

001-SCOPE

Rules and conditions named herein apply to the transportation of cargo between ports and points listed in Paragraph A and ports and points listed in Paragraph B.

A) Between ALL PORTS /POINTS OF CALL in the following;

GROUP: DOMESTIC COUNTRIES includes;

America Samoa	Puerto Rico
Guam	United States
Johnston Atoll	US Virgin Islands
Midway Islands	Wake Island
Northern Mariana Islands	

1) GROUP: US BASE PORTS includes; (See Note)

a) GROUP: ATLANTIC BASE PORTS includes;

Baltimore, MD	Norfolk
Boston, MA	Philadelphia, PA
Charleston, SC	Savannah, GA
Miami, FL	Wilmington, NC
New York, NY	

b) GROUP: GULF BASE PORTS includes;

Houston, TX	New Orleans, LA
Mobile, AL	Tampa, FL

c) GROUP: PACIFIC BASE PORTS includes;

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

d) GROUP: GREAT LAKES BASE PORTS includes;

Chicago, IL

e) Pago Pago, AQ	Rota, CQ
Guam, GQ	San Juan, RQ
Johnston Atoll, JQ	Saint Croix, VQ
Midway Island, MQ	Wake Island, WQ

B) AND ALL PORTS/POINTS OF CALL in the following Countries

To/From Which Rates Apply:

1) GROUP: EUROPE COUNTRIES includes;

Austria	Liechtenstein
Belgium	Luxembourg
Czechoslovakia	Netherlands
Germany	Switzerland
Hungary	

a) GROUP: EUROPE BASE PORTS includes; (See Note)

Antwerp, BE	Hamburg, GM
Bremen, GM	Rotterdam, NL
Bremerhaven, GM	FRENCH ATLANTIC BASE PORTS

b) GROUP: FRENCH ATLANTIC BASE PORTS includes;

LeHavre, FR

2) GROUP: UK COUNTRIES includes;

Guernsey	Man, Isle of
Ireland	St. Helena
Jersey	United Kingdom

a) GROUP: UK BASE PORTS includes; (See Note)

Felixstowe, UK	London, UK
Liverpool, UK	Manchester, UK

3) GROUP: SCANDINAVIA COUNTRIES includes;

Denmark	Jan Mayen
Faroe Islands	Norway
Finland	Svalbard
Greenland	Sweden
Iceland	

a) GROUP: SCANDINAVIA BASE PORTS incl; (See Note)

Aarhus, DA	Thule, GL
Gothenburg, SW	Trondheim, NO
Helsinki, FI	Vaag, FO
Reykjavik, IC	

4) GROUP: BALTIC COUNTRIES includes;

Poland	Union of Soviet Socialist Republic
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a) GROUP: BALTIC BASE PORTS includes; (See Note)

Gdansk, PL	Leningrad, UR
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5) GROUP: MED COUNTRIES includes;

Albania	Libya
Algeria	Malta
Andorra	Monaco
Cyprus	Morocco
France	Portugal
Gaza Strip	San Marino
Gibraltar	Spain
Greece	Syria
Israel	Tunisia
Italy	Vatican City
Lebanon	Yugoslavia

a) GROUP: MED BASE PORTS includes; (See Note)

Bar, YO	Monaco, MN
Beirut, LE	Oran, AG
Bilbao, SP	Piraeus, GR
Durazzo, AL	Tangier, MO
Gibraltar, GI	Tripoli, LV
Haifa, IS	Tunis, TS
Latakia, SY	Valetta, MT
Leghorn, IT	MED FRANCE BASE PORTS

b) GROUP: MED FRANCE BASE PORTS includes; (See Note)

Fos Sur Mer, FR

6) GROUP: BLACK SEA COUNTRIES includes;

Bulgaria	Turkey
Romania	Union of Soviet Socialist Republic

a) GROUP: BLACK SEA BASE PORTS includes; (See Note)

Braila, RO	Lom, BU
Istanbul, TU	Odessa, UR

7) GROUP: MID-EAST COUNTRIES includes;

Bahrain	Oman
Egypt	Qatar
Iran	Saudi Arabia
Iraq	United Arab Emirates
Iraq-Saudi Arabia Neutral Zone	
West Bank	Jordan
Yemen	Kuwait

a) GROUP: MID EAST BASE PORTS includes; (See Note)

Abu Dhabi, TC	Damman, SA
Alexandria, EG	Doha, QA
Aqaba, JO	Hodeidah, YM
Baghdad, IZ	Kuwait, KU
Bahrain, BA	Muscat, MU
Bandar Abbas	

8) GROUP: INDIA SUB-CONTINENT COUNTRIES includes;

Afghanistan	Maldives
Bangladesh	Nepal
Bhutan	Pakistan
Burma	Sri Lanka
India	

a) GROUP: INDIA SUB-CONT BASE PORTS incl;(See Note)

Bombay, IN	Pasni, PK
Chittagong, BG	Rangoon, BM
Colombo, CE	

9) GROUP: SE ASIA COUNTRIES includes;

Cambodia	Thailand
Laos	Vietnam
Malaysia	

a) GROUP: SE ASIA BASE PORTS includes; (See Note)

Bangkok, TH	Hanoi, VM
Cheko, CB	Kelang, MY

10) GROUP: FAR EAST COUNTRIES includes;

