinabalu	Malaysia	Dry		852	1065	1200	1350
Sandakan	Malaysia	Dry		1945	2430	2735	3075
Tawau	Malaysia	Dry		1945	2430	2735	3075

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

Note: Unless otherwise specified, the arbitraries for hazardous cargo will be 100% on top of that for dry cargo.
All arbitraries above are inclusive of precarriage.

Pasir Gudang	Malaysia	Dry	192	240	270	305
Ipoh	Malaysia	Dry	240	300	340	380
Kuantan	Malaysia	Dry	400	500	565	635
Batu Pahat	Malaysia	Dry	200	250	280	315

Note: Unless otherwise specified, the arbitraries for hazardous cargo cargo will be 100% on top of that for dry cargo.
All arbitraries above are inclusive of precarriage bunker surcharge.

9. Country: Philippines
Arbitrarities in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	RT	20'	40'	40H	45'
Angeles City	Philippines	Dry		796	475	475	475
Bacolod/ Pulupanda	Philippines	Dry		525	995	1120	1260
CagayanDeOro	Philippines	Dry		880	1100	1240	1395
Cebu	Philippines	Reefer		950	1450	1450	-
Cebu	Philippines	Others		360	450	505	570
Davao	Philippines	Dry		680	850	995	1075
Gen. Santos	Philippines	Dry		720	900	1015	1140
Gen. Santos	Philippines	Reefer		1100	1750	1750	-
Iloilo	Philippines	Dry		796	995	1120	1260
Legaspi/Tabaco	Philippines	Dry		545	600	615	690
Mariveles	Philippines	Dry		388	485	545	610
Ozamis	Philippines	Dry		960	1200	1350	1520
Rosario	Philippines	Dry		240	300	340	380
Subic	Philippines	Dry		465	515	580	650
Zamboanga	Philippines	Dry		932	1165	1310	1475
Zamboanga	Philippines	Reefer		1100	1750	1750	-
Outport NOS	Philippines	Dry		1868	2335	2350	2370

Note: Angeles City includes the Clark Economic Zone and store door pick up at origin.

Subic Arbitrary includes delivery of empty container to shipper's door, Pick up of loaded container, arrastre, wharfrage and brokerage.

The above per container outport arbitraries only apply to Cargo rated at per container rates, or to AQ rated cargo, other than reefer, only when all the cargo in the

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

container is for a single consignee to one Bill of Lading Port only.

10. Country: Taiwan
Arbitraries in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	RT	20'	40'	40H	45'
Taichung	Taiwan	ALL		200	200	200	200

For the purpose of this tariff, the term "Taichung" shall include the geographical area within and outside the Taichung Harbor which is under the jurisdiction of the Taichung Harbor Bureau.

When empty dry container is released to a shipper for stuffing in Taichung area, the shipper is responsible for returning the loaded container to carrier's terminal from which the container was released, or alternatively to a MOTC licensed terminal designated by the carrier in Taichung area. If the shipper fails to return the loaded Container to carrier's terminal from which the empty container was released, but moves the loaded container to Kaohsiung for redelivery to the carrier, the Taichung Arbitrary will still be applied without any exception even in cases where the transportation from Taichung to Kaohsiung is arranged and paid by the shipper.

Kaohsiung (off dock CY)	Taiwan	ALL		100	100	100	100
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For all cargo ex Kaohsiung, when an origin CY container is received in locations other than carrier's on dock terminal in Kaohsiung, an additional charge of US\$100 per CY origin container will be applied on top of the applicable Kaohsiung rate. If the top off service is performed at an off dock terminal in Kaohsiung, the top off container will also be subject to this additional charge.

Keelung	Taiwan	ALL		300	300	300	300
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For all shipments ex Keelung, an additional charge of US\$300 per container will be applied on top of Applicable Taiwan or Keelung rates filed in Carrier tariffs regardless if the service provided is a direct or non direct call. Keelung is to be defined as the area comprising Taoyuan, Taipei county and Keelung but excluding Taichung.

Note: The Keelung arbitrary is not applicable on cargo

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

moving under service contracts where a rate is specifically filed as applicable from Keelung.

When empty dry container is released to a shipper for stuffing in Northern Taiwan (Keelung, Taoyuan), the shipper is responsible for returning the loaded container to carrier's terminal from which the container was released, or with carrier's agreement, alternatively to a MOTC licensed terminal designated by the carrier in Keelung, Taoyuan, Wutu. If the shipper fails to return the loaded container to carrier's terminal from which the empty container was released, but moves the loaded container to Kaohsiung for redelivery to the carrier, the

per container Keelung Arbitrary will still be applied without any exception even in cases where the transportation from Northern Taiwan to Kaohsiung is arranged and paid by the shipper.

4) Measuring Rule - All measuring costs incurred in Taiwan with respect to consolidated origin CY B/L shipments, including multiple-country consolidation and pro rated shipments, shall be for account of cargo and carrier shall not pay any measurement fees.

11. Country: Thailand

Arbitraries in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	RT	20'	40'	40H	45'
Songhkla	Thailand	Reefer		450	600	675	760
Bangkok	Thailand	Dry		0	0	0	0
Bangkok	Thailand	Reefer		0	0	0	0
Outport NOS	Thailand	Dry		1868	2335	2335	2335

Note: Unless otherwise specified, the arbitraries for refrigerated cargo cargo ex Phuket will be 50% on top of that for dry cargo. Unless otherwise specified, the arbitraries for hazardous cargo cargo ex Outport NOS will be 30% on top of that for dry cargo.

12. Country: Vietnam

Arbitraries in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	RT	20'	40'	40H	45'
Danang	Vietnam	Reefer		900	1200	1200	-
Danang	Vietnam	Dry		320	400	450	505
Haiphong	Vietnam	Reefer		600	800	800	-
Hanoi	Vietnam	Dry		760	950	1070	1205

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

Hanoi	Vietnam	Reefer	825	1425	1610	1810
Vung Tau	Vietnam	Dry	280	350	350	500
Can Tho	Vietnam	Dry	350	400	450	505
Quinhon	Vietnam	Dry	800	1000	1000	1265
Danang	Hong Kong	Dry	900	1200	1350	1520
Haiphong	Hong Kong	Dry	440	550	620	695

EFFECTIVE 25FEB2009 (C) (P) (R) (A)

Cargo shipped from the following ports/points under a thru Bills of Lading are subject to the origin arbitraries below:

- Country: China
Arbitrarities in US Dollars (US)

Province	Port/ Point	Mode	Rate Over Base Port	Cargo Nature	Per Ctr
Guangdong	Baoan	Door	Hong Kong	Dry	300
	Beijiao	Door	Hong Kong	Dry	450
	Changping	Door	Hong Kong	Dry	400
	Chaozhou	Door	Hong Kong	Dry	750
	Dongguan	CY	Hong Kong	Dry	450
	Dongguan	Door	Hong Kong	Dry	400
	Foshan	CY	Hong Kong	Dry	400
	Foshan	Door	Hong Kong	Dry	500
	(D)				
	Guangzhou	CY	Hong Kong	Dry	500
	Guangzhou	Door	Hong Kong	Dry	550
	Huangpu	CY	Hong Kong	Dry	400
	Huangpu	Door	Hong Kong	Dry	500
	Huizhou	CY	Hong Kong	Dry	550
	Huizhou	Door	Hong Kong	Dry	550
	Jiangmen	CY	Hong Kong	Dry	400
	Jiangmen	Door	Hong Kong	Dry	500
	(D)				
	Leliu	CY	Hong Kong	Dry	400
	Leliu	Door	Hong Kong	Dry	500
Nanhai	CY	Hong Kong	Dry	400	
Nanhai	Door	Hong Kong	Dry	500	
(D)					
Nansha	CY	Hong Kong	Dry	400	
Nansha	Door	Hong Kong	Dry	500	
Panyu	CY	Hong Kong	Dry	400	
Panyu	Door	Hong Kong	Dry	500	
(D)					
Rongqi	CY	Hong Kong	Dry	450	
Rongqi	Door	Hong Kong	Dry	500	
San Shui	CY	Hong Kong	Dry	500	

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

Shantou	CY	Hong Kong Dry	550
Shantou	Door	Hong Kong Dry	750
(D)			
Shenzhen	Door	Hong Kong Dry	400
Shiyan	Door	Hong Kong Dry	500
Shunde	CY	Hong Kong Dry	400
Shunde	Door	Hong Kong Dry	500
(D)			
Taishan	CY	Hong Kong Dry	550
Taishan	Door	Hong Kong Dry	650
Xiaolan	CY	Hong Kong Dry	500
Xiaolan	Door	Hong Kong Dry	600
Xinhui	CY	Hong Kong Dry	400
Xinhui	Door	Hong Kong Dry	600
Yantian/Shekou	CY	Hong Kong Dry	100
Zhangmutou	Door	Hong Kong Dry	400
Zhangjiang	CY	Hong Kong Dry	550
Zhaoqing	CY	Hong Kong Dry	550
Zhaoqing	Door	Hong Kong Dry	600
Zhongshan	CY	Hong Kong Dry	400
Zhongshan	Door	Hong Kong Dry	500
Zhuhai	CY	Hong Kong Dry	650

Province: Hainan

Port/ Point	Mode	Rate Base	Over Port	Cargo Nature	20'	40'	40H	45'
Haikou	CY	Hong Kong	DRY		560	700	790	885

2. Country: Brunei
Arbitraries in US Dollars (US)

Port/ Point	Rate Base	Over Port	Cargo Nature	20'	40'	40H	45'
Muara	Singapore	Reefer		1275	2150		

3. Country: Cambodia
Arbitraries in US Dollars (US)

Port/ Point	Rate Base	Over Port	Cargo Nature	20'	40'	40H	45'
Sihanoukville	Singapore	Reefer		3000	4000	4500	5065
Phnom Pehh	Hong Kong	Dry		1200	1500	1690	1900

4. Country Indonesia
Arbitraries in US Dollars (US)

Port/ Point	Rate Base	Over Port	Cargo Nature	20'	40'	40H	45'
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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

Ujung Pandang	Indonesia	Dry	760	950	1070	1205
Benoa	Indonesia	Dry	1040	1300		
Banjarmasin	Indonesia	Dry	1360	1700	1915	2150
Palembang	Indonesia	Dry	748	935	1050	1185
Panjang	Indonesia	Dry	680	850	955	1075
Jambi	Indonesia	Dry	800	1000		
Balikpapan	Indonesia	Dry	1600	2000	2250	2535
Samarinda	Indonesia	Dry	640	800	900	1015

(Unless otherwise specified, the arbitraries for refrigerated cargo will be 30% on top of that for dry cargo.)

5. Country: Japan
Arbitraries in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	20'	40'	40H	45'
Shimizu						
via Tokyo	Japan	Dry	425	500	500	
Shimizu						
via Tokyo	Japan	Reefer	630	780	780	
Kawasaki						
via Tokyo	Japan	Dry	150	200	200	
Kawasaki						
via Tokyo	Japan	Reefer	300	350	350	
Chiba						
via Tokyo	Japan	Dry	400	450	450	
Chiba						
via Tokyo	Japan	Reefer	550	600	600	
Tomakomai						
via Tokyo	Japan	Dry	800	900	900	
Tomakomai						
via Tokyo	Japan	Reefer	750	950	950	
Sendai	Japan	Dry	225	300	300	
Sendai	Japan	Reefer	560	750	750	
Hakata						
via Kobe	Japan	Dry	420	560	560	
Hakata						
via Kobe	Japan	Reefer	575	750	750	
Moji						
via Kobe	Japan	Dry	300	400	400	
Moji						
via Kobe	Japan	Reefer	570	710	710	
Shimonoseki/ Hiroshima/ Mizushima/ Matsuyama/ Kokura/ Hoshima/						

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

Shibushi/ Tokuyama Via Kaohsiung Japan	Dry	300	400	400
Shimonoseki/ Hiroshima/ Mizushima/ Hoshima/ Tokuyama via Kobe Japan	Dry	500	600	600
Iyomishima via Kobe Japan	Dry	300	350	350
Matsuyama via Kobe Japan	Dry	400	450	450

6. Country: Korea
Arbitrarities in Korean Won (KOR)

Incheon	20'	40'	40H	45'
Hazardous	494960	550160	550160	618930
Non Hazardous	430400	478400	478400	538200
Keangyang				
Hazardous	408480	453560	453560	510255
Non Hazardous	355200	394400	394400	443700
Seoul				
Hazardous	479320	532680	532680	521100
Non Hazardous	416800	463200	463200	521100

7. Country: Macau
Arbitrarities in US Dollars (US) or Hong Kong Dollars (HKD) as noted:

Macau	Hong Kong	Reefer	USD 900	1200
Macau	Hong Kong	Others	HKD 4520	5650 5650 6200

Above Macau box rated arbitrarities are valid for either CY or Door origin.

For CY Origin Cargo Only:
Arbitrarities above include all charges from CY Macau to shippers' place of business and movement from there to carrier's CY at Hong Kong and all charges from vessel's tackle to Macau.

Carrier may issue Macau through Bill of Lading and permit Shipper to arrange its own transportation to Hong Kong, and cargo may be delivered to a consolidator's warehouse at Hong Kong. The Bill of Lading will only be issued upon receipt of the container at the carrier's Hong Kong on dock facility. Drayage from pier to consolidator warehouse and from

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

the consolidator warehouse to the carrier's terminal shall be for account of cargo. This provision does not apply to cargo that is moved from Macau in carrier's containers.

For CFS Cargo only:
Arbitrariables above include movement of cargo from CFS at Macau to carrier's CFS at Hong Kong but does not include CFS Charge which must be charged in addition.

Note: In lieu of requesting carrier to arrange and pay for movement of cargo from Macau to Hong Kong, shipper may elect to deliver shipments to carrier's Hong Kong CY or CFS and directly pay all expenses of the move. In such cases the arbitrary charges will not be applicable. In such cases carrier may not issue the Macau Bill of Lading until cargo actually is received at Hong Kong CY or CFS. Hong Kong CFS Charge will be applicable to CFS cargo.

8. Country: Malaysia
Arbitrariables in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	20'	40'	40H	45'
Kuching	Malaysia	Dry	1040	1300	1460	1645
Kuching	Singapore	Reefer	1375	2400	2400	
Sibu	Malaysia	Dry	960	1200	1350	1520
Sibu	Singapore	Reefer	1375	2400	2400	
Bintulu	Malaysia	Dry	1288	1610	1810	2040
Miri	Malaysia	Dry	1400	1750	1970	2215
Labuan	Malaysia	Dry	1175	1470	1655	1860
Kota Kinabalu	Malaysia	Dry	852	1065	1200	1350
Sandakan	Malaysia	Dry	1945	2430	2735	3075
Tawau	Malaysia	Dry	1945	2430	2735	3075

Note: Unless otherwise specified, the arbitrariables for hazardous cargo will be 100% on top of that for dry cargo.

All arbitrariables above are inclusive of pre-carriage.

Pasir Gudang	Malaysia	Dry	192	240	270	305
Ipoh	Malaysia	Dry	240	300	340	380
Kuantan	Malaysia	Dry	400	500	565	635
Batu Pahat	Malaysia	Dry	200	250	280	315

Note: Unless otherwise specified, the arbitrariables for

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

hazardous cargo cargo will be 100% on top of that
for dry cargo.
All arbitraries above are inclusive of precarriage
bunker surcharge.

9. Country: Philippines
Arbitrarities in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	20'	40'	40H	45'
Angeles City	Philippines	Dry	796	475	475	475
Bacolod/ Pulupanda	Philippines	Dry	525	995	1120	1260
Cagayan DeOro	Philippines	Dry	880	1100	1240	1395
Cebu	Philippines	Reefer	950	1450	1450	
Cebu	Philippines	Others	360	450	505	570
Cebu	Manila, Philippines	W/M 45 (*)				
Davao	Philippines	Dry	680	850	995	1075
Gen. Santos	Philippines	Dry	720	900	1015	1140
Gen. Santos	Philippines	Reefer	1100	1750	1750	
Iloilo	Philippines	Dry	796	995	1120	1260
Legaspi/Tabaco	Philippines	Dry	545	600	615	690
Mariveles	Philippines	Dry	388	485	545	610
Ozamis	Philippines	Dry	960	1200	1350	1520
Rosario	Philippines	Dry	240	300	340	380
Subic	Philippines	Dry	465	515	580	650
Zamboanga	Philippines	Dry	932	1165	1310	1475
Zamboanga	Philippines	Reefer	1100	1750	1750	
Outport NOS	Philippines	Dry	1868	2335	2350	2370

(*) Cebu, Philippines W/M applies to Less than
Containerload cargo only. As exception to Rule 6 the
minimum charge per B/L is \$250.

Note: Angeles City includes the Clark Economic Zone and
store door pick up at origin.

Subic Arbitrary includes delivery of empty container to
shipper's door, Pick up of loaded container, arrastre,
whargage and brokerage.

The above per container outport arbitraries only apply to
cargo rates at per container rates, other than reefer,
only when all the cargo in the container is for a single
consignee to one Bill of Lading Port only.

10. Country: Taiwan
Arbitrarities in US Dollars (US)

Port/	Rate Over	Cargo
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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

Point	Base Port	Nature	20'	40'	40H	45'
-----	-----	-----				
Taichung	Taiwan	ALL	200	200	200	200

For the purpose of this tariff, the term "Taichung" shall include the geographical area within and outside the Taichung Harbor which is under the jurisdiction of the Taichung Harbor Bureau.

When empty dry container is released to a shipper for stuffing in Taichung area, the shipper is responsible for returning the loaded container to carrier's terminal from which the container was released, or alternatively to a MOTC licensed terminal designated by the carrier in Taichung area. If the shipper fails to return the loaded Container to carrier's terminal from which the empty container was released, but moves the loaded container to Kaohsiung for redelivery to the carrier, the Taichung Arbitrary will still be applied without any exception even in cases where the transportation from Taichung to Kaohsiung is arranged and paid by the shipper.