Hong Kong	Philippines
Indonesia	Singapore
Japan	Taiwan
Korea, Democratic People's Rep	
Korea, Republic of	

a) GROUP: FAR EAST BASE PORTS includes; (See Note)

Busan, KS	Keelung, TW
Djakarta, ID	Kobe, JA
Gensan, KN	Manila, RP
Hong Kong, HK	JAPAN BASE PORTS
	TAIWAN BASE PORTS

b) GROUP: TAIWAN BASE PORTS includes;

Kaohsiung, TW Keelung, TW

c) GROUP: JAPAN BASE PORTS includes;

Kobe, JA Tokyo, JA
Osaka, JA Yokohama, JA

11) GROUP: ASIA COUNTRIES NOS includes;

China Mongolia
Macau Paracel Islands

a) GROUP: ASIA BASE PORTS NOS includes; (See Note)

Macao, CH Macau, MC

12) GROUP: SOUTH PACIFIC COUNTRIES includes;

Ashmore and Cartier	New Caledonia Islands
New Zealand	Australia
Niue	Baker Island
Norfolk Island	Brunei
Palmyra Atoll	Christmas Island
Papua New Guinea	Cocos (Keelung) Islands
Pitcairn Islands	Cook Islands
Solomon Islands	Coral Sea Islands
Spratly Islands	Federated States of Tokelau
Micronesia	Tonga
Fiji	Tromelin Island
French Polynesia	
Trust Territory of Heard Island and McDonald	the Pacific Island
Tuvalu	Howland Island
Vanuatu	Jarvis Island
Wallis and Futuna	Kingman Reef
Western Samoa	Kiribati
Marshall Islands	Nauru

a) GROUP: SOUTH PACIFIC BASE PORTS incl; (See Note)

Auckland, NZ	Port Moresby, PP
Auki, BP	Port Vila, NH
Brunei Town, BX	Rarotonga, CW
Ebeye, RM	Saipan, PS
Haapia, TN	Suva, FJ
Nauru Island, NR	Sydney, AS
Niue Island, NE	Tarawa, KR
Noumea, NC	Tuvalu, TV
Papeete, FP	AUSTRALIA BASE PORTS
NEW ZEALAND BASE PORTS	

b) GROUP: AUSTRALIA BASE PORTS includes;

Adelaide, AS	Melbourne, AS
Brisbane, AS	Sydney, AS

c) GROUP: NEW ZEALAND BASE PORTS includes;

Auckland, NZ	Wellington, NZ
Lyttleton, NZ	

13) GROUP: AFRICA COUNTRIES includes;

Angola	Madagascar
Bassas Da India	Malawi
Benin	Mali
Botswana	Mauritania
Burkina	Mauritius
Burundi	Mayotte
Cameroon	Morocco
Cape Verde	Mozambique
Central African Republic	Namibia
Chad	Niger
Comoros	Nigeria
Congo	Reunion
Djibouti	Rwanda
Equatorial Guinea	Sao Tome and Principe
Ethiopia	Senegal
Europa Island	Seychelles
Gabon	Sierra Leone
Gambia, The	Somalia
Ghana	South Africa
Glorioso Islands	Sudan
Guinea	Swaziland
Guinea-Bissau	Tanzania, United Rep. of

Ivory Coast	Togo
Juan De Nova Island	Uganda
Kenya	Western Sahara
Lesotho	Zaire
Liberia	Zambia
	Zimbabwe

a) GROUP: AFRICA BASE PORTS includes; (See Note)

Abidjan, IV	Luba, EK
Assab, ET	Mahe, SE
Banjul, GA	Maputo, MZ
Berbera, SO	Matadi, CG
Bissau, PU	Mombasa, KE
Casablanca, MO	Monrovia, LI
Conakry, GV	Moroni, CN
Cotonou, BN	Nouakchott, MR
Dakar, SG	Pointe Des Galets, RE
Dar Es Salaam, SG	Pointe Noire, CF
Djibouti, DJ	Port Gentil, GB
Douala, CM	Port Louis, MP
Durban, SF	Port Sudan, SU
Freetown, SL	Praia, CV
Jinja, UG	Principe, TP
Lagos, NI	Tamatave, MA
Lome, TO	Tema, GH
Luanda, AO	Walvis Bay, WA

14) GROUP: SOUTH AMERICA COUNTRIES includes;

Argentina	Falkland Islands
Belize	French Guiana
Bolivia	Guyana
Brazil	Paraguay
Chile	Peru
Colombia	Suriname
Ecuador	Uruguay
	Venezuela

a) GROUP: SOUTH AMERICA BASE PORTS incl; (See Note)

Albina, NS	Lima, PE
Antofagasta, CI	Montevideo, UY
Belize City, BH	Puerto Cabello, VE
Buenos Aires, AR	Cayenne, FG
Santos, BR	Georgetown, GY
Tolu, CO	Guaqui, BL

Villeta, PA

Guayaquil, EC

15) GROUP: CENTRAL AMERICA COUNTRIES includes

Costa Rica	Mexico
El Salvador	Nicaragua
Guatemala	Panama
Honduras	

a) GROUP: CENTRAL AMERICA BASE PORTS incl; (Note)

Colon, PM	San Salvador, ES
Managua, NU	Santo Tomas, GT
Puerto Cortes, HO	Veracruz, MX
Puerto Limon, CS	

16) GROUP: CARIBBEAN COUNTRIES includes;

Anguilla	Guadeloupe
Antigua and Barbuda	Haiti
Aruba	Jamaica
Bahamas, The	Martinique
Barbados	Montserrat
Bermuda	Navassa Island
British Virgin Islands	Netherlands Antilles
Cayman Islands	St Kitts and Nevis
Cuba	St Lucia
Dominica	St Vincent and the
Dominican Republic	Grenadines
Grenada	Trinidad and Tobago
	Turks and Caicos Islands

a) GROUP: CARIBBEAN BASE PORTS includes; (See Note)

Antigua, AC	Pointe a Pitre, GP
Basseterre, SC	Port au Prince, HA
Bridgetown, BB	Port Castries, TD
	Port of Spain, TD
Fort De France, MB	Roseau, DO
Freeport, BF	Saint Georges, GJ
Georgetown, CJ	Salt Cay, TK
Hamilton, BD	Santa Clara, CU
Kingston, JM	Santo Domingo, DR
Kingstown, VC	The Road, AV
Tortola, VI	Plymouth, MH

17) GROUP: FOREIGN COUNTRIES NOS includes;

Antarctica	French Southern and Bouvet Island
Antarctic	Canada
South Georgia and the Clipperton Island	
South SA	St Pierre and Miquelon

a) GROUP: FOREIGN BASE PORTS NOS incl; (See Note)
 Montreal, CA St Pierre, SB

NOTE: Base Port Groups also apply as interchange ports.

001- A THROUGH RATES/INTERMODAL TRANSPORTATION

- A) Points of Origin and/or Destination and interchange ports will be specified in individual rates.
- B) Unless specifically provided in individual rate items, RATES will apply to/from points and will apply via motor/rail/water or any combination thereof via the routes specified in RATES.
- C) Carrier's liability for through transportation is set forth in carrier's Combined Transport Bill of Lading. For terms and conditions of carrier's liability see Rule 8, Clauses 4, 29, 30 and 31.

002 APPLICATION OF RATES AND CHARGES

- A. Rates as published herein are stated in terms of United States Currency and apply per weight ton of 1000 Kilos (W) or measurement ton of 1 Cubic Meter(M), whichever produces the greater revenue, in accordance with the specifications of the applicable rate.
- B. 1. Rates as published herein apply between carrier's terminal at port/point of loading and carrier's terminal at port/point of discharge, and unless otherwise specifically provided within individual commodity descriptions do not include terminal, handling, wharfage, marine insurance or any other accessorial charges which are established by Custom of the Port, by Port Tariffs, or by U.S. Customs. Any accessorial charges which are assessed against the cargo will be for the account of the cargo.
- 2. Rates applying FROM/TO GROUPS named in Rule 1 shall apply from all places named in the GROUPS. GROUP NAMES preceded by an "O-" will apply as an ORIGIN GROUP. GROUP NAMES preceded by a "D-" will apply as DESTINATION GROUP.

EXAMPLE: O-ATLANTIC BASE PORTS will apply "from" those ports named in Rule 1(A)(1)(a) whereas D-ATLANTIC BASE PORTS will apply "to" those ports named in Rule 1(A)(1)(a).

- C. Packages containing articles of more than one description shall be charged on the basis on the rate provided for the highest rated articles contained therein.
- D. Rates as provided apply only on pieces or packages not exceeding 22,400 pounds or 1200 cubic feet or which, because of its width, length or height cannot be wholly loaded within a container.

E. Rates applying to/from WORLD POINTS and/or U.S. POINTS as stated in Rule 1 will apply via motor/rail/water services 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.

F. Rates applying from/to U.S. PORTS shall apply via All-Water Service (AW) unless routing is specifically designated in individual RATES indicating mode of inland transportation.

G. RATES ON MIXED SHIPMENTS

1. General Application When two or more commodities are shipped at one time by one shipper to one consignee to one destination on one Bill of Lading for which different rates are provided in this tariff, the separate rate applicable to each commodity will apply, except as follows:

a. If actual weights and/or measurements for each commodity are not obtainable, charges for the entire shipment will be computed at the rate applicable to the highest rated commodity in the shipment.

b. If two or more commodities are tendered in a shipper packed container and the rates for one or more commodities are subject to a minimum requirement per container, the rate to apply on each commodity will be the rate which would apply if such commodity were tendered as a straight shipment with a weight, measure or package/carton count the same as the weight, measure or package/carton count of the mixed shipment in the container. The minimum requirement for each container will be the highest applicable to any commodity in the container and any deficit in weight, measurement or package/carton count will be charged for at the highest applicable rate to any commodity in the container.

This rule will only apply when actual weights and/or measurements for each commodity in each container are declared on the Bill of Lading. In the event a lower charge results by assessing the rate applicable to each commodity, such lower charge will apply.

c. If two or more commodities are tendered in a shipper packed container and if there is a per container rate applicable to each commodity, then the highest applicable per container rate will apply.

2. Application for Mixed Commodity Rate Items in Chapter 99 only:

Rate Items in Chapter 99 of all Rate Sections shall be subject to a minimum of three (3) commodities per container with no one commodity exceeding 70% of the cargo weight per container unless otherwise specified in the item. A packing list is required prior to the vessel sailing.