Kaohsiung (off dock CY)	Taiwan	ALL	100	100	100	100
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For all cargo ex Kaohsiung, when an origin CY container is received in locations other than carrier's on dock terminal in Kaohsiung, an additional charge of US\$100 per CY origin container will be applied on top of the applicable Kaohsiung rate. If the top off service is performed at an off dock terminal in Kaohsiung, the top off container will also be subject to this additional charge.

Keelung	Taiwan	ALL	300	300	300	300
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For all shipments ex Keelung, an additional charge of US\$300 per container will be applied on top of Applicable

Taiwan or Keelung rates filed in Carrier tariffs regardless if the service provided is a direct or non direct call. Keelung is to be defined as the area comprising Taoyuan, Taipei county and Keelung but excluding Taichung.

Note: The Keelung arbitrary is not applicable on cargo moving under service contracts where a rate is specifically filed as applicable from Keelung.

When empty dry container is released to a shipper for stuffing in Northern Taiwan (Keelung, Taoyuan), the shipper is responsible for returning the loaded container

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

to carrier's terminal from which the container was released, or with carrier's agreement, alternatively to a MOTC licensed terminal designated by the carrier in Keelung, Taoyuan, Wutu. If the shipper fails to return the loaded container to carrier's terminal from which the

empty container was released, but moves the loaded container to Kaohsiung for redelivery to the carrier, the per container Keelung Arbitrary will still be applied without any exception even in cases where the transportation from Northern Taiwan to Kaohsiung is arranged and paid by the shipper.

4) Measuring Rule - All measuring costs incurred in Taiwan with respect to consolidated origin CY B/L shipments, including multiple-country consolidation and pro rated shipments, shall be for account of cargo and carrier shall not pay any measurement fees.

11. Country: Thailand
Arbitraries in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	20'	40'	40H	45'
Songhkla	Thailand	Reefer	450	600	675	760
Bangkok	Thailand	Dry	0	0	0	0
Bangkok	Thailand	Reefer	0		0	
Outport NOS	Thailand	Dry	1868	2335	2335	2335

Note: Unless otherwise specified, the arbitraries for refrigerated cargo cargo ex Phuket will be 50% on top of that for dry cargo.

Unless otherwise specified, the arbitraries for hazardous cargo cargo ex Outport NOS will be 30% on top of that for dry cargo.

12. Country: Vietnam
Arbitraries in US Dollars (US)

Port/ Point	Rate Over Base Port	Cargo Nature	20'	40'	40H	45'
Danang	Vietnam	Reefer	900	1200	1200	
Danang	Vietnam	Dry	320	400	450	505
Haiphong	Vietnam	Reefer	600	800	800	
Hanoi	Vietnam	Dry	760	950	1070	1205
Hanoi	Vietnam	Reefer	825	1425	1610	1810
Vung Tau	Vietnam	Dry	280	350	350	500
Can Tho	Vietnam	Dry	350	400	450	505
Quinhon	Vietnam	Dry	800	1000	1000	1265

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RULE 10-021: ARBITRARIES FOR ASIA ORIGINS (Continued)

Danang	Hong Kong	Dry	900	1200	1350	1520
Haiphong	Hong Kong	Dry	440	550	620	695

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RULE 10-03: Shanghai Port Surcharge

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

Unless otherwise provided herein, the following charges shall apply on all shipments from or via the Port of Shanghai, China:

Valid thru 31Dec2009 (C)

RATE BASIS	SURCHARGES
PC20	\$ 66.00
PC40	\$ 88.00
PC40B	\$ 99.00
PC45	\$111.00
LTL	\$ 3.00 M
	\$ 5.00 W

Effective 01Jan2010, see Rule 23-29: TERMINAL HANDLING CHARGES (FAR EAST ORIGINS) (C)

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RULE 10-030: HIGH SECURITY SEAL CHARGE

Effective: 23May2011 Thru: Expires: Publish 19Apr2011 Amend: C

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, Carrier may allow to recover the costs from the shipper in addition to penalties and damages, if any, 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.

6. In the areas (Hong Kong, Macau, provinces of Guangdong, Guangxi, Guizhou, Hainan and Yunnan) that carrier is to supply the seal to shipper at the time of releasing empty equipment, the following Container Seal Fee will be charged prior to release of BL

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RULE 10-030: HIGH SECURITY SEAL CHARGE (Continued)

Place of Cargo Receipt	Fee per seal
Hong Kong and Macau:	HKD 25
Guangdong, China	RMB 25
Guangxi, China	RMB 25
Guizhou, China	RMB 25
Hainan, China	RMB 25
Yunnan, China	RMB 25

7. Vietnam for all seals
VND72,000 per container inclusive of VAT

8. For the following China origins all containers will be charged a High Security Seal Charge as follows:

Origin	Fee per seal
Dalian, China	RMB 20
Lianyungang, China	RMB 20
Qingdao, China	RMB 20
Tianjin, China	RMB 20
Xian, China	RMB 20
Xingang, China	RMB 20
Zhengzhou, China	RMB 20

9. For Taiwan the following charge will apply whenever Carrier is required to apply a seal. Charge to be paid by shipper at origin.
NTD100 per container.

10. For Malaysia the following charge will apply whenever Carrier is required to apply a seal. Charge to be paid by shipper at origin.
MYR 10 per seal

11. For Singapore the following charge will apply whenever Carrier is required to apply a seal. Charge to be paid by shipper at origin.
SGD 5 per seal

12. For Batam, Indonesia the following charge will apply whenever Carrier is required to apply a seal. Charge to be paid by shipper at origin.
SGD 5 per seal

12. For Korea the following charge will apply whenever Carrier is required to apply a seal. Charge to be paid by shipper at origin.
KRW 5,000 per Container

13. For Philippines the following charge will apply whenever Carrier is required to apply a seal. Charge to be paid by shipper at origin.
PHP 150 per seal

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RULE 10-030: HIGH SECURITY SEAL CHARGE (Continued)

14. For cargo originating or via Surabaya, Indonesia or Jakarta, Indonesia or Semarang, Indonesia or Belawan Indonesia the following charge will apply whenever Carrier is required to apply a seal. Charge to be paid by shipper at origin.

Except Commodity Rubber from Belawan, Indonesia
IDR 25000 per seal, Inclusive of VAT.

15. For Thailand the following charge will apply whenever Carrier is required to apply a seal. Charge to be paid by shipper at origin.

THB 100 per seal

16. For Cambodia the following charge will apply whenever Carrier is required to apply a seal. Charge to be paid by shipper at origin.

USD 3 per seal

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RULE 10-031: CONTAINER SEAL FEE (HKG, MACAU AND SOUTH CHINA)

Effective: 29Apr2009 Thru: Expires: Publish 29Apr2009 Amend: C

CONTAINER SEAL FEE (HKG, MACAU AND SOUTH CHINA) (C)
Effective: 29Apr2009
Except as otherwise provided in tariff rate items,
container shipments from Hong Kong, Macau and South
China to the USA will be subject to Container Seal Fees
as imposed by underlying vessel operating common
carriers. This fee will be clearly identified on
Carrier's Bill of Lading or invoice and passed along
to shipper/consignee without change.

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RULE 10-036: USA NON-DIRECT PORT ARBITRARIES

Effective: 05Oct2007 Thru: Expires: Publish 05Oct2007 Amend: IC

USA NON-DIRECT PORT ARBITRARIES
Effective 05Nov2007

The Boston port area include carriers terminals in Boston, MA and Worcester, MA. Carrier has the option to make container available at the terminal in either Boston, MA or Worcester, MA for CY delivery.

Unless otherwise specified, in an individual tariff or service contract item, the following Non Direct Call Ports are based on CY delivery.

1) Unless otherwise specified, arbitraries below are for for dry containers only.

Non Direct Call Port	20'	40'	Arbitrary Over
-----	----	----	-----
Portland, OR via WC	\$580	\$580	West Coast Port rate
Boston, MA/ Worcester, MA via WC	\$640	\$640	East Coast Port MLB rate
Baltimore, MD via WC	\$300	\$300	East Coast Port MLB rate
Philadelphia, PA via WC	\$300	\$300	East Coast Port MLB rate
Jacksonville, FL via WC	\$300	\$300	East Coast Port MLB rate
Tampa, FL via WC	\$700	\$700	East Coast Port MLB rate
Miami, FL via WC	\$500	\$500	East Coast Port MLB rate
Boston, MA via EC	\$760	\$760	East Coast Port All Water rate
Worcester, MA via EC	\$1125	\$1125	East Coast Port All Water rate
Baltimore, MD via EC	\$650	\$650	East Coast Port All Water rate
Philadelphia, PA via EC	\$700	\$700	East Coast Port All Water rate
Jacksonville, FL via EC	\$400	\$400	East Coast Port All Water rate
Tampa, FL via EC	\$1150	\$1150	East Coast Port All Water rate
Miami, FL via EC	\$800	\$800	East Coast Port All Water rate

2) Unless otherwise specified, arbitraries below are for standard 40' reefer containers only.

Non Direct Call Port	20'	40'	Arbitrary Over
-----	----	----	-----
Portland, OR via WC	\$ 500		West Coast Port rate
Boston, MA/Worcester, rate Worcester, MA via WC	\$ 950		East Coast Port MLB
Baltimore, MD via WC	\$ 650		East Coast Port MLB

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RULE 10-036: USA NON-DIRECT PORT ARBITRARIES (Continued)

rate		
Philadelphia, PA via WC	\$ 600	East Coast Port MLB
rate		
Jacksonville, FL via WC	\$ 500	East Coast Port MLB
rate		
Tampa, FL via WC	\$1200	East Coast Port MLB
rate		
Miami, FL via WC	\$250/R20	East Coast Port MLB
rate		
	\$350/40RQ	
Miami, FL via EC	\$1100/R20	East Coast Port All
	\$1250/40RQ	Water rate

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RULE 10-038: VALUE ADDED TAX IN INDONESIA

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

For Cargo ex all Indonesia ports:

Unless otherwise indicated in a particular rate item,
the following Value Added Tax will be assessed on
shipments loaded at all Indonesia ports in US\$:

VALUE ADDED TAX IN INDONESIA

- US\$ 15/20' container
- 20/40' container
- 20/40' high cube container
- 30/45' container
- 3/RT
- 20/20' refrigerated container
- 30/40' refrigerated container
- 30/40' high cube refrigerated container

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RULE 10-04: EMERGENCY BUNKER SURCHARGE (EBS)

Effective: 11Dec2007 Thru: Expires: Publish 11Dec2007 Amend: C

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

Emergency Bunker Adjustment Factor (EBAF)
US\$ 5.00 per cbm/1000 kgs

Effective 10Jan2008 (I)
US\$300.00 per 40' container
US\$340.00 per 40' high cube container

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RULE 10-041: EMERGENCY FUEL COST RECOVERY SURCHARGE (EFR)

Effective: 04Jun2008 Thru: Expires: Publish 04Jun2008 Amend: C

EMERGENCY FUEL COST RECOVERY SURCHARGE (EFR) is not currently in effect.

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RULE 10-042: INLAND FUEL CHARGE (IFC)

Effective: 16Sep2010 Thru: Expires: Publish 16Sep2010 Amend: CR

In order to recover increased costs incurred by Carrier for inland (truck and rail) transportation in connection with intermodal (IPI), reverse inland point intermodal (RIPI), West Coast Local Store Door Delivery (WC Local SDD), Group 4, Miniland-bridge (MLB) and East Coast Local Store Door Delivery (EC Local SDD) cargo shipments, including NY/NJ Commercial Zone Points, an Inland Fuel Charge will be applicable to all cargo shipped under this tariff as follows:

Inland Fuel Charge (IFC)

Effective 01Jul2010 thru 30Sep2010

1. To US West Coast Group4 Door Points and US East Coast Local Door Points (via US East Coast Ports)
US\$ 70 per container
2. To US Inland Points and US Atlantic & Gulf Ports served via US Pacific Coast Ports, viz: IPI Service and Mini-Landbridge (MLB) Services
US\$243 per container
3. To US Inland Points served via US Atlantic & Gulf Ports All Water Services, viz: Reverse IPI Services
US\$122 per container

Effective 01Oct2010 (R)

1. To US West Coast Group4 Door Points and US East Coast Local Door Points (via US East Coast Ports)
US\$ 67 per container
2. To US Inland Points and US Atlantic & Gulf Ports served via US Pacific Coast Ports, viz: IPI Service and Mini-Landbridge (MLB) Services
US\$232 per container
3. To US Inland Points served via US Atlantic & Gulf Ports All Water Services, viz: Reverse IPI Services
US\$116 per container

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
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RULE 10-042: INLAND FUEL CHARGE (IFC) (Continued)

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\$0.00 - 1.239	\$0	\$0
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 10-043: PORT CONGESTION SURCHARGE, CHITTAGONG

Effective: 26May2010 Thru: Expires: Publish 26May2010 Amend: IC

A port congestion surcharge will be assessed to all shipments directly loaded at Chittagong, Bangladesh.

PORT CONGESTION SURCHARGE
Effective 25Jun2010
\$100 per 20' container
\$200 per 40', 40'HC, 45' container

NOTES/EXCEPTIONS:

1. Port Congestion must be paid together with the ocean freight.

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RULE 10-044: 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 10-044: 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 10-048: ADEN GULF SURCHARGE

Effective: 09Dec2009 Thru: Expires: Publish 09Dec2009 Amend: IC

Shipments moving on vessels transiting the Suez Canal
will be subject to the Aden Gulf Surcharge as follows:

ADEN GULF SURCHARGE, Via Suez Canal
Effective 08Jan2010
USD 41 for 20 ft container
USD 82 for 40 ft container
USD 92 for 40'HC ft container
USD104 for 45 ft container

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RULE 10-050: RESERVED

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

Reserved (was PSS 2003 in former tariff).

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RULE 10-059: EQUIPMENT INTERCHANGE RECEIPT FEE

Effective: 26May2010 Thru: Expires: Publish 26May2010 Amend: IC

All cargo from the following origins are subject to an Equipment Interchange Receipt Fee to be charged on a prepaid basis.

Equipment Interchange Receipt Fee	
Effective 25Jun2010	
Origin:	Amount per container:
China: Dalian, Lianyungang, Qingdao, Tianjin, Xingang	RMB 10

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RULE 10-06: BUNKER SURCHARGE

Effective: 31May2012 Thru: Expires: Publish 31May2012 Amend: C

Except as otherwise provided, a Bunker Surcharge will apply on all cargo as follows.

BUNKER SURCHARGE

From: All Far East and Indian Sub-Continent Ports (3)
To: USA and Puerto Rico Destinations

Valid thru 30Jun2012 (C)

- a. To/Via US Pacific (West) Coast Ports
 - \$ 453.00 per 20' container
 - \$ 566.00 per 40' container
 - \$ 637.00 per 40' (High Cube Container)
 - \$ 717.00 per 45' container
 - \$ 14.00 per WM (LCL/LTL cargo)

- b. To/Via US Atlantic (East) Coast Ports
 - \$ 871.00 per 20' container
 - \$ 1089.00 per 40' container
 - \$ 1225.00 per 40' (High Cube Container)
 - \$ 1379.00 per 45' container
 - \$ 26.00 per WM (LCL/LTL cargo)

Effective 01Jul2012 (A)

- a. To/Via US Pacific (West) Coast Ports
 - \$ 464.00 per 20' container
 - \$ 580.00 per 40' container
 - \$ 653.00 per 40' (High Cube Container)
 - \$ 734.00 per 45' container
 - \$ 11.00 per WM (LCL/LTL cargo)

- b. To/Via US Atlantic (East) Coast Ports
 - \$ 895.00 per 20' container
 - \$ 1119.00 per 40' container
 - \$ 1259.00 per 40' (High Cube Container)
 - \$ 1417.00 per 45' container
 - \$ 20.00 per WM (LCL/LTL cargo)

NOTES:

1. All items, except Yachts, whose rates are not on a per container or revenue ton basis, i.e. items that are rated on a basis of per unit, per bale, crate or Pallet, will be charged the BAF amount shown herein for LCL, but on a per unit basis.
2. Bunker Surcharge (BC or BUC) may also be referred to as Bunker Adjustment Factor or BAF.
3. As defined in Rule 1-A, items 1, 2, 3.
4. See Rule 10-062, FLOATING BUNKER ADJUSTMENT, which is separate from this rule.
5. For Rubber moving on a per bale basis under tariff,

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RULE 10-06: BUNKER SURCHARGE (Continued)

the application of Bunker Charge for shipments of 12 loose bales shall be considered as equivalent to one pallet/crate.

6. Exceptions for cargo originating in China:
- A - For CY/CFS, CFS/CY and CY/CY cargo ex PRC only, regardless of the rate basis, the above box Bunker Charge shall apply.
 - B - Bunker Charge must be on a freight collect basis and collected prior to release of cargo.
 - C - PRC Bunker Charge will be allowed to be prepaid in Hong Kong and Taiwan, only upon written request from the shipper.
 - D - Upon request from the shipper, the PRC Bunker Charge Can be paid together with the freight, provided that the full amount of freight and Bunker Charge are paid prior to release of cargo.

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RULE 10-060: CARGO INSPECTION AT ORIGIN

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

When cargo in container is required to undergo inspection by local Customs or other such duly authorized government agencies, such inspections shall be at the risk and expense of the cargo. All expenses paid by or billed through the carrier for these inspections shall be charged to the cargo, including but not limited to the following:

(1) Any effort necessary to expose cargo for inspection at the carrier's CY.

(2) Any movement of the container from the CY to the place of inspection, plus unstuffing and restuffing the cargo from and to the container, plus returning the container from the place of inspection to the CY or CFS, or any portion of these functions, as required.

All expenses and charges so involved must be paid prior to release of original Bill of Lading. In the event that original Bill of Lading has been released, charges have to be paid prior to release of cargo.