H. DESCRIPTION OF SERVICE

Except as otherwise provided all rates and charges in this tariff are applicable to the transportation of general commodities in containers and apply via the services noted below.

DOOR (D)

AT ORIGIN - applies when the cargo is loaded on shipper's premises at shipper's expenses. Rate includes inland transportation from shipper's premises to carrier's designated facility.

AT DESTINATION - applies when the cargo is loaded on consignee's premises at consignee's expenses. Rate includes inland transportation from carrier's facility to the consignee's premises.

HOUSE (H), OCEAN PORT (O) OR CONTAINER YARD (Y) AT ORIGIN - applies when the empty container is made available to the shipper at carrier's designated facility. Rate does NOT include pick-up, loading or return of loaded container to carrier's designated facility.

AT DESTINATION - applies when the loaded container is made available to the consignee at carrier's designated facility. Rate does NOT include, delivery, unloading or return of empty container to carrier's designated facility.

MOTOR (M) OR RAIL (R)

AT ORIGIN - applies when the empty container is made available to the shipper at carrier's container depot. Rate does NOT include pick-up, loading or return of loaded container to carrier's designated MOTOR (M) or RAIL (R) terminal. Rate includes all inland transportation from MOTOR (M) or RAIL (R) terminal to carrier's facility.

AT DESTINATION - applies when the loaded container is made available to the consignee at carrier's MOTOR (M) or RAIL (R) terminal. Rates does NOT include delivery, unloading or return of empty container to carrier's designated container depot. Rate includes all inland transportation from carrier's facility to MOTOR (M) or RAIL (R) terminal.

PIER (P) OR CONTAINER FREIGHT STATION (S) AT ORIGIN - applies when the shipper delivers cargo to carrier's designated facility at shipper's expense. Rate includes loading the container by the carrier.

AT DESTINATION - applies when the consignee picks up cargo at carrier's designated facility at consignee's expense. Rate includes unloading the container by the carrier.

I. PROHIBITED OR RESTRICTED ARTICLES

Except as otherwise provided, the following articles will not be handled:

A) Cargo, loose on platforms or pallets, except when prior arrangements have been concluded with carrier.

B) Cargo which because of its inherent vice is likely to impregnate or otherwise damage carrier's containers or other cargo.

C) Cargo which requires protection from heat or cold.

D) Bank bills, coin or currency, deeds, drafts, notes or valuable paper of any kind; jewelry including costume or novelty jewelry, except where otherwise specifically provided; postage stamps or letters and packets of letters with or without postage stamps affixed; precious metals or articles manufactured there from; precious stones; revenue stamps; works of art; antiques, or other related or unrelated old, rare or precious articles of extraordinary value except when prior arrangements have been concluded with carrier.

E) Animals, Birds and Fish, alive.

J. MARKING OF FREIGHT

Each single carton, package or other separate article MUST be plainly and durably marked with the name and address of the shipper and the name and address of the consignee.

K. INSURANCE

Rates named herein do not include Marine Insurance, and no premiums for account of shipper may be absorbed by the carrier.

L. LIMITATION OF SERVICE

A. The carrier is not obligated under this tariff to transport property for which suitable equipment is not available, nor is transportation to be performed under impractical or unsafe circumstances in the judgment of the carrier.

B) Nothing in this tariff shall be construed as to create any obligation for the carrier to institute or maintain any service from or to any places named herein, and all rates, rules and regulations will apply when services so mentioned are operating.

M. PARTS

Wherever rates are provided on articles named herein, the same rates will apply on parts of such articles, except where specific rates are provided for such parts.

N. FREE TIME AND DEMURRAGE

A. EXPORT

Cargo delivered for a specific sailing is allowed a basic period of 10 (ten) days free time. (See Note)

B. IMPORT

A period of 5 (five) days free time exclusive of Saturdays, Sundays, and legal holidays will be allowed for import cargo (See Note)

NOTE: Free Time allowed and Demurrage assessed will be for the account or cargo.

O. DISPOSITION OF FRACTIONS

A. FRACTIONAL CUBIC FEET - Each item on the Bill of Lading shall be considered separately. On a single package of less than one cubic foot it shall be freighted at one cubic foot. On a single package in excess of one cubic foot, if the fraction is less than one half cubic foot, it shall be dropped. If the fraction is one-half cubic foot or over, it shall be taken to the next cubic foot. On each item on a Bill of Lading consisting of two or more packages, actual fractions shall be used to determine the total measurement of all the packages. Where the total results in a fraction, such fraction shall be dropped if less than one-half cubic foot. If the fraction is one-half cubic foot or over, it shall be taken to the next full cubic foot. All irregular shaped objects will be measured by multiplying the three dimensions and that the measurement used for each dimension will be the "outside" measurement of that dimension.

B. FRACTIONAL INCHES - All fractions under one-half shall be dropped. All fractions over one-half inch shall be taken to the next full inch. Where a fraction of exactly one-half inch occurs in one dimension, it shall be taken to the next full inch. Where a fraction of exactly one-half inch occurs in two dimensions, the one on the smaller dimensions shall be taken to the full inch and the other dropped. However, if both dimensions are equal, increase one fraction to the next inch and drop the other. Where fractions of exactly one-half inch occur in three dimensions, those on the largest and smallest dimensions shall be taken to the next inch and the other dropped. However, if all three dimensions are equal, increase two of the fractions to the next full inch and drop the other. All irregular shaped objects will be measured by multiplying the three dimensions and that the measurement used for each dimension will be "outside" measurement of that dimensions.

C. FRACTIONAL DIMENSIONS - Cubic Measurement for the individual pieces or packages will be computed in accordance with the following rules regarding fraction of centimeters:

1. All fractions under one-half (1/2) centimeter are to be dropped.
2. All fractions over one-half (1/2) centimeter are to be extended to the next full centimeter.
3. Where fractions of exactly one-half (1/2) centimeter occur on one dimension, it shall be extended to the next full centimeter.
4. When extending freight charges on Bills of Lading, the total measurement at each rate shall be rounded off to the nearest 1/1000 (one/one-thousandth) cubic meter.
5. All irregular shaped objects will be measured by multiplying the three dimensions and that the measurement used for each dimension will be the "outside" measurement of that dimension.

P. PACKAGING REQUIREMENTS

All cargo shall be properly packed in such manner as to protect it against damage from stowage in holds or handling in quantities along with other cargo in any customary manner required for usual sea dispatch.

Q. FORCE MAJEURE

Force Majeure Clause: "Without prejudice to any rights or privileges of the carrier under covering Bills of Lading or under applicable provisions of law, in the event of war, hostilities, warlike operations, embargoes, blockades, port congestion, strikes or labor disturbances, regulations of any governmental authority pertaining thereto, or any other official interferences with commercial intercourse arising from the above conditions and affecting the carriers' operations, the carrier reserves the right to cancel any outstanding booking or contract of carriage, or to increase the rates if in conformity with the provisions of the Shipping Act, 1984."

R. METRIC CONVERSION

In areas where the metric system prevails the following conversion factors will apply:

2,2046 lbs.	=	1 kilos
2204.6 lbs.	=	1000 kilos
35.31 cu. Ft	=	1 cubic meter
.3937 inch	=	1 centimeter

S. SHIPPER LOAD AND COUNT

Where containers are loaded by shipper or his agent and sealed, carrier will accept such shipments subject to "Shipper's Load and Count" and Bill of Lading shall be so clause and carrier will not be responsible either directly or indirectly for damage resulting from improper loading or mixing of articles in the container or any discrepancy in count or concealed damage to articles. The shipper shall furnish carrier with a list of contents showing description of goods and the gross weight and cubic measurements of the contents of the container. Carrier reserves the right to open and inspect the contents of a container and so indicates on the Bill of Lading, resealing the container. When containers loaded with goods moving subject to shipper's load and count are delivered to consignee or his agent, consignee or his agent must furnish carrier with a claim-free receipt prior to release of container or contents for delivery.

T. TYPES OF SERVICE REQUESTED BY SHIPPER

Carrier Designated Rates - The rates listed in this tariff may provide varying rate levels as designated by the respective ocean carriers and be differentiated by ocean carrier service name or other such identifiable abbreviation thereof. In the event that a shipper selected ocean carrier cannot provide the required equipment to facilitate the movement of said freight the shipper will then be responsible for the selection of any other listed ocean carrier service to effect shipment to ports and points as specified. All costs associated with change of selection of ocean carrier shall be for shipper's account.

002-A APPLICATION OF RATES AND CHARGES: RATES ON MIXED SHIPMENTS

003 RATE APPLICABILITY RULE

All tariff rates, rules and charges applicable to a given shipment will be those published and in effect when the cargo is received by the ocean carrier or its agent, including originating carriers in the case of rates for through transportation.

004 HEAVY LIFT CHARGE

None currently in effect.

005 EXTRA LENGTH

For LCL ocean export shipments (ex-all US ports) to all destinations, any single piece in a shipment exceeding 12 linear feet shall be assessed an Over Length Surcharge of \$10.00 per linear foot, minimum of \$75.00. The surcharge shall apply on the portion of the longest piece exceeding 12 linear feet on any single piece in the shipment and not the overall length of the piece.

006 MINIMUM BILL OF LADING CHARGES

Except as otherwise specifically provided herein, the minimum charge for a single shipment from one shipper to one consignee shall be USD 40.00 per bill of lading for all FCL shipments and USD 7.00 per bill of lading for all LCL shipments.

007 PAYMENT OF FREIGHT CHARGES

A) Freight charges must be prepaid, unless prior arrangements have been concluded accordance with the following provisions:

1) Prepaid Freight and Prepayment of Freight: When freight or charges are prepaid, Bill of Lading must not be issued except upon payment of such freight or charges in U.S. Dollars or in foreign currency based on the highest (numerical) Telegraphic Transfer Selling Rate of Exchange (TTS) for U.S. Dollars pursuant to Rule 3.

2) Collect Freight: Collect freight and charges must be paid to the ocean carrier prior to release of cargo at terminal ports of discharge.

3) Freight charges must be paid to the carrier before release of the cargo, unless prior arrangement to the contrary has been made with the carrier.