A. Inspection at Hong Kong (applicable to cargo either originated from Hong Kong or relayed via Hong Kong) :

When cargo has to undergo inspection by local customs, the following inspection handling fee plus all other applicable expenses, including but not limited to additional drayage; surveyor fee; demurrage and storage are for account of cargo.

When inspection is performed within terminal/customs premises - HKD1000 per container.

Chassis Detention (applicable if duration of employment exceeds 6 hours) - HK\$225 per chassis per day.

B. Inspection at Shenzhen ports - Yantian/Shekou/Chiwan (applicable to cargo either originated from South China or relayed via Shenzhen ports):

When Cargo has to undergo inspection by local customs, the following inspection handling fees plus all other applicable expenses, including but not limited to additional drayage; surveyor fee; demurrage and storage are for account of cargo.

When inspection is performed within terminal/customs premises:

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RULE 10-060: CARGO INSPECTION AT ORIGIN (Continued)

Yantian -

General Inspection: HKD450/20', HID550/40'' & HKD650/45'

General & X-Ray Inspection: HKD700/20', HKD800/40' &
HKD900/45'

Shekou and Chiwan - RMB300/20' & RMB500/40'

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RULE 10-061: BUNKER SURCHARGE N.EUROPE TO USA

Effective: 22Sep2008 Thru: Expires: Publish 22Sep2008 Amend: IC

BUNKER ADJUSTMENT FACTOR/NORTH EUROPE
Effective 22Oct2008:

Unless otherwise specified in the indicated TLI (each Commodity Item), the following Bunker Adjustment Factor (BAF) will be applied:

From North Europe: Belgium, Denmark, Finland, Germany, Ireland, Netherlands, Norway, Poland, Sweden, France (Le Havre), United Kingdom, Luxemburg, Baltic, Sea States and Interior States via Baltic Sea of the Commonwealth of Independent States.

TO OR VIA THE FOLLOWING DESTINATION PORTS:

ATLANTIC AND GULF: 20' \$ 569 ALL EQUIPMENT TYPES
40/45' \$1138 ALL EQUIPMENT TYPES
W/M \$ 47 ALL EQUIPMENT TYPES

PACIFIC: 20' \$ 856 ALL EQUIPMENT TYPES
40/45' \$1712 ALL EQUIPMENT TYPES
W/M \$ 70 ALL EQUIPMENT TYPES

SAN JUAN, PR: 20' \$ 521 ALL EQUIPMENT TYPES
40' \$1042 ALL EQUIPMENT TYPES

CHARLOTTE AMALIE 20' \$ 521 ALL EQUIPMENT TYPES
(ST.THOMAS), VI: 40' \$1042 ALL EQUIPMENT TYPES

CRUZ BAY 20' \$ 521 ALL EQUIPEMNT TYPES
(ST JOHN), VI 40' \$1042 ALL EQUIPMENT TYPES

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RULE 10-062: FLOATING BUNKER ADJUSTMENT

Effective: 24Jul2009 Thru: Expires: Publish 24Jul2009 Amend: IR

Except as otherwise provided in individual rate items, a Floating Bunker Adjustment as shown below will apply on all shipments as follows:

FLOATING BUNKER ADJUSTMENT

From: All Far East and Indian Sub-Continent Ports
To: USA and Puerto Rico Destinations

Effective 23Aug2009

\$ 1600 per 20' Container
\$ 2000 per 40' Container
\$ 2250 per 40'HC Container
\$ 2530 per 45' Container
\$ 60 per WM (LCL/LTL cargo)

All items, except Yachts, whose rates are not on a per container or revenue ton basis, i.e. items that are rated on a basis of per unit, per bale, crate or Pallet, will be charged at \$60.00 per unit.

NOTES:

1. Asia Origin Ports as per Rule 1-A, items 1, 2, 3
2. This charge may also be referred to as Monthly Bunker Charge, Floating Bunker Adjustment Factor or Floating BAF.

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RULE 10-07: RESERVED

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

Reserved (was PSS 2004 in former tariff).

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RULE 10-071: RESERVED

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

Reserved (was PSS 2005 in former tariff).

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RULE 10-072: PEAK SEASON SURCHARGE (PSS) 2006

Effective: 25May2012 Thru: Expires: Publish 25May2012 Amend: C

Peak Season Surcharge (PSS) 2006 expired.

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RULE 10-073: PEAK SEASON SURCHARGE (PSS) 2007

Effective: 25May2012 Thru: Expires: Publish 25May2012 Amend: C

Peak Season Surcharge (PSS) 2007 expired.

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RULE 10-074: PEAK SEASON SURCHARGE (PSS) 2008

Effective: 25May2012 Thru: Expires: Publish 25May2012 Amend: C

Peak Season Surcharge (PSS) 2008 expired.

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RULE 10-075: PEAK SEASON SURCHARGE (PSS) 2009

Effective: 12Oct2009 Thru: Expires: Publish 09Oct2009 Amend: C

Peak Season Surcharge (PSS) 2009 cancelled in its entirety

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<p><u>RULE 10-076: PEAK SEASON SURCHARGE (PSS) 2010</u> Effective: 25May2012 Thru: Expires: Publish 25May2012 Amend: C</p> <p>Peak Season Surcharge (PSS) 2010 expired.</p>		
<p>This tariff number 020418-002 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

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RULE 10-077: PEAK SEASON SURCHARGE (PSS) 2012

Effective: 11Jun2012 Thru: Expires: Publish 11Jun2012 Amend: CR

Except as otherwise provided in tariff rate items, all shipments from origins in Asia to destinations in the USA will be subject to the following:

Peak Season Surcharge (PSS) 2012

Effective 24Jun2012

From : Asia Origins including Japan

To : All Destination Ports and Points in the USA, as noted below

DESTINATION	AMOUNT PER CONTAINER
(C)PCBP/USWC	USD320/20' (R)
	USD400/40' (R)
	USD450/40'HC (R)
	USD505/45' (R)
(C)IPI/MLB	USD400/20' (R)
	USD500/40' (R)
	USD565/40'HC (R)
	USD635/45' (R)
(C)ALL WATER/RIPI	USD480/20'
	USD600/40'
	USD675/40'HC
	USD760/45'

NOTES:

1. PCBP/USWC means Pacific (West) Coast Base Ports; PSS as shown herein will apply on rates applicable to this port group and on rates to individual ports within this group.
2. IPI/MLB means Inland Point Intermodal and MiniLandBridge; PSS as shown herein will apply on all rates applicable to US Inland Points served via PCBP, and to all rates applicable to US Atlantic & Gulf Ports served via PCBP.
3. ALL WATER/RIPI means All Water Service to US Atlantic (East) Coast & Gulf Ports (USAG) via Panama Canal and RIPI means Reverse IPI Service to US Inland Points via USAG or US East Coast (USEC); PSS as shown herein will apply to these ports and points.

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RULE 10-08: SHENZHEN PORT CONSTRUCTION FEE (HARBOUR TOLL)

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

Except as otherwise provided in tariff rate items (TRIs)
all shipments recieved by the Carrier at ports and points
in Shenzhen, China will be subject to the following:

SHENZHEN PORT CONSTRUCTION FEE (HARBOUR TOLL)

RMB 80 per 20' container

RMB 120 per 40' container

RMB 3 per WM (LCL/LTL cargo)

Notes:

1. Applicable on all heights and types of containers.
2. This charge must be prepaid at origin.

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RULE 10-081: PORT SECURITY CHARGE (PSC) HKG & CHINA

Effective: 05Apr2011 Thru: Expires: Publish 05Apr2011 Amend: C

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

PORT SECURITY CHARGE (PSC)
From Hong Kong: HKD 50 per container
HKD 0.70/WM LCL (1)
From South China Ports: RMB 50 per container

NOTE:

1. Effective 05May2011 (I)

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RULE 10-09: CHITTAGONG FEEDER ADDITIONAL SURCHARGE

Effective: 05Dec2006 Thru: Expires: Publish 05Dec2006 Amend: CA

Effective 04Jan2007:

A Chittagong Feeder Additional surcharge of \$200 per 20' container, \$400 per 40' container, and \$500 per 45' container will be assessed to all Non Temperature control shipments directly loaded at Chittagong, Bangladesh. This surcharge is to be paid together with the Ocean Freight.

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RULE 10-20: EMPTY CONTAINER PRE-ASSIGNMENT SERVICE

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

For shipments ex Yantian, PRC or Shekou, PRC, Shippers may request the Carrier, and subject to Carrier's agreement, to reserve a pre-assigned container number and a corresponding container seal number prior to the actual pick up of an empty container, provided that such request is made to the Carrier in writing at least 1 working day prior to the cut off for submission of shipping instruction for a shipment. An administration fee of RMB150 per container will be assessed to the Shipper for requesting this service. This fee will cover the cost of holding a container and its seal for the first 2 calendar days. An extension for holding of the same can be arranged at a fee of RMB50 per calendar day provided that written request is received by the Carrier prior to the expiry of the holding period.

This fee is payable by the Shipper prior to release of Bill of Lading. In an event booking is either cancelled or never materialized in the end, the Shipper will be billed for this service under a separate invoice.

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RULE 10-22: CARRIER SECURITY CHARGE

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

Except as otherwise provided in tariff rate items, and in exceptions noted below, the following will apply on all shipments.

A Carrier Security Charge will be assessed to all cargo at \$6 per container payable together with freight payment. This charge is not applicable for cargo received at Taiwan.

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RULE 10-23: TRI-AXLE CHASSIS CHARGE

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 10-24: CHICAGO CFS IN/OUT FEE

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

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

CHICAGO CFS IN/OUT FEE
Effective: 09Nov2006
TYPE: LCL Shipments
ORIGIN: Japan Ports, viz: Tokyo, Kobe, Osaka, Yokohama
DESTINATION: Chicago, IL CFS
AMOUNT: \$1.30 per 100 lbs
MINIMUM: \$50 per shipment

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RULE 10-25: 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 10-26: EMERGENCY REVENUE CHARGE (ERC)

Effective: 07Sep2010 Thru: Expires: Publish 07Sep2010 Amend: C

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

EMERGENCY REVENUE CHARGE (ERC)
From: Asia Origins, see note 2
To: All USA Destinations
USD 320 per 20' container
USD 400 per 40' container
USD 450 per 40' high-cube container
USD 505 per 45' high-cube container
USD 10.00 per cbm or 1000 kgs (3)

NOTES:

1. Applicable on all heights and types of containers.
2. Asia origins are as defined in Rule 1-A, items 1,2,3.
3. Effective 07Oct2010, applies on LCL and all cargo not rated on a per container basis (C)

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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: 05Jun2009 Thru: Expires: Publish 05Jun2009 Amend: CA

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 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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<p><u>RULE 15: Open Rates in Foreign Commerce</u> Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>Not Applicable.</p>		
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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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<p><u>RULE 17: Green Salted Hides in Foreign Commerce</u> Effective: 01Nov2006 Thru: Expires: Publish 01Nov2006 Amend: I</p> <p>Not Applicable.</p>		
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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: 28Aug2011 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 21-05: 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

Except as otherwise provided, all cargo is subject to the following Terminal Charges at origin and/or destination which are in addition to basic ocean freight.

SEE FOLLOWING SUB-RULE(S).

Also see Rule 2-150, TERMINAL PORT SECURITY CHARGE.

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RULE 23-01: Origin CFS Charge, China Origins

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

- A. For Cargo stuffing into container at Ports and Inland Points in the People's Republic of China, other than the Guangdong Province.

On cargo delivered to CFS at loading port for stuffing into container, whether LCL or FCL cargo, the applicable CFS Receiving Charge assessed against the cargo shall be as follows, per revenue ton, and will be subject to a minimum charge equal to One Revenue Ton:

ORIGIN CFS PER REVENUE TON

- (C) See Rule 23-16 (CFS Terminal Receiving Charges) and Rule 23-16A (Origin Receiving Charge - PRC) for charges to apply.

The total amount of CFS Receiving Charge assessed against shipments shall be stated on the bills of lading for such shipments preceded by the following: -

"CFS RECEIVING CHARGE @ _____ PER REVENUE TON"

Commodities which carry rate basis other than 1 cubic meter or 1000 kilos (i.e. per unit, ad valorem, etc.) will be assessed the CFS Receiving Charge on a revenue ton of 1000 kilos or 1 cubic meter whichever produces the greater revenue.

The CFS Receiving Charge must be prepaid by Shipper, (except for returned cargo moving under Rule No. 18) and payment made prior to issuance of the bills of lading.

- B. At Ports and Points in Guangdong Province:

CFS: the Origin Receiving Charge for CFS origin cargo at ports and points in Guangdong Province is as follows:

See Rule 23-16 (CFS Terminal Receiving Charges) for charges to apply and Rule 23-16A (Origin Receiving Charge - PRC) for charges to apply.

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RULE 23-02: Destination Delivery Charges (DDC)

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

A. Definitions:

Delivery is defined as the service performed to move cargo from ship's tackle to the first place of rest on the Terminal.

On cargo delivered in containers, delivery is accomplished by making the container available at Carrier's Container Yard. Except as otherwise provided, wharfage is included in the Delivery Charge.

B. Service Included in the Delivery Charge:

1. For breakbulk cargo ex vessel, delivery from ship's tackle to place where loaded into railroad cars or other vehicles, on the Terminal.
2. For breakbulk cargo ex vessel, delivery from ship's tackle to place of rest on terminal, barge or lighter, including ordinary sorting and/or piling and trucking.
3. For breakbulk cargo ex container, movement of container to Carrier's Container Freight Station, unloading of cargo from Carrier's container at the CFS, ordinary sorting and/or piling, and making available at CFS for pickup or loading to railroad cars or vehicles loading to railroad cars or other vehicles is not included in the Delivery Charge.
4. For cargo delivered intact in Carrier's containers, delivery of container from ship's tackle to a point in the Container Yard where accessible to consignee's drayman.
5. Wharfage as assessed by Port Authorities or applicable terminal tariffs.

SEE FOLLOWING SUB-RULES FOR DDC CHARGES

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RULE 23-03: CFS Delivery Charges at Pacific Coast Ports

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

Delivery Charges at Pacific Coast Ports/IPI Points:

On cargo delivered at carrier's CFS, including cargo freighted at the per container rates, following Delivery Charges shall be assessed, subject to a minimum charge per Bill of Lading of \$28.10.:

US\$28.10 per revenue ton (W/M)

If cargo is freighted on a package or other basis (such as per 1,000 sq. ft.), then the Delivery Charge will be assessed on the actual weight/measurement of the Cargo.

Loading to trucks or other vehicles is not included in the CFS Service Charge. The cost of such loading services must in all cases be for the account of the cargo.

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RULE 23-04: CY Delivery Charges at Pacific Coast Ports

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

Following Delivery Charges shall be assessed on all CY cargo delivered at Pacific Coast Ports or moved to Inland Points Via Pacific Coast Base Ports:

Rate Basis	CY Delivery Charge USD
Per 20ft. Container	\$ 370.00
Per 40ft. Container	740.00
Per 40ft. HC Container	835.00
Per 45ft. Container	935.00
All Other Rate Basis	28.10 freight ton, minimum 28.10

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RULE 23-05: CFS Delivery Charges at Atlantic & Gulf Ports

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

Delivery Charge at Atlantic Coast Base Ports (ACBP)

On cargo delivered at carrier's CFS, including cargo freighted at the per container rates, following Delivery Charges shall be assessed, subject to a minimum charge per Bill of Lading of \$31.00

US\$31.00 per revenue ton (W/M)

If cargo is freighted on a package or other basis (such as per 1,000 sq. ft.), then the Delivery Charge will be assessed on the actual weight/measurement of the Cargo.

Loading to trucks or other vehicles is not included in the CFS Service Charge. The cost of such loading services must in all cases be for the account of the cargo.

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RULE 23-06: CY Delivery Charges At Atlantic & Gulf Ports

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

DDC/CY ACBP

Following Delivery Charges shall be assessed on all CY cargo delivered at Atlantic Coast Base Ports or cargo moved Via Atlantic Coast Base Ports (ACBP):

RATE BASIS	CY DDC CHARGES
Per 20ft. Container	\$ 535.00
Per 40ft. Container	1070.00
Per 40ft. HC Container	1205.00
Per 45ft. Container	1355.00
All Other Rate Basis	31.00 W/M, Minimum \$31.00

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RULE 23-16: CFS Terminal Receiving Charges

Effective: 09Dec2009 Thru: Expires: Publish 09Dec2009 Amend: C

Except as otherwise provided in individual rate items, a CFS Receiving Charge shall apply when cargo is received at Carrier's CFS, as follows:

On cargo delivered to CFS at loading port, the applicable CFS Receiving Charge assessed against the cargo shall be as follows:

Commodities which carry rate basis other than 1 cubic metre or 1,000 kilos (i.e., per unit, ad valorem etc.) will be assessed the CFS Receiving Charge on a revenue ton of 1,000 kilos or 1 cubic metre whichever produces the greater revenue. The CFS Receiving Charge must be prepaid except for return cargo moving under Rule No. 18 and payment made prior to issuance of the Bills of Lading.