4) Freight charges and all other charges must be prepaid on shipments of:

- a) Household Goods
- b) Personal Effects
- c) Privately Owned Motor Vehicles
- d) Refused/Returned Shipments

5) In the event Consignee or his agent refuses to pay freight and other charges, and merchandise remains undeliverable thereby, Shipper guarantees and remains liable for full payment of freight and other charges, together with any expense incurred while awaiting disposition of the cargo.

B) Ocean freight and other Tariff charges are due and completely earned upon receipt of cargo by the Carrier, ship and/or cargo lost or not lost.

C) Currency Clause: Rates and Charges are quoted in United States of America 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 of this relationship, the Carrier reserves the right upon publication if in conformity with the provisions of the United States Shipping Act of 1984, as amended, to adjust the rates and charges as required to remove the adverse effects.

D) Freight and charges on collect shipments shall be paid for prior to the delivery of the cargo.

E) Prepayment of freight monies and charges at destination must be made in full for the complete original Bill of Lading quantity prior to the release of any original ocean Bill of Lading by the Carrier to the Shipper or his duly authorized licensed Freight Forwarder or his Agent.

008 BILL(S) OF LADING

009 FREIGHT FORWARDER COMPENSATION

A. Payments of Compensation

1. Compensation to a licensed ocean freight forwarder will be paid on the ocean segment of the transportation only to the extent of the value rendered in connection with any shipment dispatched on behalf of others when, and only when, such forwarder is licensed with the Federal Maritime Commission Commission under the Shipping Act, 1984, and has performed with respect to such shipment the solicitation and secure-in of the cargo or the booking thereof, or otherwise has arranged for space for such cargo and has performed at least two of the following services.

- (a) The coordination of the movement of the cargo.
- (b) The preparation and processing of the ocean Bill of Lading.
- (c) The preparation and processing of dock receipts and delivery orders.
- (d) The preparation and processing of consular documents and export declarations; and
- (e) The payment of ocean freight charges on such shipments.

B. Rates of Compensation

1. Such compensation shall be based on percentage of the tariff rate for the commodity involved.

2. The applicable percentage shall be as shown below:
(Applies on Export Shipments Only)

LCL	FCL
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NIL	NIL

3. Exceptions - Compensation will not be due or payable on the following:

- (a) Advance charges.
- (b) Temporary freight charges or emergency surcharges.
- (c) Bulk cargoes and lumber exempted from filing requirements of the Shipping Act, 1984.
- (d) Military Sealift Command or Military Traffic Management Command cargoes.
- (e) Terminal Handling Charge, Bunker Adjustment Factor, Currency Adjustment Factor or any surcharge named in the tariff.

010 SURCHARGES AND ARBITRARIES

See following sub-rules.

011 MINIMUM QUANTITY RATES

When two or more 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 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 RATE if the weight or measurement declared for rating purposes is increased to the minimum level.

012 AD VALOREM RATES

A. The liability of the carrier as to the value of shipment at the rates herein provided shall be determined in accordance with the clauses of the carrier's regular Bill of Lading form.

B. If the shipper desires 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 in carrier's Bill of Lading covering such shipments and such additional liability only will be assumed by the carrier at the request of the shipper and upon payment of an additional charge based on the total declared valuation in addition to the stipulated rates applying on the commodities shipped as specified herein.

C. Where value is declared on any piece or package in excess of the Bill of Lading limit of value of \$500.00, the Ad Valorem rate, specifically provided against the item, shall be three and three quarters per cent (3-3/4%) of the value declared in excess of the said Bill of Lading Limit of Value and is in addition to the base rate.

013 TRANSSHIPMENT

NOT APPLICABLE

014 CO-LOADING IN FOREIGN COMMERCE

DEFINITION: Co-loading shall mean the combining of cargo, in the import and export foreign commerce of the U.S., by two or more NVOCC's for tendering to an ocean carrier under the name of one or more of the NVOCC's.

EXTENT OF ACTIVITY: Carrier participates in co-loading agreements on a Carrier-to-Carrier relationship. Carrier tendering cargo for co-loading shall notify shipper of such action by annotating each applicable Bill of Lading with the identity of any other NVOCC with which its cargo has been co-loaded. AND/OR Carrier participates in co-loading on a Shipper/Carrier relationship, meaning the receiving NVOCC issues a Bill of Lading to the tendering NVOCC for carriage of the co-load cargo. Carrier shall co-load cargo at its discretion and shall notify shipper of such action by annotating each applicable Bill of Lading with the identity of any other NVOCC with which its shipment has been co-load.

LIABILITY: Carrier's liability to the shipper shall be as specified on the shipper's Bill of Lading regardless of whether or not the cargo has been co-loaded.

PAYMENT OF FREIGHT CHARGES: Where carrier engages in co-loading, carrier will be responsible to pay any other common carrier's rate and charges in order to transport the shipper's cargo to its destination and there will be no additional charge assessed to the shipper.

Where carrier is the tendering NVOCC, carrier shall be responsible to the receiving NVOCC for payment of any charges for the transportation of the cargo.

015 OPEN RATES IN FOREIGN COMMERCE

NOT APPLICABLE

016 HAZARDOUS CARGO

- A. These terms apply to all commodities which bear standard caution labels as required by the "Code of Federal Regulations".
- B. Dangerous Cargo consists of those commodities which are required by the "Code of Federal Regulations" to be confined to on deck stowage only. Such commodities shall be assessed the Cargo, NOS rate, unless otherwise provided.
- C. Hazardous Cargo consists of those commodities for which on deck stowage is not required and which may be stowed under deck in conformity with "Code of Federal Regulations". Such commodities shall be assessed the Cargo, NOS rate unless otherwise provided.
- D. Carrier will hold shipper(s) solely responsible for any penalties and/or damages resulting from failure to comply with the foregoing.

E. All shipments tendered pursuant to this rule are subject to prior booking with the carrier and are governed by the International Maritime Dangerous Goods Code and Code of Federal Regulations Title 46 Part 146.25 and Title 49 Parts 100-199.

F. Included in the Foregoing are the regulations of the U.S. Department of Transportation set forth in 46 CFR 146.29, which specified that the following information requirements must accompany each shipment of hazardous goods from the U.S.

1. A 24 Hour Telephone Number

It is required that the shipper provided on the shipper document (e.g. the Bill of Lading), a 24 hour emergency telephone number of a person or organization in foreign countries and in the U.S., having or having immediate access to, knowledge about the hazardous material and comprehensive emergency response and accident mitigation information for the material. The Carrier cannot accept shipments of chemicals and other hazardous materials which do not provide a 24 hour telephone number.

2. Emergency Response Measures to Accompany the Cargo

The following emergency response information must accompany each hazardous materials shipment and be kept with the vehicle/vessel operator:

- a description of the hazardous material
- immediate health hazard information and preliminary first aid measures
- immediate precautions and methods of handling spills, leaks and fires, etc.

3. NOS Shipments Must Show Technical Name. NOS Descriptions of hazardous goods on the shipping paper must be accompanied by the chemical's technical name. Any fines or penalties incurred due to the failure of the shippers to conform to the regulations will be for the account of the shipper. 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.

017 GREEN SALTED HIDES IN FOREIGN COMMERCE

The shipping weight for green salted hides shall be either a scale weight or a scale weight minus deduction, which amount and method of computation are specified in the commodity description. The shipper must furnish Carrier a weight certificate or dock receipt from an inland common carrier for each shipment at or before the time the shipment is tendered for ocean transportation.

018 RETURNED CARGO IN FOREIGN COMMERCE

Freight on returned cargo will be charged at the tariff rate applicable to the original shipment current at the time of the returned shipment. At the discretion of the Carrier, goods which have not been used may be returned at not less than 50% of the rate applicable in the original direction at the time of the returned shipment but not less than a rate of \$100.00 per W/M.

019 SHIPPERS REQUESTS IN FOREIGN COMMERCE

Shippers desiring to present requests or complaints should submit the same, in writing, to Carrier's office giving full particulars, including all relevant facts, conditions and circumstances pertaining to the request or complaint. Should further information be required by the Carrier in order that full consideration may be given to the request or complaint, the Shipper will be notified.

All Shippers complaints and requests must be submitted in writing to Carrier's address as shown in the tariff at its website.

020 OVERCHARGE CLAIMS

All billed charges, whether prepaid or collect, are subject to correction if the description furnished by the shipper or shippers is found to be in error or if the weights or measurements are found to be incorrect. Claims for refunds of excess freight charges will be allowed only when proof of error has been determined as indicated below and only when the original paid freight bill is submitted within 3 years of the date the cause of action accrues. (See NOTE 1).

Claims seeking the refund of freight overcharges may be filed in the form of a complaint with the Federal Maritime Commission, Washington, DC 20573, pursuant to Section 11(g) of the Shipping Act, 1984, within 3 years of the date the cause of action accrues.

Claims for freight rate adjustment filed in writing shall be acknowledged by the carrier within twenty days of receipt by written notice to the claimant of the tariff provisions actually applied and claimant's rights under the Shipping Act, 1984.

Measurements:

1. Obvious error in calculation by the carrier.
2. By remeasurement by carrier at port of loading or discharge.
3. By joint measurement by carrier's agent and consignee of shipment at the port of discharge.
4. By remeasurement by a marine surveyor when requested by carrier's agent.

Weight:

By production of invoice or packing list certified by the supplier; or by production of public weigher's certificate.

Remeasurement or reweighing fees, cable expenses, and any other incidental charges are, in all cases, to be sustained by the party at fault.

NOTE 1: When for any reason claimant cannot provide the original paid freight bill (not Photostats), a bond of indemnity must be submitted in lieu thereof.

021 USE OF CARRIER EQUIPMENT

A. Except as otherwise provided, Free Time allowed and Detention Charges assessed will be for the account of the cargo and applied in accordance with the provisions of the underlying Vessel Operating Common Carrier tariff and Equipment Interchange Agreements.

B. Shipper Furnished Containers

Cargo shipped in shipper furnished containers (not owned or leased from carriers or affiliates) is allowed as follows:

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

1. Such containers must conform with definition as contained in Rule 28.
2. Such containers will be subject to inspection, approval and acceptance for carriage on Carrier's vessel prior to loading by Carrier's authorized personnel. Any container found to be unsuitable will not be accepted for carriage.
3. Each container and its cargo will be subject to all rates, rules and regulations of this tariff except equipment detention rules.
4. Such shipper furnished container will be accepted only for CY/CY carriage.