EXCEPTION:

For cargo originating from the Philippines, payment of the CFS Receiving Charges can either be made at origin or prior to issuance of Bills of Lading or at destination prior to release of cargo. For cargo originating from Japan, payment of the CFS Receiving Charges shall be paid either prepaid collect prior to issuance of Bills of Lading. For Yachts, the charge will be the applicable CFS Receiving Charge for the country of loading, assessed per linear foot. The total amount of CFS Receiving Charge assessed against shipments shall be stated on the Bills of Lading for such shipments preceded by the following words:

"CFS RECEIVING CHARGES * PER REVENUE TON"

(For Yachts Per Foot Length)
(* Insert appropriate amount as applicable)

Origin	Currency	Basis	Minimum per BL
Cambodia	USD	6/CBM	6
	USD	7/MT	7
Hong Kong/Macao	HKD	175/RT	175
Dalian/Qingdao/Xiamen Shanghai/Xingang/Yantian/ Shekou/Chiwan/Hong Kong (for reefer cargo) (Note 3)	USD	75/RT	75
Indonesia	USD	20/RT	20
	USD	37/RT Hazardous	37

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RULE 23-16: CFS Terminal Receiving Charges (Continued)

Japan (Note 2)	JPY	3980/RT	3980
Korea	KRW	12000/RT	12000
Malaysia	MYR	35/RT	35
Pakistan CFS (Note 1)	PKR	475/CBM	475
Pakistan THC (Note 1)	PKR	375/CBM	375
Philippines	USD	11/RT	11
for Baled Hemp	USD	1.2/Bale	11
Singapore	SGD	25.25/RT	25.25
Taiwan	TWD	380/RT	380
Thailand	THB	170/CBM	170
for yacht	THB	170/linear ft	170
	THB	235/MT	235
	THB	4215/20' container	
	THB	7130/40'x8'6" container	
	THB	8020/40'x9'6" container	
	THB	9025/45' container	
Vietnam (C)	USD	5/CBM	5

NOTES:

1. CFS Charge and Terminal Handling Charge (THC) on LCL shipments from Pakistan applicable effective 08Jan2010 (C)

2. (For Japan Only)

(a) On top of the normal CFS Receiving Charge, an additional charge of JPY 24,080 per bills of lading will be assessed for hazardous cargo which is required by law or Governmental regulation to undergo vanning inspection.

3. See Rule 23-16A for Origin Receiving Charge - PRC

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RULE 23-16A: ORIGIN RECEIVING CHARGE - PRC

Effective: 05Jan2011 Thru: Expires: Publish 05Jan2011 Amend: C

FOR CARGO STUFFED INTO CONTAINERS AT PORTS AND INLAND
POINTS OTHER THAN THE GUANGDONG PROVINCE:

ON CARGO DELIVERED TO THE CFS AT LOADING PORT FOR STUFFING
INTO CONTAINERS, THE APPLICABLE CFS RECEIVING CHARGE
ASSESSED AGAINST THE CARGO SHALL BE US\$5 PER REVENUE TON,
SUBJECT TO A MINIMUM CHARGE OF US\$5.

COMMODITIES WHICH CARRY A RATE BASIS OTHER THAN 1 CUBIC
METRE OR 1000 KILOS (I.E. PER UNIT, AD VALOREM, ETC.) WILL
BE ASSESSED THE CFS RECEIVING CHARGE ON A REVENUE TON OF
1000 KILOS OR 1 CUBIC METRE, WHICHEVER PRODUCES THE GREATER
REVENUE.

US\$141/20FT CONTAINER, US\$269/40FT AND 40H CONTAINERS,
US\$340/45FT AND 48FT CONTAINERS FOR CY CARGO FROM PORTS AND
POINTS IN GUANGDONG. THE PAYMENT OF THE GUANGDONG ORIGIN
CY RECEIVING CHARGE IS EITHER TO BE PREPAID OR COLLECT.

US\$17 PER REVENUE TON, SUBJECT TO A MINIMUM OF US\$17,
TO BE PREPAID AT ORIGIN FOR CFS CARGO FROM PORTS AND
POINTS IN GUANGDONG.

GUANGDONG ORIGIN RECEIVING CHARGE FOR REEFER CONTAINERS:
US\$181/R20 AND US\$344 FOR OTHER REEFER CONTAINER SIZES.

FUJIAN PROVINCE

FOR CARGO STUFFED INTO CONTAINERS AT PORTS AND INLAND
POINTS WITHIN THE FUJIAN PROVINCE, AN ORIGIN RECEIVING
CHARGE OF US\$17 PER REVENUE TON, SUBJECT TO A MINIMUM OF
US\$ 17, TO BE EITHER PREPAID OR COLLECT FOR CFS CARGO SHALL
APPLY.

THE FOLLOWING PER CONTAINER FUJIAN ORIGIN CY RECEIVING
CHARGE SHALL APPLY FOR CY CARGO FROM PORTS AND POINTS IN
FUJIAN, TO BE PAID IN EITHER PREPAID OR COLLECT.

Valid thru 03Feb2011 (C)		
20' CONTAINER		RMB 370
20' REEFER OR HAZARDOUS CONTAINER		RMB 410
40' CONTAINER		RMB 560
40' REEFER OR HAZARDOUS CONTAINER		RMB 610
40' HI CUBE CONTAINER		RMB 560
40' REEFER HI CUBE OR HAZARDOUS CONTAINER		RMB 610
45' CONTAINER		RMB 690
45' REEFER OR HAZARDOUS CONTAINER		RMB 760

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RULE 23-16A: ORIGIN RECEIVING CHARGE - PRC (Continued)

Effective 04Feb2011 (A)

20' DRY CONTAINER	RMB 610
20' REEFER CONTAINER	RMB 710
40' DRY CONTAINER	RMB 900
40' DRY HI CUBE CONTAINER	RMB 900
40' REEFER HI CUBE CONTAINER	RMB 1000
45' DRY CONTAINER	RMB 1100

NOTE 1: FOR YACHTS, THE CHARGE WILL BE THE APPLICABLE ORIGIN RECEIVING CHARGE FOR THE COUNTRY OF LOADING, ASSESSED PER LINEAR FOOT.

THE TOTAL AMOUNT OF ORIGIN RECEIVING CHARGE ASSESSED AGAINST SHIPMENTS SHALL BE STATED ON THE BILLS OF LADING FOR SUCH SHIPMENTS

NOTE 2: COMMODITIES WHICH CARRY RATE BASIS OTHER THAN 1 CUBIC METRE OR 1,000 KILOS (I.E. PER UNIT, AD VALOREM ETC.) WILL BE ASSESSED THE ORIGIN RECEIVING CHARGE ON A REVENUE TON OF 1,000 KILOS OR 1 CUBIC METRE WHICHEVER PRODUCES THE GREATER REVENUE.

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RULE 23-18: Terminal Receiving Charges

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

THE FOLLOWING CHARGES APPLY ONLY TO COMMODITIES:

9900-00-0010
9900-00-0020
9900-00-0030
9900-00-0050

Except as otherwise provided in individual rate items, a CFS Receiving Charge shall apply when cargo is received at Carrier's CFS, as follows:

Hong Kong	\$175 Per RT Minimum Charge: HK\$ 175
Taiwan	NT \$360 Per RT Minimum Charge NT \$360
Korea	WON 10165 per RT/Minimum Charge WON 10165
Singapore	S \$25.25 per RT/Minimum Charge \$25.25
Malaysia	M \$25 per RT/Minimum Charge M \$25
Philippines	US \$8.50 per RT/Minimum Charge \$8.50
Thailand	BAHT 198 per CBM/Minimum Charge 198 BAHT BAHT 235 per K/Minimum Charge 235 BAHT BAHT 4215 PC20' BAHT 7130 PC40' X 8'6" BAHT 8020 PC40' X 9'6"
Indonesia	US \$15 per RT/Minimum Charge \$15 US \$27 per RT/Minimum Charge \$27 for Dangerous/Hazardous Cargo. Applicable only on Containerized Cargo.

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RULE 23-19: CY TERMINAL RECEIVING CHARGES VIETNAM

Effective: 05Apr2007 Thru: Expires: Publish 05Apr2007 Amend: C

Terminal Receiving Charges - CY Vietnam

Except as otherwise provided in individual rate items, a Terminal Handling Charge will apply on all cargo received at Carrier's CY as follows:

On cargo delivered to Carrier's CY at loading ports in Vietnam, a Terminal Handling Charge shall be assessed by the Carrier for each container, irrespective of whether the container has originated from an off-dock CFS OR CY facility. This charge must be prepaid at origin, prior to issuance of Bills of Lading.

Dry Cargo Containers
Valid thru 14May2007 (C)
USD 57.00 per 20' Container
85.00 per 40' Container
85.00 per 40'HC Container
127.00 per 45' Container

(C) See Rule 23-29 for charges to apply effective 15May2007

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RULE 23-28: ORIGIN CY RECEIVING CHARGE/THC SUBCON ORIGINS

Effective: 11Jan2011 Thru: Expires: Publish 11Jan2011 Amend: C

ORIGIN CY RECEIVING CHARGE/TERMINAL HANDLING CHARGE (THC)
SUBCON ORIGINS, VIZ: BANGLADESH, PAKISTAN, SRI LANKA,
INDIA, UNITED ARAB EMIRATES (UAE), KUWAIT, BAHRAIN

Origin receiving charges must be prepaid prior to issuance
of the Bill of Lading. For shipments from Pakistan and
Bangladesh, at a written request of the consignee, the
CFS/CY receiving charges may be paid on a collect basis.

1. BANGLADESH

On full containers stuffed by shipper at their premises
and delivered to carrier at CPA terminal, the Origin
Terminal Handling Charge (THC) shall apply as follows:

Origin	Equipment	Charge per Container
Bangladesh	20' Dry	USD 43.40
	40' 8'6 Dry	USD 65.10
	40' 9'6 Dry	USD 97.65
	45' Dry	USD 97.65
	20' Reefer	TK 8750
	40' Reefer	TK 11780

NOTE: Charges shown in US Dollars are payable on Collect
Basis only

2. PAKISTAN

On Cargo delivered at container yard (CY), the following
charge shall be applicable, unless otherwise specified
in this tariff:

		Non-Haz.	Hazardous
		-----	-----
Per 20' container	- Pak Rupees	6550	10450
Per 40'-45' container	- Pak Rupees	9850	17650

3. SRI LANKA

On Cargo delivered at container yard (CY), the following
charge in U.S. Dollars (US\$) shall be applicable, unless
otherwise specified in this tariff:

	DRY (See Note)	REFRIGERATED
	-----	-----
Per 20' container	US\$ 151.00	US\$ 208.60
Per 40' container	234.00	310.80
Per 45' container	287.00	

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RULE 23-28: ORIGIN CY RECEIVING CHARGE/THC SUBCON ORIGINS (Continued)

Note: Includes Electricity for 48 hours. Any cost for monitoring and costs for electricity charges over and above the amount of the THC shown above will be totally for the account of the shipper.

4. INDIA

On cargo stuffed into the container by the Shipper and delivered to the Carrier's terminal, the following terminal receiving charges in Indian Rupees shall be applicable, unless otherwise specified in this tariff:

CY CARGO

Origin	CY		20'	40'	40HQ	45'
Calcutta Dry	(1) (4) (7)	INR	3425	5000	5000	-
Calcutta Ref.	(1) (4) (7)	INR	3425	-	5000	-
Calcutta Dry	(1) (5) (7)	INR	2100	3000	3000	-
Calcutta Ref.	(1) (5) (7)	INR	2100	-	3000	-
Calcutta Ref.	(1) (8) (7)	INR	575	715	715	-
Kochin (Cochin) Dry	(7)	INR	4700	6973	6973	-
Kochin (Cochin) Ref.	(7)	INR	6500	-	8000	-
Kochin (Cochin) Haz	(7)	INR	5938	8716	8716	-
Haldia Dry	(7)	INR	2100	3150	-	-
Haldia Ref	(7)	INR	2100	-	3150	-
Kandla Dry	(7)	INR	2200	4400	-	-
Kandla Ref.	(7)	INR	7100	-	11000	-
Nhava Sheva, valid thru 09Feb2011 (C)						
Nhava Sheva Dry	(11) (10) (7)	INR	4400	7100	7100	8545
Nhava Sheva Haz	(11) (10) (7)	INR	5175	8345	8345	9530
Nhava Sheva Ref.	(11) (10) (7)	INR	11101	-	15927	-
Nhava Sheva, effective 10Feb2011 (A)						
Nhava Sheva Dry	(11) (10) (7)	INR	4885	7895	7805	8545
Nhava Sheva Haz	(11) (10) (7)	INR	5610	8985	8985	9530
Nhava Sheva Ref.	(11) (10) (7)	INR	12985	-	17085	-
Nhava Sheva Dry	(13) (6) (7)	INR	6110	10080	10080	12810
Nhava Sheva Haz	(13) (6) (7)	INR	6950	11440	11440	14700
Nhava Sheva Ref.	(13) (6) (7)	INR	10375	-	14885	-
Nhava Sheva Ref.	(12) (9) (7)	INR	10375	-	14885	-
Nhava Sheva Dry.	(12) (9) (7)	INR	4325	6920	6920	8355
Nhava Sheva Haz.	(12) (9) (7)	INR	5075	8245	8245	10035
Madras (Chennai) Dry	(6) (7)	INR	3600	5400	5400	7000
Madras (Chennai) Ref.	(7)	INR	9125	-	12600	-

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RULE 23-28: ORIGIN CY RECEIVING CHARGE/THC SUBCON ORIGINS (Continued)

Madras (Chennai) Haz (7)	INR 4300 6400 6400 8500
Mormugao Ref (7)	INR 10200 - 13020 -
Mumbai (Bombay) Dry (2) (7)	INR 4700 7615 7615 7615
Mumbai (Bombay) Ref. (2) (7)	INR 11750 - 16625 -
Mumbai (Bombay) Haz (2) (7)	INR 5155 8650 8650 8650
Mundra Ref. (7)	INR - - 15000 -
Mundra Dry (7)	INR 5500 8500 8500 12750
Mundra Haz (7)	INR 8250 12750 12750 19125
Pipavev Ref. (7)	INR - - 15000
Rajula Ref. (7)	INR - - 15000
Visakhapatnam Ref. (7)	INR 9900 - 14650
Mangalore, India Ref. (7)	INR 12100 - 9995 -
Tuticorin Dry (7)	INR 3250 4570 4570 5900
Tuticorin Ref. (7)	INR 3250 - 4570 -

Ref.=Refrigerated cargo Haz=Hazardous

- (1) Carriers are prohibited from paying Calcutta Dock Labour Board charges to the Calcutta Port Trust on behalf of Shippers.
- (4) Not at Container Parking Yard
- (5) Container Parking Yard only.
- (6) Applies to GTI Terminal only and all inland cargo moving via this terminal
- (7) Subject to local governmental Service Tax
- (8) Applies to MHC Terminal
- (9) Applies to JNPT Terminal and all inland cargo via this terminal
- (10) Applies to NSICT Terminal and all inland cargo via this terminal
- (11) Applies only to Service loops: NSS1; PSGP; CIX
- (12) Applies only to Service loop: IEX
- (13) Applies only to Service loops: AIM1; AIM2

5. UNITED ARAB EMIRATES

On Cargo delivered at container yard (CY), the following charge shall be applicable, unless otherwise specified in this tariff:

DUBAI/JEBEL ALI (JABAL ALI)

DRY REFRIGERATED

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RULE 23-28: ORIGIN CY RECEIVING CHARGE/THC SUBCON ORIGINS (Continued)

Per 20' container	-	AED 703	AED 703
Per 40' container	-	AED 946	AED 946
Per 20' container (d)	-	AED 960	AED 960
Per 40' container (d)	-	AED 1324	AED 1324

ABUDHABI

	DRY	REFRIG	OT/FR
	-----	-----	-----
Per 20' container	AED 420	AED 420	AED 325
Per 40' container	AED 520	AED 520	AED 325
Per 20' container (d)	AED 580		
Per 40' container (d)	AED 730		

6. KUWAIT

	DRY	REFRIGERATED
	-----	-----
Per 20' container	KWD 22	KWD 22
Per 40' container	KWD 38	KWD 38

7. BAHRAIN

	DRY	REFRIG	OT/FR
	-----	-----	-----
Per 20' container	BHD 31.8	BHD 30.6	BHD 37.8
Per 40' container	BHD 49.9	BHD 47.9	BHD 49.9

8. QATAR (Doha only)

	DRY	REFRIG
	-----	-----
Per 20' container	- QAR 300	QAR 300
Per 40' container	- QAR 500	QAR 500

NOTES for items 5-8:

(d) means Dangerous/Hazardous Cargo
REFRIG means refrigerated containers
OT/FR means open top and flat rack containers

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RULE 23-29: TERMINAL HANDLING CHARGES (FAR EAST ORIGINS)

Effective: 04Apr2012 Thru: Expires: Publish 04Apr2012 Amend: C

The term "CY Receiving Charge" filed in the rate tariffs will have the same meaning as "Terminal Handling Charge." This charge must be prepaid and payment made prior to issuance of Bills of Lading. However, at the request of consignee, this charge can also be paid on a collect basis provided a written request from consignee has been received prior to issuance of the B/L, and on condition that the conversion rate should be determined using the same basis as currently used in the tariff for prepaid freight.

In the case of one or more container(s) covered by multiple Bills of Lading, the Terminal Handling Charge must be shown on one of the Bills of Lading.

The total Terminal Handling Charge assessed against shipments shall be stated on the Bills of Lading for such shipments,

(*) applies Per Linear Foot

Origin	Currency	Cargo Nature	Per R/T	20'	40'	40H	45' (*)
Brunei	BND	ALL		75	100	100	100
Cambodia	USD	Dry		70	100	105	110
		Reefer		91	130	137	
China, viz: Hong Kong /Macau (Note 4)	HKD	Dry		2140	2855	2855	3615
		Reefer		2760	3680	3680	3680
		Yacht					38
Shanghai	CNY	Dry (R)	n/a	604	755	849	956
Shanghai	CNY	Reefer	n/a	710	-	1000	-
Indonesia	USD	Dry	21	95	145	145	185
		Reefer	21	175	230	230	-
		Yacht					
Origin	Currency	Cargo Nature		20'	40'	40H	45'

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RULE 23-29: TERMINAL HANDLING CHARGES (FAR EAST ORIGINS) (Continued)

Japan (Note 5)	USD	Non Reefer	175	240	240	240	
	JPY	Non Reefer	21000	29000	29000	29000	
	USD	Reefer	230	315	315	315	
	JPY	Reefer	27300	37700	37700	37700	
Korea	KRW	Dry	103000	140000	154000	174000	
		Reefer	217000	289000	325000	366000	
		FlatRack	122000	163000			
		Open Top	122000	163000	163000		
		DG Class					
		1,2,7	118000	169000	191000	215000	
		DG Class					
		3,6,8,9	99000	142000	160000	180000	
Origin	Currency	Cargo Nature	Per R/T	20'	40'	40H	45' (*)
-----	-----	-----	-----	-----	-----	-----	-----
Malaysia							
excl. Port							
Klang and	MYR	Dry	295	440	440	440	
Penang		Reefer	440	670	670	670	
Malaysia		Yacht					2.5
Port Klang							
and Penang	MYR	Dry	335	500	500	500	
		Reefer	495	735	735	735	
		Yacht					2.5
Origin	Currency	Cargo Nature	20'	40'	40H	45'	
-----	-----	-----	-----	-----	-----	-----	-----
Philippines	USD	ALL	104	138	155	172	
		Yacht					2
PR CHINA							
(Note 2)	CNY	Dry	370	560	560	690	
		Reefer	410	610	610	760	
		DG	410	610	610	760	
		(DG means Dangerous Goods)					
Singapore	SGD	Dry	182	270	270	340	
		Reefer	237	351	351	442	
		Yacht					7.5

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RULE 23-29: TERMINAL HANDLING CHARGES (FAR EAST ORIGINS) (Continued)

Taiwan (Note 3)	TWD	Dry	5600	7000	7875	8860	
		Reefer	7280	9100	10240	11520	
		Yacht					152
Thailand	THB	Dry	2600	3900	4390	4935	
		Reefer	3100	4650	5230	5885	
Vietnam	USD	ALL		71	118	118	144
Vietnam	USD	ALL	4.20 PER CBM (LCL only)				

Note 2: Applicable to non-hazardous cargo delivered to CY at loading ports/points in PRC except for Shanghai, Guangdong Province, Guangxi Province, Hainan Province, Yunnan Province and Fujian Province.

The DG charge is applicable to hazardous cargo delivered to CY at loading ports/points in Ningbo or Tianjin/Xingang only.

Note 3: Includes the Taiwan Customs Sealing Fee of NT\$100 per container levied by the ROC Customs Authorities for CY cargo.

Note 4: Applicable to cargo moved under a Hong Kong/Macao Bill of Lading only (not applicable to cargo shipped under through Bills of Lading outside Hong Kong and Macao), will be assessed by Carrier's for each container received at the Carrier's on Dock CY Facility, irrespective of whether the container has originated from an Off Dock CFS or CY.

Note 5:

(A) Terminal Handling Charge shall be assessed to the origin CY cargo and may be prepaid in both Japanese Yen and US Dollars.

EXCEPTION: The Terminal Handling Charge may be paid on a "collect" basis at the US Dollar amounts in (A) above, upon shipper's/consignee's request, subject to mutual agreement between them.

(B) The Terminal Handling Charge must be shown on bills of lading.

(C) CAF shall not apply to the Terminal Handling Charge.

(D) Not applicable.

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RULE 23-30: ORIGIN CFS CHARGES - ASIA

Effective: 11Jul2012 Thru: Expires: Publish 11Jul2012 Amend: C

EXCEPT AS OTHERWISE PROVIDED IN TARIFF RATE ITEMS AND
HEREIN THE FOLLOWING CHARGES WILL APPLY ON CARGO DELIVERED
TO CARRIER'S NOMINATED CFS AT ORIGINS IN ASIA.

1. CFS CHARGE:
APPLICABLE PER FREIGHT TON (W/M),
EXCEPT WHERE NOTED OTHERWISE HEREIN.

COUNTRY	ORIGIN	CFS CHARGE
BANGLADESH	CHITTAGONG	BDT 170 W/M
CHINA	DALIAN	USD 5 W/M
CHINA	FUZHOU	CNY 60 W/M
CHINA	NINGBO	CNY 65 / W/M (MIN. 3 W/M)
CHINA	QINGDAO	USD 5 W/M
CHINA	SHANGHAI	CNY 50 W/M (MIN. 3 W/M)
CHINA	XIAMEN	USD 5 W/M
CHINA	XINGANG	CNY 50 W/M
CHINA	YANTIAN	USD 17 W/M
HONG KONG	HONG KONG	HKD 175 W/M
INDIA	CHENNAI	INR 90 W/M
INDIA	NHAVA SHEVA	INR 700/CBM OR INR 1,100/1000 KGS
INDONESIA	JAKARTA	USD 20 W/M
JAPAN	KOBE	JPY 3980 W/M (1)
JAPAN	OSAKA	JPY 3980 W/M (1)
JAPAN	NAGOYA	JPY 3980 W/M (1)
JAPAN	TOKYO	JPY 3980 W/M (1)
JAPAN	YOKOHAMA	JPY 3980 W/M (1)
MALAYSIA	PENANG	MYR 35 W/M
MALAYSIA	PORT KLANG	MYR 40 W/M
PAKISTAN	KARACHI	PKR 475 CBM
PHILIPPINES	MANILA	USD 11 W/M
SINGAPORE	SINGAPORE	SGD 25.25 W/M
SOUTH KOREA	PUSAN	KRW 10,165 CBM
SRI LANKA	COLOMBO	N/A
TAIWAN	KAOHSIUNG	TWD 380 W/M
TAIWAN	TAOYUN	TWD 380 W/M
THAILAND	BANGKOK	THB 170 W/M
VIETNAM	HAI PHONG	USD 4 CBM
VIETNAM	HO CHI MINH	USD 4 CBM

2. DOCUMENTATION / BILL OF LADING FEE:
APPLICABLE PER BILL OF LADING,
EXCEPT WHERE NOTED OTHERWISE HEREIN.

COUNTRY	ORIGIN	DOC / BL FEE
BANGLADESH	CHITTAGONG	BDT 500
CHINA	DALIAN	CNY 200
CHINA	FUZHOU	CNY 200

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RULE 23-30: ORIGIN CFS CHARGES - ASIA (Continued)

CHINA	NINGBO	CNY 200
CHINA	QINGDAO	CNY 200
CHINA	SHANGHAI	CNY 250
CHINA	XIAMEN	CNY 200
CHINA	XINGANG	CNY 200
CHINA	TIANJIN	CNY 200
CHINA	YANTIAN	CNY 300
HONG KONG	HONG KONG	HKD 300
INDIA	CHENNAI	INR 500
INDIA	NHAVA SHEVA	INR 1,000
INDONESIA	JAKARTA	USD 10
JAPAN	KOBE	JPY 2000 (1)
JAPAN	OSAKA	JPY 2000 (1)
JAPAN	NAGOYA	JPY 2000 (1)
JAPAN	TOKYO	JPY 2000 (1)
JAPAN	YOKOHAMA	JPY 2000 (1)
MALAYSIA	PENANG	MYR 110
MALAYSIA	PORT KLANG	MYR 110
PAKISTAN	KARACHI	PKR 2500
PHILIPPINES	MANILA	USD 30
SINGAPORE	SINGAPORE	SGD 70
SOUTH KOREA	PUSAN	KRW 25,000
SRI LANKA	COLOMBO	USD 20
TAIWAN	KAOHSIUNG	TWD1100
TAIWAN	TAOYUN	TWD1100
THAILAND	BANGKOK	THB 800
VIETNAM	HAI PHONG	USD 25
VIETNAM	HO CHI MINH	USD 25

3. TERMINAL HANDLING CHARGE (THC):
APPLICABLE PER FREIGHT TON,
EXCEPT WHERE NOTED OTHERWISE HEREIN.

COUNTRY	ORIGIN	THC
CHINA	QINGDAO	CNY 20/CBM
CHINA	XINGANG	RMB 25/CBM
CHINA	HONG KONG	HKD 50 W/M
JAPAN	KOBE	JPY 1350/CBM (1)
JAPAN	OSAKA	JPY 1350/CBM (1)
JAPAN	NAGOYA	JPY 1350/CBM (1)
JAPAN	TOKYO	JPY 1350/CBM (1)
JAPAN	YOKOHAMA	JPY 1350/CBM (1)
PAKISTAN	KARACHI	PKR 375/CBM
SINGAPORE	SINGAPORE	SGD 8 W/M
SOUTH KOREA	PUSAN	KRW 4300/CBM
VIETNAM	HAI PHONG	USD 4.20/CBM
VIETNAM	HO CHI MINH	USD 4.20/CBM

4. WHARFAGE CHARGE:
APPLICABLE PER FREIGHT TON,
EXCEPT WHERE NOTED OTHERWISE HEREIN.

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RULE 23-30: ORIGIN CFS CHARGES - ASIA (Continued)

COUNTRY	ORIGIN	WHARFAGE
SINGAPORE	SINGAPORE	SGD 1.75 W/M
SOUTH KOREA	PUSAN	KRW 192/ CBM

NOTES:

1. EFFECTIVE 10AUG2012 (I)

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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.

HARMONIZED CODE - which means the coding provisions and commodity descriptions of the Harmonized System. See Rule 2, item H. (C)

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.

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RULE 28: Definitions (Continued)

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 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.

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RULE 28: Definitions (Continued)

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
- (T) - Terminal Rates, charges or provisions or canal tolls over which the carrier has no control
- (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

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RULE 29: Symbols (Continued)

i.e. ----- That is
I&S ----- Iron or Steel
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

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RULE 29: Symbols (Continued)

CLD - Chilled
FRZ - Frozen
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 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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RULE 100: RESERVED

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

Reserved

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RULE 100-A: FREE TIME AND DEMURRAGE AT DISCHARGING PORTS

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

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.

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<p><u>RULE 101: GENERAL RATE INCREASE (GRI) 15MAY2007, ASIA TO USA</u> Effective: 12Jun2007 Thru: Expires: Publish 12Jun2007 Amend: C</p> <p>GRI incorporated into rates. No further application.</p>		
<p>This tariff number 020418-002 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

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<p><u>RULE 102: GENERAL RATE INCREASE (GRI) 01MAY2008, ASIA TO USA</u> Effective: 17Jul2008 Thru: Expires: Publish 17Jul2008 Amend: C</p> <p>GRI incorporated into rates. No further application.</p>		
<p>This tariff number 020418-002 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

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<p><u>RULE 103: GENERAL RATE INCREASE (GRI) 10AUG2009, ASIA TO USA</u> Effective: 19Aug2009 Thru: Expires: Publish 19Aug2009 Amend: C</p> <p>No further application. GRI incorporated into rates</p>		
<p>This tariff number 020418-002 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

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RULE 104: GENERAL RATE INCREASE (GRI) 15OCT2009

Effective: 16Dec2009 Thru: Expires: Publish 16Dec2009 Amend: C

General Rate Increase (GRI) cancelled in its entirety

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<p><u>RULE 105: GENERAL RATE INCREASE (GRI) (LCL) 01AUG2010</u> Effective: 18Aug2010 Thru: Expires: Publish 18Aug2010 Amend: C</p> <p>No further application. GRI incorporated into rates</p>		
<p>This tariff number 020418-002 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

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RULE 106: GENERAL RATE INCREASE (GRI) AUG 2012, ASIA TO USA

Effective: 23Aug2012 Thru: Expires: Publish 23Aug2012 Amend: C

General Rate Increase (GRI) cancelled in its entirety

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RULE 109: FREE TIME & DEMURRAGE

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

FREE TIME AND DEMURRAGE AT ORIGINS

When cargo is shut out due to conditions beyond shipper's control or when the vessel is cancelled or delayed, carrier shall absorb all storage charges and the handling costs from time of receipt provided the cargo is loaded to the carrier's next scheduled vessel. However, if the cargo has already incurred demurrage charges for the period up to the originally scheduled vessel sailing date, then shipper shall be liable for such demurrage and carrier shall only absorb charges and costs from the date of the originally scheduled vessel sailing.

Payment of accrued storage charges must be received by carrier prior to release of laden on board Bills of Lading.

Withdrawal of Export Shipment:

1. In the event that shipper delivers a loaded container to the carrier, but subsequently cancels the shipment prior to vessel's departure, all charges incurred, from the time of cancellation, including but not limited to lift on/lift off, and storage charges, shall be for account of cargo and shall be assessed in accordance with local terminal tariffs.

2. In the event that the shipper delivers an empty container to the carrier and cancels the shipment prior to vessel's departure, all charges incurred by the carrier shall be for account of shipper and shall be assessed in accordance with local terminal tariffs.

FOR REEFER CARGO EX ALL ORIGINS:

Upon expiry of Free Time, carriers are not permitted to absorb any additional charges, and all charges imposed by the terminals, including but not limited to storage, electricity, and any other applicable charges, shall be for the account of the cargo.

A. IN TAIWAN

Free Time shall commence from the first midnight after the loaded container has been returned to carrier's CY. Demurrage shall be calculated from the first midnight following expiration of free time and shall cease on cut off day at carrier's CY in Taiwan, Saturdays, Sundays and Holidays excluded.

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RULE 109: FREE TIME & DEMURRAGE (Continued)

B. IN PHILIPPINES

Free time for CFS cargo shall commence from the first midnight after receipt of the cargo.

C. INDONESIA/SINGAPORE/MALAYSIA

a. Carriers are not permitted to absorb storage charges, and all such charges incurred for storage at Pandang Besar will be for account of cargo and must be paid in full based on the invoice presented to the carrier by the terminal operator (KTM) which the carrier must then pass on in full to the shipper.

b. For cargo ex Indonesia, all charges imposed by the terminals, including but not limited to storage, electricity and any other applicable charges starting from the container's stacking time in the CY until the time of the container's loading onto vessel shall be for the account of the cargo. All the aforementioned charges shall be settled directly between the terminal and shipper. Carrier is not permitted to advance or absorb any of the aforementioned charges imposed by the terminals.

D. IN KOREA

Upon written request of the shipper or consignee, the carrier will provide free storage in bond at the origin CY for a period not to exceed the free time provided in this rule for all non-refrigerated cargo. At the discretion of carrier and upon expiry of free time, cargo can be unstuffed from the container and placed into bonded storage, in which case the charges will be assessed in accordance with the Busan Port Terminal Tariff. Otherwise, demurrage charges shall be assessed per this rule.

For reefer cargo, free time shall commence from the next day after receipt of the cargo at carrier's CY. Upon expiry of free time, demurrage charges, which are inclusive of electricity or reefer monitoring charges, will be assessed per this rule.

E. IN Thailand

Demurrage charges listed in this rule are not inclusive of electricity or reefer monitoring charges which will be for the account of cargo.

DEMURRAGE FREE TIME:

Origin	Cargo Nature	Free Time Allowed
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RULE 109: FREE TIME & DEMURRAGE (Continued)

Taiwan	Dry	8 working days
	Others	5 working days
(Others also include all cargo moved in tank, open top, flatrack or platform container)		
Philippines	ALL CFS	7 working days
	ALL CY	per local port/terminal tariffs
Korea	Dry	10 calendar days
	Reefer	5 calendar days
Hong Kong	ALL CFS	7 calendar days
	Dry/Dangerous (IMO Class 4,5,6,8,9 except HK reg.177D)	7 calendar days
	Reefer/Reefer Dangerous (IMO Class 4,5,6,8,9 except HK reg.177D)	5 calendar days
	Hazardous (Class 2/3 & under HK reg.177D)	on CY closing day
	Hazardous (IMO Class 1/7)	none
	Awkward Cargo (Oversized or uncontainerized)	none
Alternatively free time for all cargo can be up to the advertised CY closing date for first sailing available by the carrier to the destination port indicated in the BL, whichever is later)		
Malaysia	Dry & Others	5 calendar days
	Reefer	3 calendar days
(Others also include all cargo moved in tank, open top, flatrack or platform container)		
Vietnam	Non Hazardous	7 calendar days
	Hazardous (excluding IMO Class 1 or 7)	3 calendar days
	Live Reefer Electricity Charge	3 calendar days
(For IMO Class 1 or 7 cargo, no free time is allowed. Cargo will be moved to a public storage at shipper's expenses which includes but not limited to transportation cost and storage cost)		
Origin	Cargo Nature	Free Time Allowed
Thailand	Non Hazardous	7 working days
	Hazardous	5 working days
PRC	ALL	Refer to Rule 35
Others		Per local port/terminal tariffs

DEMURRAGE CHARGES (Per calendar day per container):

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RULE 109: FREE TIME & DEMURRAGE (Continued)

Origin	Cargo Nature	CUR	Days	20'	40'	40H	45'
Taiwan	Dry	TWD	1&Up	250	500	500	500
	Others	TWD	1&Up	1200	1600	1600	-

(Others also include all cargo moved in tank, open top, flatrack or platform container)

Philippines	ALL CFS	PHP	1&Up	7.52	PER	RT	
	ALL CY			Per local port/terminal tariffs			
Korea	Reefer	USD	1&Up	30	60	60	
	Dry	KRW	1&Up	8000	12000	12000	12000

Hong Kong	Dry/Dangerous (IMO Class 4,5,6,8,9 except HK reg.177D)						
	HKD	1-5	370	720	720	800	
	HKD	6&Up	730	1430	1430	1590	
	Reefer/Reefer Dangerous (IMO Class 4,5,6,8,9 except HK reg.177D)						
	HKD	1-5	1200	1600	1600	-	
	HKD	6&Up	2025	2700	2700	-	
	Dangerous & Reefer Dangerous (IMO Class 2&3 under HK reg.177D)						
	HKD	1&Up	2970	5940	5940	6680	
	For CFS Storage:						
	Dry	HKD 150/RT for the first week					
		HKD 200/RT for one week up					
	Reefer	HKD 10/RT per day					
	Vehicle on Wheel	HKD500/Vehicle					

Origin	Cargo Nature	CUR	Days	20'	40'	40H	45'
Vietnam	All	USD	1-7	5	10	10	12.5
	All	USD	8&Up	10	20	20	25
(Special equipment is subject to additional 30% add-on)							
Live Reefer Electricity Charge per container per calendar day: USD20/20RF and USD40/40RQ							

Thailand	Dry or	THB	1-5	270	270	270	270
	Hazardous	THB	6&Up	540	540	540	540
	Reefer	THB	1-5	540	540	540	540
	& Others	THB	6&Up	1080	1080	1080	1080
(Others also include all cargo moved in tank, open top, flat rack or platform container)							

PRC Refer to Rule 35

Malaysia	Dry	MYR	1-3	25	37.5	37.5	42
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RULE 109: FREE TIME & DEMURRAGE (Continued)

	MYR	4-7	50	75	75	84
	MYR	8&Up	75	112.5	112.5	127
Reefer	MYR	1-3	125	150	150	
& Others	MYR	4-7	175	200	200	
	MYR	8&Up	225	250	250	

(Others also include all cargo moved in tank, open top, flatrack or platform container)

Others Per local port/terminal tariffs

FREE TIME AND DEMURRAGE AT DESTINATIONS

SECTION 1

General Notes:

- A. Free time and demurrage at destination on non-containerized cargo, and containerized CFS cargo shall be in accordance with the local terminal tariffs, as applicable.
- B. "Reserved"
- C. If cargo in containers or trailer for delivery at the destination CFS, DRFS and DMFS is required to undergo inspection as provided in Rule 2-12 while cargo is still in the containers or trailer, then the applicable free time and demurrage provisions shall be as outlined in the provisions of this Rule. If the cargo undergoes inspection by U.S. Customs, Agriculture, Food and Drug, or other such duly authorized Government Agencies after discharge from the containers or rail trailers into the destination CFS, DRFS, or DMFS, then the applicable free time and demurrage or storage provisions shall be as in paragraph (A) above, whether such inspection has been completed or not.
- D. Transshipped Cargo - USA when cargo is destined to a port which carrier's vessel does not call and the cargo is transshipped to that port by vessel, rail or road at carrier's expenses, the free time allowed at the B/L destination port shall be the same as for a direct call port. Carrier shall have no more than 72 hours from completion of discharge of vessel at actual port of discharge, to tranship the containers to B/L destination port, Saturdays, Sundays and holidays excluded, and free time at B/L destination shall commence at 0800 on the day following arrival of the full B/L quantity, Saturdays, Sundays and holidays excluded.

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RULE 109: FREE TIME & DEMURRAGE (Continued)

If the 72 hours stipulated above is exceeded, the amount of free time at the B/L destination shall be reduced by the amount of the excess over 72 hours (3 days). If the 72 hours stipulated above is NOT exceeded, the free time at destination will be per the destination free time only. I.e. the remaining of 72 hours will not be carried over to the destination free time.

Example: If free time is 5 days, and vessel arrives at direct call port, complete discharge and cargo arrives at B/L destination port 4 days later. Remaining free time at the destination port will be 4 days. (5 - 1 = 4)

- E. For the purposes of this Rule, a temperature controlled container is a container with the refrigeration unit operating to maintain a specific temperature or range of temperature to protect the cargo loaded therein. When a container designed for temperature control is used at carrier's option to transport cargo and the refrigeration unit is not operated, free time and demurrage as provided for dry cargo containers herein will apply.
- F. For the purposes of this rule, counting of free time and demurrage charge for specialized containers would be the same as reefer cargo and that for bulk, tank, open top hard top, ventilated and flat rack containers would be the same as dry cargo.

SECTION 2
Demurrage

All containers held with cargo at carrier's discharge port marine terminal, destination rail yard or destination CY will be subject to demurrage charges as indicated in the following sections of this rule, whether the shipment therein occupies a full container or not. At the discretion of the carrier, all containers may be discharged to public storage with demurrage charge per the applicable tariff of the facility used. Transfer and incidental expenses to the removal/reloading of such cargo from/to the container shall be for the account of the cargo.

SECTION 3

Marine Terminals and Associated CY's

A. Marine Terminals are facilities where the physical discharge of the vessel occurs. Associated CY's are off dock facilities within the same metropolitan area of the Marine Terminal used to store loaded containers at the option of the carrier.

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RULE 109: FREE TIME & DEMURRAGE (Continued)

B. Free Time

Free time will commence at 8:00 a.m. on the first business day after completion of discharge of the vessel and shall expire at midnight on the days shown in the table found in paragraph D below.

Exception:

For ports at Los Angeles, CA / Long Beach, CA, free time will commence on the first 3 a.m. encountered after container is discharged from a vessel.

For ports at West Coast other than Los Angeles, CA / Long Beach, CA, free time will commence at midnight on the first business day after completion of discharge of the vessel.

C. Demurrage Charges

Demurrage charges shall commence at 0001 hours on the first day following the expiration of Free Time whether or not the first or following days are Saturdays, Sundays or Holidays.

D. Free Time And Charges

For Cargo Discharge or Customs Clearance at West Coast Ports

(i) Ports at Los Angeles, CA / Long Beach, CA

Dry Cargo: Free Time - 4 working days
Demurrage charges - \$100/container/day

Reefer Cargo: Free Time - 3 working days
Demurrage charges - \$225/container/day

(ii) West Coast Ports other than Los Angeles, CA / Long Beach, CA

Dry Cargo: Free Time - 5 working days
Demurrage charges - \$100/container/day

Reefer Cargo: Free Time - 3 working days
Demurrage charges - \$225/container/day

For Cargo Discharge or Customs Clearance at Ports Other Than West Coast Ports and ports in New York

Dry Cargo: Free Time - 5 working days
Demurrage charges - \$100/container/day

Reefer Cargo: Free Time - 2 working days
Demurrage charges - \$225/container/day

For Cargo Discharge or Customs Clearance at ports in New York - Valid thru 11Nov2006 (C)

Dry Cargo: Free Time - 4 working days

Demurrage charges - \$145/container/day for the 1st 9 days
- \$295/container/day for the 10th day and up

Reefer Cargo: Free Time - 2 working days

Demurrage charges - \$335/container/day, inclusive of electricity charge, for the 1st 3 days.

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RULE 109: FREE TIME & DEMURRAGE (Continued)

- \$485/container/day, inclusive of electricity charge,
for the 4th day and up

For Cargo Discharge or Customs Clearance at ports in New York - Per local terminal tariff - effective 12Nov2006 (C)

Destination Rail Yards and Associated CY's

A. Destination Rail Yards are rail facilities located at the final B/L destination for intermodal and MLB containers moving inland by rail. Associated CY's are facilities within the same metropolitan area of the Destination Rail Yard used to store loaded containers at the option of the carrier.

B. Free Time

Free time start and free time duration shall be per the rail terminal tariff of the Destination Rail Yard. If containers are moved to an Associated CY, free time start and free time duration of the Destination Rail Yard continues to apply.

Exception: For shipments discharged at the rail ramp in Memphis, TN, the carrier shall dray containers to its off dock CY for storage. Cargo free time shall be per the rail terminal tariff of the destination rail yard but free time shall not start until container is gated-in the off dock CY.

C. Demurrage Charges

Demurrage charges shall be per the rail terminal tariff of the Destination Rail Yard

D. Reefer cargo shall be subject to monitoring and fueling service charge of \$100.00 per container per calendar day after free time has expired.

Destination Container Yards (CY's)

A. Destination CY's are facilities at intermodal points not associated with a Marine Terminal or Destination Rail Yard within the same metropolitan area as defined by this rule.

B. Demurrage Charges

Demurrage charges shall commence at 0001 hours on the first day following the expiration of Free Time whether or not the first or following days are Saturdays, Sundays or Holidays.

C. Free Time And Charges

Free time will commence at 8:00 a.m. on the day following arrival at the destination CY and shall expire at midnight on the days as follows:

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RULE 109: FREE TIME & DEMURRAGE (Continued)

Dry Cargo: Free Time - 2 working days
Demurrage charges - \$100/container/day
Reefer Cargo: Free Time - 2 working days
Demurrage charges - \$225/container/day
Reefer cargo shall be subject to monitoring and fueling service charge of \$100.00 per container per calendar day after free time has expired.

SECTION 4

Delays Due To Regulatory Inspection And/Or Quarantine
The carrier shall not be responsible for delays in delivering containers when such delays result from cargo being detained due to regulatory inspection and/or quarantine. Any demurrage charges that are accrued resulting from delays due to regulatory inspection and/or quarantine are to be billed for account of the cargo.

Carrier Inability - USA

When the carrier is for any reason unable to tender cargo for delivery during free time, free time will be extended for a period equal to the duration of the carrier's inability to tender the cargo. If such condition arises after the expiration of free time, no demurrage or first period demurrage will be charged for a period equal to the duration of the carrier's inability to tender the cargo. The carrier is required to report to the Secretary each instance when free time is extended with the reason for doing so.

Port/CY Tie Up - USA

Application of this section of Rule 109 is subject to notification by the Carrier of the existence of a port tie-up as described herein.

Where the consignee is prevented from removing the containers with cargo from CY by factors beyond his control, such as, but not limited to, labor strikes, trucking strikes or weather conditions which affect the entire port area or a substantial portion thereof:

Or

Where the consignee is prevented from removing the containers by a labor strike which affects only one pier or less than a substantial portion of the port area:

Then, in either event, free time and demurrage will be calculated and demurrage assessed as follows:

- A. Containers on Free Time at Commencement of Port Tie-Up.
1. Free time will be extended for a period equal to the duration of the port Tie-Up.
 2. In the case of a labor strike which exceeds five (5)

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RULE 109: FREE TIME & DEMURRAGE (Continued)

days in duration, this extended free time will be further extended by an additional period of five (5) days, exclusive Saturdays, Sundays and Public Holidays provided the container is actually removed by the consignee within the additional five (5) day period or as provided under appointment system referred to in paragraph (B) (3) below. Otherwise the additional extension is nullified and demurrage will commence upon termination of the free time as calculated in paragraph (A) (1) above.

B. Containers in the first Demurrage Period at Commencement of Port Tie-up

1. Demurrage will continue to be assessed but the first demurrage period will be extended for a period equal to the duration of the port tie-up.

2. In the case of a labor strike exceeding five (5) days in duration, the extended first demurrage period will be further extended by an additional period of five (5) calendar days, provided the container is actually removed by the consignee within the additional five (5) day period or as provided under appointment system referred to in paragraph (B) (3) below. Otherwise the additional extension is nullified and the second demurrage period will commence upon termination of the first demurrage period as calculated in paragraph (B) (1) above.

3. Containers in the Second demurrage Period at Commencement of Port Tie-up Demurrage will continue to be assessed but charges reduced to the first demurrage period charges for the duration of the port tie-up. Upon termination of the tie-up charges will revert to those of the demurrage period and for the balance of time remaining in that period when the port tie-up commenced.

SECTION 5

For East Coast all water and MLB shipments only carriers and/or their agents are permitted to extend no more than twenty (20) calendar days credit on demurrage commencing the day following delivery of the cargo. In the event such charges are not paid within the 20 calendar day period set forth herein, the remainder of such cargo shall be placed on a cash basis for further deliveries of cargo in demurrage, until the past due demurrage is paid in full.

SECTION 6

All free time and demurrage outlined hereunder, is subject to the General Notes and Sub Rules as set out above. For MLB or Intermodal CY Cargo: refer to Section 3 above. This rule applies to shipments moving under a single bill of lading or to shipments moving under multiple Bills of Lading on the same vessel. To qualify for this rule, cargo

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RULE 109: FREE TIME & DEMURRAGE (Continued)

must be consigned to a single consignee.

NOTE: In the case of the multiple demurrage exception for East Coast All Water, the reference to "shipments moving under multiple Bills of Lading on the same vessel" referred to multiple Bills of Lading for the same carrier.

SECTION 7

For East Coast all water and MLB shipments only: carriers and/or their agents are permitted to extend no more than twenty (20) calendar days credit on demurrage commencing the day following delivery of the cargo. In the event such charges are not paid within the 20 calendar day period set forth herein, the remainder of such cargo shall be placed on a cash basis for further deliveries of cargo in demurrage, until the past due demurrage is paid in full

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RULE 110: CONTAINER SECURITY INITIATIVE PROGRAM COSTS

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

Costs Related to Container Security Initiative Program -

Any costs imposed on the Carrier by a terminal operator or any other party as a result of an origin port or country's participation in the Container Security Initiative program ("CSI"), including but not limited to costs of inspection, drayage, stuffing, unstuffing or restuffing, are for the account of the cargo and shall be paid prior to release of the cargo to the consignee.

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RULE 111: GENERAL DEPARTMENT STORE MERCHANDISE (GDSM)

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

GENERAL DEPARTMENT STORE MERCHANDISE (GDSM)
RULE-111

(DPI Note: Textiles & Garments are not included)

Unless Otherwise Specified, the definition of GDSM is as
Follows:

Activated Carbon; Aluminium Ware; Aprons; Artificial Flowers
And Plants; Bags; Baskets; Beans And Seeds; Beer; Bicycle;
Blinds And Shades; Books; Brassware And Copperware, N.O.S.;
Bricks; Brushes; Cable / Wire Cords; Canned Goods; Car
Stereo; Carts And Wheel Barrows; Ceramic - China - Earthen -
Marble - Porcelain - Stone Ware, N.O.S.; Chain, N.O.S.;
Chilles, Dried; Cigarettes; Clock, N.O.S.; Cloisonneware;
Coffee; Crayons; Cushions; Denims; Desicated Coconut;
Dinning Canopy; Dry Batteries; Dyes; Empty Cylinders;
Fabrics; Foodstuffs; Footwear; Furniture, N.O.S.; Gloves,
N.O.S.; Glue; Paints; Goose Down; Hand Truck; Handbags; Hats
And Caps, N.O.S.; Jacks; Jewel / Musical Boxes; Ladders;
Leather Goods, N.O.S.; Licorice Root And Extracts; Linen;
Luggage; Lumbers; Machinery And Parts, N.O.S.; Masks; Mats;
Metal, Non-Ferrous; Motor Cycle And Parts; Musical
Instruments; Non-Hazardous Chemicals; Pepper; Personal
Ornaments; Picture Frames; Piece Goods; Pipes And Pipe
Fittings; Printed Matters; Ropes And Rope Cordages; Sandals
And Slippers; Sausage Casings; Screen House; Slate, Stone;
Snaps; Soap; Stainless Steel Utensils; Stool And Steppers;
Table Cloth; Tapes And Tape Boxes; Tarpaulin; Tea; Tents;
Tiles; Tin Ore; Tires And Tubes, N.O.S.; Tobacco Leaves;
Towels; Toys And Games; Tractor And Parts; Umbrellas; Used
Household Goods And Personal Effects; Valves; Wine, N.O.S.;
Yarns, N.O.S.;

Agricultural Implements, Viz : Back Hoes, Balers,
Cultivators, Tillers, Tractors, N.O.S.;

Assorted Jewelry Items Viz : Bracelets, Earrings, Necklaces,
Ribbons, Rings, Stick-Em Stones, N.O.S.;

Audio Equipment, Viz : Hi Fi Sets, N.O.S.; Karaoke Sets,
N.O.S.; Portable Radio / Players, N.O.S.; Stereo Sets,
N.O.S.; Tape Recorders, N.O.S.;

Automobile Parts, Viz : Air Fresheners For Autos, N.O.S.;
Antenna, N.O.S.; Automobile Parts, N.O.S.; Repair Kits,
N.O.S.; Battery Acid When Accompanying Batteries For
Automobiles, N.O.S.; Batteries For Automobiles, N.O.S.;
Body Side Panels (Body Panel), N.O.S.; Bumpers, N.O.S.;
Bumper Bar, N.O.S.; Bumper Stay, N.O.S.; Cigarette Lighter

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RULE 111: GENERAL DEPARTMENT STORE MERCHANDISE (GDSM) (Continued)

Adapter For Auto, N.O.S.; Grille, N.O.S.; Driving Computers, N.O.S.; Engine Parts, N.O.S.; Fenders, N.O.S.; Forklift Parts, N.O.S.; Hood (Bonnet), N.O.S.; Locks For Vehicles, N.O.S.; Moldings, N.O.S.; Motorcycle Parts, N.O.S.; Mud Flaps, N.O.S.; Panel For Automobiles, N.O.S.; Radiator, N.O.S.; Radiator Support, N.O.S.; Steering Wheel Covers, N.O.S.; Stickers For Window And Trim For Detailing Outside Of Car, N.O.S.; Truck Canopies, N.O.S.; Truck Parts, N.O.S.; Wheel Caps / Cover And Wheel Rings, N.O.S.;

Bathroom Supplies, Viz : Air Fresheners, Non-Electric, N.O.S.; Bath Tubs, N.O.S.; Buckets And Inner Buckets And Outer Shells, N.O.S.; Dishes, N.O.S.; Holders; Lavatories, N.O.S.; Toilet Seats, N.O.S.; Towel Holders, N.O.S.; Robe Hooks, N.O.S.; Urinals, N.O.S.; Sanitary Napkin Dispensors, N.O.S.; Shelving And Cabinets Used In Bathrooms, N.O.S.; Soaps, N.O.S.; Soap Dispensors; Toilets And Toilet Bowls, N.O.S.; Toilet Tanks, N.O.S.;

Beverages, Alcoholic, Viz : Beer, Liqueurs, Spirits, Wines, N.O.S.;

Building Materials / Supplies, Viz : Asphalt, Beams, Bricks, Carpet, Caulking Cement, Compounds, Corks, Doors, Electrical Extension Cords, Electrical Wiring Fiberglass, Fiberboard, Foamglass, Glue, Hammers, Hinges, Hoses, Insulation, Joint Compounds, Knobs, Ladders, Lighting Fixtures, Lumber, Nails, Paint Tar Paper, Plywood, Porcelain Bidets, Porcelain Sinks, Porcelain Toilets, Porcelain Tubs, Power Tools, Rafters, Saws, Sheet Rock, Shingles, Studs, Tiles, Vinyl Sheet Floor Covering, Vinyl Tiles, Wheel Barrows, Window Panes, Wooden Parquet Flooring, N.O.S.;

Carpets And Rugs, Viz : Backing, Grips, Mats, Matting, Padding, Seam Tape, N.O.S.;

Cast Iron Ware, Viz : Barbecue Parts And Utensils, N.O.S.; Barbecue Sets, N.O.S.; Cast Iron Stoves (Hibachis), N.O.S.; Cast Iron Weight, N.O.S.; Steel Stoves, N.O.S.;

Chinese Merchandise, Viz : Algae; Chlorella; Apricot Kernels; Bamboo Leaves; Bamboo Shoots; Bean Cakes; Bean Curds; Bean Flour; Bird's Nests; Bulbs And Roots; Chestnuts, Dried; Chillies, Dried; Chinese Candies / Cakes; Chinese Groceries, N.O.S.; Chinese Medicines N.O.S.; Chinese Tea, "Fanning"; "Heurk Bin"; "Jasmine"; "Po Lai Char"; "Sau May"; Chopsuey Canned; Coconut Rolls; Confectionery; Derris Roots; Ducks - Dried Including Duck Parts; Eggs, Salted Or Preserved; Fish Livers And Oils; Fish Maw; Flour Stach; Foodstuffs; Fungus Thin - Dried; Garlic, White; Garlic Powder; Garlic Flake; Ginger - Flake; Ginger - Fresh And Preserved; Ginger, Raw Or In Syrup; Ginger Powder; Gladiolo

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RULE 111: GENERAL DEPARTMENT STORE MERCHANDISE (GDSM) (Continued)

Bulbs, Herbs, Dried; Leave Cakes; Legumes; Licorice Extracts And Roots; Lily Roots; Longan (Lung Ngan), Canned; Loquat Flavoured Syrup, Natural Herb; Lotus Pods Dried; Lychees, Canned And Dehydrated; Lyewater And Lye; Magnolia Leaves; Manioc Starch; Marine Products, Viz : Dried Fish And Shellfish; Melon Seeds; Monosodium Glutamate (Ve-Tsin Gourmet Powder); Oil Vegetables In Tins Or Bottles; Onion, In Vinegar; Peanut Butter; Peanut Cakes; Peanut Rolls; Pickles, Canned; Pig Skins, Wetpickled; Pine Seeds; Plums, Preserved, Salted; Rhubarb And Rhubarb Roots; Rice Bran; Shrimps, Dried; Shrimp Chips Or Slices, Dried; Soy And Sauces Including Bean And Oyster Sauces; Sponge Gourd Fibers; Sugar - Rocks And Slabs; Taros; Vinegar, Chinese Pine Nuts, Dried, N.O.S.;

Computer And Peripherals, Viz : Cd Rom Drives, N.O.S.; Computers, N.O.S.; Computer Cables And Cords, N.O.S.; Computer Carrying Cases, N.O.S.; Computer Interface Sound Card, N.O.S.; Computer Metal Cases With Or Without Power Supply, N.O.S.; Computer Mouse, N.O.S.; Disk Drives, N.O.S.; Hard Drives, N.O.S.; Keyboards, N.O.S.; Modems, N.O.S.; Monitors, N.O.S.; Printers, N.O.S.; Printer Cartridge, N.O.S.; Printer Ribbons, N.O.S.; Scanners, N.O.S.; Uninterruptable Power Supply, N.O.S.;

Cosmetic Accessories, Viz : Combs, Hair Clips, Hair Pins, Manicure Sets, Mirrors, Plastic Dresser Sets Containing Combs And / Or Brush And Mirrors With Plastic Casing, Purse Size Mirrors, N.O.S.;

Craft Items, Viz : Doll Parts, N.O.S.; Embroidery Hoops, N.O.S.; Imitation Birds, N.O.S.; Imitation Pearls And Beads, N.O.S.; Miniature Doll House, N.O.S.; Pins, N.O.S.; Ribbons, N.O.S.; Sequins, N.O.S.; Tennis Shoes For Decoration And Craft Use Only, N.O.S.; Woodenware, Viz : Wood Manufactures, N.O.S.; Wooden Figures, N.O.S.;

Decorations, Viz : Candles, N.O.S.; Candle Holders, N.O.S.; Christmas Decorative Toys, N.O.S.; Christmas Lights, N.O.S.; Christmas Ornaments, N.O.S.; Christmas Trees, N.O.S.; Easter Decorations, N.O.S.; Holiday Ornaments, N.O.S.; Nativity Sets; Ornaments For Bird Chippers, N.O.S.;

Electric Beauty Equipment, Viz : Electrical Face Massagers, N.O.S.; Electrical Face Steamers, N.O.S.; Electrical Hair Dryers; Electrical Hair Tongs, N.O.S.; Electrical Nail Dryers, N.O.S.; Electrical Manicure Sets, N.O.S.; Electrical Shavers, N.O.S.; Electrical Tooth Brushes, N.O.S.;

Electrical And Electronic Goods, Appliances And Parts, Viz : Air Conditioners; Antenna Acuators, N.O.S.; Amplifiers For Musical Instruments, N.O.S.; Audio Equipment Viz : Hi Fi

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RULE 111: GENERAL DEPARTMENT STORE MERCHANDISE (GDSM) (Continued)

Sets, N.O.S.; Karaoke Sets, N.O.S.; Night Lights, N.O.S.;
Battery Air Pumps, N.O.S.; Battery Operated Electronic
Games; Battery Operated Paint Brushes, N.O.S.; Calculators;
Call-In Control, N.O.S.; Camcorders; Cash Registers;
Cassette And Magnetic Tapes, N.O.S.; Clock Radios, N.O.S.;
Computers And Parts; Copper-Clad Laminates, N.O.S.; Electric
Automatic Sprouters, N.O.S.; Electric Clocks, N.O.S.;
Electric Laminated Sheets, N.O.S.; Electric Office
Machinery, N.O.S.; Electric Sockets, N.O.S.; Electrical
Glass Fiber Woven Cloth, N.O.S.; Electronic Heaters;
Electronic Video Games For Use With Tv Or Computer Monitors;
Home Alarm Systems, N.O.S.; Hand Held Electric Games;
Headgear With Built-In Radio, N.O.S.; Hour Off Controls,
N.O.S.; Humidistats, N.O.S.; Illuminated Outlets, N.O.S.;
Irons; No Touch Light Switch, N.O.S.; Motion Activated Light
Controls, N.O.S.; Multi-Function Dimmer Switches, N.O.S.;
Part Washers, N.O.S.; Photo Copiers And Toner; Portable
Radio / Players, N.O.S.; Printers; Radios; Refrigerators;
Remote Control Table Top Dimmer, N.O.S.; Sandwich Makers;
Sewing Machines; Speakers; Stereo Sets, N.O.S.; Switching
Power Supply, N.O.S.; Tape Recorders, N.O.S.; Telephone
Answering Machines; Telephone Sets; Televisions; Time
Tracks, N.O.S.; Transformers, N.O.S.; Vacuum Circuit
Breaker, N.O.S.; Vacuum Cleaners; Vcr's; Washing Machines,
N.O.S.; Small Kitchen Appliances, Viz : Bagel Makers,
N.O.S.; Blenders, N.O.S.; Break Makers, N.O.S.; Can Openers,
N.O.S.; Cappuchino Coffee Makers, N.O.S.; Choppers, N.O.S.;
Coffee Makers, N.O.S.; Coffee Mills / Grinders, N.O.S.;
Coffee Warmers, N.O.S.; Convection Ovens, N.O.S.; Crock
Pots, N.O.S.; Donut Makers, N.O.S.; Drip Coffee / Espresso
Coffee Makers, N.O.S.; Electric Kettles, N.O.S.; Electric
Knives, N.O.S.; Electric Woks, N.O.S.; Food Processors,
N.O.S.; Ice Cream Makers, N.O.S.; Iced Tea / Coffee Makers,
N.O.S.; Juicers / Juice Extractors, N.O.S.; Mixers, N.O.S.;
Mug Warmers / Carafe Warmers, N.O.S.; Pasta Makers, N.O.S.;
Puzzle Makers, N.O.S.; Rice Cookers, N.O.S.; Salad Spinners,
N.O.S.; Sandwich Makers, N.O.S.; Smokeless Ashtray, N.O.S.;
Steam / Dry Irons, N.O.S.; Toasters, N.O.S.; Toaster Ovens,
N.O.S.; Waffle Irons, N.O.S.; Yogurt Makers, N.O.S.;

Electric Fans, Viz : Electric Fans, N.O.S.; Electric Fans
Equipped With Lighting Fixtures, N.O.S.; Lighting Kits For
Ceiling Fans, N.O.S.; Lamp Shades For Electric Fans, N.O.S.;
Lighting Fixtures For Electric Fans, N.O.S.;

Exercise Equipment, Viz : Barbells, N.O.S.; Exercise Chains,
N.O.S.; Exercise Cycles, N.O.S.; Hand Held Exercisers,
N.O.S.; Jogger Trampolines And Parts, N.O.S.; Rowers,
N.O.S.; Treadmills, N.O.S.; Weight Benches, N.O.S.;

Fashion Accessories, Viz : Belts, N.O.S.; Eyeglass Chain,
N.O.S.; Folded Plastic Key Chains, N.O.S.; Handbags With

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RULE 111: GENERAL DEPARTMENT STORE MERCHANDISE (GDSM) (Continued)

Umbrellas Attached, N.O.S.; Handkerchiefs, N.O.S.; Leather And Vinyl Utility Kits, N.O.S.; Neck Wear, N.O.S.; Manicure Sets, N.O.S.; Metal Buttons; Mufflers, N.O.S.; Paper Hanger Tabs; Polyester Woven Labels; Pu Labels; Rainwear, N.O.S.; Scarves, N.O.S.; Shoe Horn, N.O.S.; Shoulder Pads Not Attached To Garment, N.O.S.; Shoelace Covers, N.O.S.; Socks, N.O.S.; Stocking, N.O.S.; Suspenders, N.O.S.; Toiletry Bags And Kits, N.O.S.; Zippers, N.O.S.;

Feathers, Viz : Feathers, N.O.S.; Feather Bands, N.O.S.; Feather Dusters, N.O.S.;

Gardening Equipment, Lawn Care Equipment, Viz : Electrically Or Gas Operated Lawn Mowers / Grass Trimmers; Hedge Trimmers And Parts; Hoses; Lawn And Gardening Tools; Rakes; Hoes; Shovels; Spreaders; Sprinklers; Water Nozzles, N.O.S.;

Giftware, Viz : Paper / Plastic Gift Bags And Wrap, N.O.S.; Decorative Empty Gift Boxes; Figurines, N.O.S.; Gift Boxes, N.O.S.; Lamps, N.O.S.; Magnets, N.O.S.; Mugs, N.O.S.; Picture Frames, N.O.S.; Resin, N.O.S.; Resin Banks, N.O.S.; Resin Book Ends, N.O.S.; Small Resin Sculptures, N.O.S.; Tin, N.O.S.; Water Globes, N.O.S.;

Glassware, Viz : Ash Trays, Beer Mugs, Glass Blocks, Bowls, Candy Jars, Drinking Glasses, Fruit Trays, Plates, Punch Bowls, N.O.S.;

Golf Accessories, Viz: Golf Retriever, N.O.S.; Golf Dual Bristles, N.O.S.; Golf Aluminum / Steel Cart, N.O.S.; Golf Wiffle, N.O.S.; Golf Orange Wiffles, N.O.S.; Golf Eva Balls, N.O.S.; Golf Spike Wrench, N.O.S.; Golf Travel Cover, N.O.S.; Golf Water Bottle, N.O.S.; Golf Sipper Cooler, N.O.S.; Golf Anti-Silos, N.O.S.; Golf Bungle Cord, N.O.S.; Golf Ball Markers, N.O.S.; Golf Magnetic Markers, N.O.S.; Golf Ball Piece-Ups, Golf Ballstand, N.O.S.; Golf Bullseye Target, N.O.S.; Golf Clipping Net, N.O.S.; Golf Divot Tool, N.O.S.; Golf Glover Shaper, N.O.S.; Golf Plastic Putt Cup, N.O.S.; Golf Aluminum Putt Cup, N.O.S.; Golf Puller Holder, N.O.S.; Golf Practice Net, N.O.S.; Golf Precision Height, N.O.S.; Golf Rain Hood, N.O.S.; Golf Rubber Tees, N.O.S.; Golf Score Counter, N.O.S.; Golf Score Caddy, N.O.S.; Golf Stroker Counter, N.O.S. Golf Dix Score Hider, N.O.S.; Golf Shoe Trees, N.O.S.; Golf Swing Height, N.O.S.; Golf Tee Holder, N.O.S.; Golf Tube Locks, N.O.S.; Golf Ten-In-One, N.O.S.; Golf Tube Separator, N.O.S.; Golf Utility Brush, N.O.S.; Golf Umbrella Holder, N.O.S. Golf Plastics Valet Brush, N.O.S.; Golf Wooden Valet Brush, N.O.S.; Golf Wet Scrubs, N.O.S.; Golf Bungle Brush, N.O.S.; Golf Ball Retriever, N.O.S.; Golf Jumbo Tube Locks, N.O.S.; Golf 6-To-Go Original, N.O.S. Golf Pro Model, N.O.S.; Golf Club Headcovers, N.O.S.; Golf Umbrellas, N.O.S.

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RULE 111: GENERAL DEPARTMENT STORE MERCHANDISE (GDSM) (Continued)

Hair Accessories, Viz : Combs, Gel, Hair Clips, Hair Pins, Hairspray, Mirrors, Mirrors With Plastic Casing, Mousse, Plastic Dresser Sets Containing Combs And / Or Brush And Mirror, Purse Size Mirrors, Shampoos And Conditioners, N.O.S.;

Hardware, Viz : Cardholder Parts Made Of Zinc; Castors; Chain Blocks; Hinges; Hook Sets, Locks, Parts, Die Casting, Door Closures, N.O.S.;

Health And Beauty Care Products, Viz : Bubble Bath, Cleansers, Colognes, Cosmetics, Fragrance, Gel, Hairspray, Make-Ups, Mousses, Mouth Wash And Spray, Shampoos And Conditioners, Skincare Cream And Lotion, Soap, Sun Protection Cream And Lotion, N.O.S.;

Household Cleansers And Polish, Viz : Bathroom Cleaners, Detergents, Furniture Polishers, N.O.S.;

Infant Supplies, Viz : Baby Bottles, N.O.S.; Baby Powder, N.O.S.; Bibs, N.O.S.; Diapers, N.O.S.; Feeding Sets, N.O.S.; Pacifiers, N.O.S.; Rattles, N.O.S.; Soothers, N.O.S.; Strollers, N.O.S.; Teethers, N.O.S.; Wipes, N.O.S.;

Iron & Steel Articles, Viz : Angles, Bars, Beams, Bearings, Billets, Bolts, Channels, Coils, Conduits, Cotter Pins, Drums, Fasteners, Forging, Grommets, Hooks, Hoops, Ingots, Metal Alloy, Nails, Nuts, Piles, Pilings, Pipes, Plates, Railroad Robs, Rivets, Screws, Sheets, Snaps, Spikes, Steel Panels, Strips, Washers, Wire, Wire Rods, N.O.S.;

Kitchenware And Tableware, Non-Electrical, N.O.S., Viz : Bottle/Can Stoppers; Bowls, Boxes, Breadboxes, Cake Covers; Cake Slicers And Servers, Calendars; Can And Bottle Openers, Coasters, Corks; Covers; Cutlery, Decorative Refrigerator Door Magnets, Dish Drainers; Dishwash Sponges/Cloths; Dispensers; Drawer Containers; Food Graters / Slicers; Food Storage Boxes And Jars, Forks, Garlic Press; Holders, Hooks And Hangers For Items Named Herein; Ice Tongs / Holders / Picks; Juice Squeezers; Knives, Knives Block/Holders; Ladles; Lids; Napkin/Towel Holders Or Racks; Napkin Rings; Non Electric Knife Microwave Safe Plates; Pans, Partitioners For Cutlery; Place Mats, Pots, Pot Holders, Recipe Holders; Salt/Pepper/Spice Shakers; Sharpeners; Sink Stoppers; Spatulas; Spice Racks, Spoons, Strainers, Trays Other Than Porcelain, Dish Rack / Caddy, Woks, N.O.S.;

Lighting Equipments, Viz : Battery Operated Lanterns, N.O.S.; Comfort Light, N.O.S.; Dyna-Lite, N.O.S.; Flashlights, N.O.S.; Flexible Lights, N.O.S.; Hand Lanterns, N.O.S.; Headlights, N.O.S.; Lamps, N.O.S.; Light Bulbs,

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RULE 111: GENERAL DEPARTMENT STORE MERCHANDISE (GDSM) (Continued)

N.O.S.; Lighting Fixtures, N.O.S.;

Medical Equipment / Supplies, Viz : Ankle Support Bandages, Anti Embolism Hosiery, Bed Traction Sets, Bedpans, Braces, Camphor, Catheters, Cotton Ball, Cotton Umbilical, Crutches, Dressings, Gauze, Gloves Disposable, Gowns, Gurney, Iv Solutions, Knee Supports, Needles Disposable, Masks Surgical / Face, Medical Literature, Microslides, Ophthalmic Solutions, Pads, Sacral Supports, Sponges, Syringers, Tables Examination / Operating, Tape Surgical / Adhesive, Thermometers, Trays, Tubes, Walkers, N.O.S.;

Novelties, Viz : Brushes; Comb Sets; Cosmetic Brushes; ; Earring Holders; Fabric Heart Trinket Boxes; Facial Buffs; Fuzz Removers; Hair Notions; Handy Tissues; Jewelry Boxes Lint Rollers; Nail Implement Sets; Novelty Key Racks; Mirrors; Pet Hair Removers; Rabbit Cotton Ball Disks; Spools Of Thread; Trinket Boxes; Vinyl Multipurpose Bags, N.O.S.;

Office And Stationery Supplies, Viz : Albums, N.O.S.; Binders, N.O.S.; Calculators, N.O.S.; Calendars, N.O.S.; Day Planners, N.O.S.; Filing Cabinets, N.O.S.; Lighting Equipments, N.O.S.; Office Chairs, N.O.S.; Office Desk, N.O.S.; Office Furniture, N.O.S.; Paper Pads, N.O.S.; Pens, N.O.S.; Pencils, N.O.S.; Plastic File Holders, N.O.S.; Staplers, N.O.S.; Stationery, N.O.S.; Typewriters, N.O.S.;

Optical Goods, Viz : Binoculars, Contact Lenses, Contact Lens Solution And, Kits, N.O.S.; Eyeglasses, Eyeglass Repair Kits, Microscopes, Sunglasses, Telescopes, N.O.S.;

Painting Accessories, Viz : Extender (Handles Of Metal And Wood) For Paint Rollers / Pads, Paint Pads / Roller Tray, Paint Rollers, Paint Roller Frames, N.O.S.;

Paper Goods, Viz : Abrasive Paper; Bags; Brochures; Fly Catcher; Pamphlets; Paper; Paper Mache; Paperware; Photo Paper; Ribbons, N.O.S.;

Party Supplies, Viz : Animal Noses, Assorted Balls, Assorted Dinosaur Figures, Assorted Jump Ropes, Assorted Vehicles, Baby Bottles, Badges, Bagatelles, Ball And Jack Sets, Balloons, Balloon Pumps, Binoculars, Birthday Books, Blowouts, Bubbles, Cake Decoration, Cake Toppers, Candles, Card Games, Catch Games, Centerpieces, Chalk, Confetti, Cup Cake Picks, Cosmetic Sets, Decorated Toothpicks, Door Posters, Echo Microphones, Erasers, Felt Tip Pens, Flag Banners, Flutes, Flying Disks, Gift Bags, Glitter Glue, Harmonicas, Invitations, Jackport Games, Kaleidoscopes, Kazoos, Loot Bags, Noisemakers, Note Pads, Number Puzzles, Magic Pads, Mind Teasers, Mini-Jigsaw Puzzles, Mini Lipsticks / Eyeshadows, Mini Pinwheels, Mini Stuffed Animals

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RULE 111: GENERAL DEPARTMENT STORE MERCHANDISE (GDSM) (Continued)

/ Dolls, One Piece Noses / Glasses / Mustaches, Paddle Balls, Paint Set, Paper And Plastic Banners, Paper And Plastic Horns, Paper And Plastic Tiaras, Party Poppers, Party Clackers, Party Games, Pencils; Pencil Sharpeners, Pencil Tops, Pinata Fillers, Plastic Maze Puzzles, Player Money, Printed Hats, Prism Viewers, Puzzle To Color, Rulers, Scissors, Shoe Laces, Squackers, Squirt Rings, Stamp Pads, Straws, Table Covers, Tool Kits, Tops, Tracing Shaper / Strips / Stencils / Bookmarks, Watches, Water Games, Water Pistols, Water Squirts, Whistles, Wiggle Snakes, Wrist Bags, Yo-Yos, N.O.S.;

Patio Furniture And Chairs, Viz : Beach Chairs, N.O.S.; Beach Umbrellas, N.O.S.; Cushions For Chairs, N.O.S.; Director Chairs, N.O.S.; Folding Chairs, N.O.S.; Lounge Chairs, N.O.S.; Office Chairs, N.O.S.; Park Benches, N.O.S.; Patio Furniture With Or Without Umbrellas And Umbrella Bases, N.O.S.; Stacking Chairs, N.O.S.; Sand Chairs, N.O.S.; Sand Chair Covers, N.O.S.; Secretary Chairs, N.O.S.; Swivel Chairs, N.O.S.;

Personal Care Products, Viz : Air Cleaners, N.O.S.; Blowers, N.O.S.; Curlers, N.O.S.; Dryers, N.O.S.; Electric Plaque Removers, N.O.S.; Electrical Toothbrushers, N.O.S.; Facial Machines, N.O.S.; Hair Brushes, N.O.S.; Heating Pads, N.O.S.; Iron, N.O.S.; Mustache Trimmers, N.O.S.; Plak Trac, N.O.S.; Razors, N.O.S.; Shavers, N.O.S.;

Pet Supplies, Viz : Artificial Bones, N.O.S.; Bird Cages, N.O.S.; Leashes, N.O.S.; Pet Chains, N.O.S.; Pet Coats, N.O.S.; Pet Foods, N.O.S.; Pet Toys, N.O.S.; Scratch Trees, N.O.S.; Aquariums And Parts, Viz : Fish Shelters, N.O.S.; Filters, Lights, Rocks, Sand, Horse Brushes, N.O.S.; Saddles And Parts, N.O.S.;

Photographic Goods, Viz : Cameras With Or Without Film Loaded, N.O.S.; Film Cases, N.O.S.; Camera Lenses, N.O.S.; Carrying Cases And Bags For Camera, N.O.S.; Flashbulbs For Cameras, N.O.S.; Photographic Films, N.O.S.; Tripods, N.O.S.;

Plastic Goods, Viz : Aprons, Boxes, Cartridges, Cutlery, Dog Chews, Doors, Film, Flooring, Grocery Bags, Hangers, Housing Baskets, Ice Box, Packaging, Plastic Apparel, Plastic Shopping Bags, Pp-Pvc-Pe Vinyl, Sheeting, Shell, Shower Caps, Shower Curtains, Spectacle Case, Storage Cases, Table Covers, Tubing, Tying Tape, Woven Pp-Pvc Cloth, Wrap, N.O.S.; Plastic / Pvc Luggage, N.O.S.;

Plumbing Supplies, Viz : Alloy, N.O.S.; Facuets, N.O.S.; Iron, N.O.S.; Plumbing Parts Made Of Brass, N.O.S.; Pvc, N.O.S.; Rubber, N.O.S.; Or Synthetic Rubber, N.O.S.; Steel,

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RULE 111: GENERAL DEPARTMENT STORE MERCHANDISE (GDSM) (Continued)

N.O.S.; Stoppers With Metal Rings, N.O.S.; And / Or Chains Attached, N.O.S.;

Rattan / Bamboo / Wicker / Buri / Sisal Ware, Viz : Baskets, Coasters, Frames, Hampers, Jewel And Food Boxes, Lamp Shades, Mats, Furniture, N.O.S.;

Resin, Viz : Resin, N.O.S.; Abs Resin, N.O.S.; Epoxy Resin, N.O.S.; Plastic Granulate, N.O.S.; Polyethylene Color Resin, N.O.S.; Synthetic Resin, N.O.S.;

Rubber Goods, Viz : Rubber Bands, Rubber Baskets And Seals; Rubber Finger Pad, Rubber / Latex Gloves, Rubber Hose, Rubber Sheets, Rubber Tubings, Rubber Weather Strip, N.O.S.;

Sporting Goods, Viz :

- Baseball / Basketball / Bowling / Football / Soccer / Softball / Volleyball / Equipment And Accessories, Viz : Backboards, Balls, Bats, Body Protective Guards, N.O.S.; Cleats, Face Masks, Gloves, Helmets, Home Plates And Bases, Hoops And Stands, Knee And Shin Pads, Protective Vests, Shoulder Pads, Whistles, N.O.S.;

- Camping Equipment And Accessories, Viz : Air Lanterns, Arrows, Backpacks, Battery Lights, Battery Operated Lighters

- Non Hazardous, Bbq Pits And Covers, Bows, Candles, Canoes, Lamps, Mattresses, Metal Chairs, Paddles, Portable Stoves, Searchlights, Sleeping Bags, Spotlights, Empty Propane Bottles, N.O.S.; Tents, N.O.S.;

- Fishing Equipment And Accessories, Viz : Buckets, Floats, Hooks, Line, Lures, Pole Mounts, Poles, Reels, Sinkers, Traps, Vests, Weights, N.O.S.;

- Golf Accessories, Viz: Golf Retriever, N.O.S.; Golf Dual Bristles, N.O.S.; Golf Aluminum / Steel Cart, N.O.S.; Golf Wiffle, N.O.S.; Golf Orange Wiffles, N.O.S.; Golf Eva Balls, N.O.S.; Golf Spike Wrench, N.O.S.; Golf Travel Cover, N.O.S.; Golf Water Bottle, N.O.S.; Golf Sipper Cooler, N.O.S.; Golf Anti-Silos, N.O.S.; Golf Bungle Cord, N.O.S.; Golf Ball Markers, N.O.S.; Golf Magnetic Markers, N.O.S.; Golf Ball Piece-Ups, Golf Ballstand, N.O.S.; Golf Bullseye Target, N.O.S.; Golf Clipping Net, N.O.S.; Golf Divot Tool, N.O.S.; Golf Glover Shaper, N.O.S.; Golf Plastic Putt Cup, N.O.S.; Golf Aluminum Putt Cup, N.O.S.; Golf Puller Holder, N.O.S.; Golf Practice Net, N.O.S.; Golf Precision Height, N.O.S.; Golf Rain Hood, N.O.S.; Golf Rubber Tees, N.O.S.; Golf Score Counter, N.O.S.; Golf Score Caddy, N.O.S.; Golf Stroker Counter, N.O.S. Golf Dix Score Hider, N.O.S.; Golf Shoe Trees, N.O.S.; Golf Swing Height, N.O.S.; Golf Tee Holder, N.O.S.; Golf Tube Locks, N.O.S.; Golf Ten-In-One, N.O.S.; Golf Tube Separator, N.O.S.; Golf Utility Brush, N.O.S.; Golf Umbrella Holder, N.O.S. Golf Plastics Valet

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RULE 111: GENERAL DEPARTMENT STORE MERCHANDISE (GDSM) (Continued)

Brush, N.O.S.; Golf Wooden Valet Brush, N.O.S.; Golf Wet Scrubs, N.O.S.; Golf Bungle Brush, N.O.S.; Golf Ball Retriever, N.O.S.; Golf Jumbo Tube Locks, N.O.S.; Golf 6-To-Go Original, N.O.S. Golf Pro Model, N.O.S.; Golf Club Headcovers, N.O.S.; Golf Umbrellas, N.O.S.

- Racquetball / Tennis Equipment And Accessories, Viz :
Balls, Gloves, Goggles, Rackets, Rackets Cases, Nets, Sweat Bands, N.O.S.;

- Scuba Diving / Swimming Equipment And Accessories, Viz :
Air Tanks, Compasses And Depth Gauges, Diving Knives, Ear Plugs, Fins, Flash Lights, Goggles, Hair Caps, Life Jackets, Nose Clips, Masks, Raft, Regulators And Hoses, Snorkels, Spear Guns, Warning Buoys, Watches Water Resistant, Weight Belts And Weights, Weights And Belts, Wet Suits, N.O.S.;

Tools, Hand Held And Portable, Viz : Air Compressors, N.O.S.; Air Spray Gun And Parts, N.O.S.; Alligator Clips, N.O.S.; Axes, N.O.S.; Band Saws, N.O.S.; Bench Grinders, N.O.S.; Blowers, N.O.S.; Caulking Guns, N.O.S.; Ceramic Nozzle And Air Jets, N.O.S.; Chest, Tools With Or Without Tools, N.O.S.; Clamp Sets, N.O.S.; Cultivators, N.O.S.; Drills And Bits, N.O.S.; Drill Presses, N.O.S.; Electrode Holders, N.O.S.; Eye Glass Repair Kits, N.O.S.; File Sets With Or Without Handle, N.O.S.; Finishing Nailers, N.O.S.; Foot Pumps, N.O.S.; Garden Shears, N.O.S.; Grinders, N.O.S.; Grinding Balls And Rollers For Industrial Use, N.O.S.; Hammers, N.O.S.; High Speed Sanders, N.O.S.; Hoists, N.O.S.; Lathe Machines, N.O.S.; Lawn Mowers, N.O.S.; Lawn Mower Nylon Starting Cords, N.O.S.; Levels, N.O.S.; Nozzles, N.O.S.; Metal And Wood Working Machines, N.O.S.; Mini Die Grinders, N.O.S.; Planers, N.O.S.; Pliers, N.O.S.; Plungers, N.O.S.; Polishers, N.O.S.; Portable Sprayers, N.O.S.; Powered Paint / Air Brushes, N.O.S.; Power Washers, N.O.S.; Pruners, N.O.S.; Pry Bars, N.O.S.; Punches And Chisels, N.O.S.; Rakes, N.O.S.; Ratchet Sets, N.O.S.; Routers, N.O.S.; Sandblaster Guns, N.O.S.; Sanders, N.O.S.; Saw Horses, N.O.S.; Saws And Blades, N.O.S.; Scrapers, N.O.S.; Screw Drivers, N.O.S.; Shears, N.O.S.; Shovels, N.O.S.; Sledges, N.O.S.; Socket Wrench, N.O.S.; Soldering Guns, N.O.S.; Spark Plug Gauges, N.O.S.; Staple Guns, N.O.S.; Strapping Machines, N.O.S.; Tape Measure, N.O.S.; Tile Cutters, N.O.S.; Tool Boxes With Tools And Fasteners, N.O.S.; Tool Chests With Tools, N.O.S.; Transplanters, N.O.S.; Trimmers And Edgers, N.O.S.; Trowels, N.O.S.; Utility Knives Not For Kitchen Use, N.O.S.; Work Benches, N.O.S.;

Wood & Wood Products, Viz : Flooring, Timber, Pallets And Woodenware, Viz : Agricultural Wooden Tray Shooks, N.O.S.; Blocks For Trophy Stands, N.O.S.; Chopsticks, Doors, Dowels,

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RULE 111: GENERAL DEPARTMENT STORE MERCHANDISE (GDSM) (Continued)

Louvers, Shelving, N.O.S.; Mahogany Boards, N.O.S.;
Moulding, Toothpicks, Wooden Decorative Ceiling Boards And
Beams, N.O.S.; Wooden Figures, N.O.S.; Wooden Weaving Looms,
N.O.S.;

Excluding : Commodities Named In Other Commodity Groups;
Aircrafts; ; Reefer And Dangerous / Hazardous Cargo; Tank
Containers; Vehicles; Valorem Cargo Yachts And Cargo Moving
On / In Special Equipment.

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RULE 119: LOADING PORTS CY/CFS/CD

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

Top Off Charge/Drayage at MOC Licensed CY

The following provision applies only for cargo moving to one consignee:

Carriers are permitted to absorb drayage from Keelung, Tao Yuan, Shinchu and Taichung and Kaohsiung designated terminals licensed by the MOTC, either to the Kaohsiung on dock or to the Keelung on dock or to off dock CY/CFS for stuffing of additional cargo, and the subsequent drayage to the on dock terminals in Kaohsiung or Keelung for vessel loading. For such shipments, the Taiwan Terminal Handling Charge may be pro rated per the proportion of the initial cargo and the additional cargo, but the total THC charged should not exceed the amount of the applicable full per container THC in effect at time of shipment. For cargo moving from Taichung under the provisions of this clause, the full Taichung arbitrary must be assessed irrespective of whether or not such cargo occupies the full container. For cargo moving from Keelung under the provision of this clause, the Keelung additional charge (See Rule 2 Section A) shall be assessed irrespective of whether or not such cargo occupies the full container.

However, when top off service is performed at terminals in loading port area for either a shipper or a consignee, a top off charge will be assessed at US\$150 for two terminals involved, US\$300 for three terminals involved, per each final loaded container for all sizes except CFS/CFS shipments from multiple shippers to multiple consignees in one container. This top off charge can be applied on either a collect or a prepaid basis, and covers the gate in/out, lift on/off costs, as well as in house movement between and warehouse, customs superintendent fee and customs container sealing fee, but any other additional charges incurred in movements under this clause, including stuffing and unstuffing shall be for the account of cargo.

The Top Off charge mentioned above will not apply in those cases where topping off with additional cargo occurs in the same terminal as the initial cargo and no additional movement of the container out of the initial terminal is involved. Any additional special cost incurred will be for account of cargo.

Applicable only to CY origin cargo from Taiwan where the container leaving Taiwan is for a single shipper, and consigned to a single consignee at destination:

Notwithstanding anything to the contrary in this rule

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RULE 119: LOADING PORTS CY/CFS/CD (Continued)

at the Carrier's sole option, the carrier may combine into the same container, for the purpose of drayage withing Taiwan, one shipper's cargo for which top off service is being performed with the same or another shipper's cargo for which top off service is being performed.

The costs of reloading or redistributing such cargo into other containers for ocean shipment shall be for the account of the Carrier; provided, however, that each cargo interest involved shall be subject to the top off charge set forth in this rule.

For example:

(i) Shipper A has 40 cbm of cargo in North Taiwan that is to be topped off with 15 cbm of Shipper A's cargo in South Taiwan before being loaded on the vessel.

(ii) Shipper B has 15 cbm of cargo in North Taiwan that will top off 40 cbm of Shipper B's cargo in South Taiwan for ocean shipment.

(iii) Rather than dray the above two shipments separately from North Taiwan, the Carrier may combine the two shipments into one container for the dray, then reload Shipper B's cargo into another container at the South Taiwan location.

(iv) The Carrier absorbs the cost of drayage and reloading.

(v) Shipper A and Shipper B each pay the applicable top off charge for the service.

Equalization of CFS/CY Locations in Taiwan -

At carrier's option, cargo received at any of the carrier's designated CFS/CY location in Taiwan may be loaded on board vessels at any Taiwan bas port at which carrier calls, with the ocean carriers absorbing the drayage, gate in/gate out and lift on/lift off charges, for the movement of the cargo via rail or truck from the carrier's CFS or CY at the receiving point to the port of loading.

Notwithstanding the foregoing, all cargo received at Taichung on a Taichung Bill of Lading, will be subject to the addition of the Taichung Arbitrary as specified in this tariff.

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