022 AUTOMOBILE RATES (IN DOMESTIC OFFSHORE COMMERCE)

NOT APPLICABLE

023 CARRIER TERMINAL RULES AND CHARGES

Except as otherwise provide provisions and charges for Carrier's Terminal Charges are as follows:

NONE CURRENTLY IN EFFECT

024 NVOCCs IN FOREIGN COMMERCE: BONDS AND AGENTS

A. BONDING OF NVOCC's

1. Carrier has filed with the Federal Maritime Commission a bond as required by regulations under 46 CFR 515 to ensure the financial responsibility of the Carrier for the payment of any judgment for damages arising from its transportation related activities, orders for reparations issued pursuant to section 11 of the Shipping Act of 1984 as amended by the Ocean Shipping Reform Act of 1998, or penalties assessed pursuant to Section 13 thereof.

2. Bond No.

3. Bond issued by:

B. AGENT FOR SERVICE OF PROCESS

1. Carrier's agent for the service of judicial and administrative process including subpoenas follows in paragraph 3. In any instance in which the designated legal agent 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.

2. Service of administrative process, other than subpoenas, may be effected upon the legal agent by mailing a copy of the documents to be served by certified or registered mail, return receipt requested.

3. Agent for Service of Process Address:

Not Applicable, Carrier is a U.S. Company

025 CERTIFICATION OF SHIPPER STATUS IN FOREIGN COMMERCE

If the shipper or a member of a shipper's association tendering the cargo is identified as an NVOCC, the carrier shall obtain documentation that the NVOCC has a tariff and a bond as required by Sections 8 and 23 of the Shipping Act 1984 before the Carrier accepts or transports cargo for the account of the NVOCC. A copy of the tariff rule published by the NVOCC and in effect under CFR 514.15 (b)(25) will be accepted by the Carrier as documenting the NVOCC's compliance with the tariff and bonding requirements of the Act.

026 TIME/VOLUME RATES IN FOREIGN COMMERCE

None currently in effect

027 NEGOTIATED RATE AGREEMENTS

UTi, United States, Inc. (FMC No. 001792) hereby provides notice of its intent to invoke the FMC's tariff publication/adherence exemption pursuant to 46 CFR Part 532, et seq.

028 DEFINITIONS

Explanation of definitions as used throughout this tariff,

AW	All Water
BAF	Bunker Adjustment Factor
CAF	Currency Adjustment Factor
COFC	Container on Flat Car
DDC	Destination Delivery Charge
F	Fahrenheit
FCL	Full Container Load
FI	Free In to Vessel
FIO	Free In and Out to Vessel
FIO ST	Free In and Out, Stowed and Trimmed
FO	Free Out to Vessel
I.D.	Inside Diameter
K.D.	Knocked Down
Min	Minimum
MLB	Mini-Landbridge
N.O.S.	Not Otherwise Specified
NVOCC	Non Vessel Operating Common Carrier
O.D.	Outside Diameter
R/T	Revenue Ton
SOC	Shipper Owned Container
SOTC	Shipper Owned Tank Container
SU	Set Up
THC	Terminal Handling Charge
RATE	Tariff Line Item
TOFC	Trailer on Flat Car

Viz. Namely
VOCC Vessel Operating Common Carrier
AI All Inclusive.....For Import: includes ocean freight and inland freight

CARGO, N.O.S. - means articles not otherwise specified in individual commodity items of this tariff

CAUTION - means articles which may be subject to Rule No. 16

CO-LOADING - means the combining of cargo, in the import or export foreign commerce of the U.S. by two or more NVOCC's for tendering to an ocean carrier under the name of one or more of the NVOCC's.

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

EXPLOSIVE CARGO - means cargo falling within Class A, B and C explosives as defined in Rule 16.

LABEL CARGO - means cargo requiring White, Yellow, Red, Red Gas, Green Gas, Poison Gas and Tear Gas labels as shown. See Rule No. 16

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

NON-HAZARDOUS - means non-label cargo which is permitted stowage between decks or under deck (other than Magazine) under C.F.R. Title 46 - shipping, as amended from time to time, and such cargo will be rated in accordance with the rates applicable therefore as provided in the tariff item.

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

REVENUE TON - means 1,000 kilos or 1 cubic meter as freight charges are assessed.

SHIPMENT - means a quantity of goods, tendered by one consignor on one Bill of Lading at one port/point of origin at one time in one or more containers for one consignee at one port/point of destination.

STUFFING, UNSTUFFING - means the physical placing of cargo into or the physical removal of cargo from containers.

WORKING DAY - means each calendar day, excepting Saturday, Sundays and Holidays, between 8:00 A.M. and 5:00 P.M.

029 SYMBOLS & ABBREVIATIONS

A. ABBREVIATIONS

CSC	Container Service Charge
CFS	Container Freight Station
DDC	Destination Delivery Charge
EAN	Except as noted
FAK	Freight All Kinds
FCL	Full Container Load
ID	Inside Diameter

IPI	Interior Point Intermodal Service
KD	Knocked Down
LCL	Less Than Container Load
LOC	Local
LTL	Less Than Trailer Load
NOS	Not Otherwise Specified
OD	Outside Diameter
SU	Set Up
TL	Trailer Load
Viz.	Namely
Vol	Volume

B. CONTAINER SIZE

Code	Definition
----	-----
LCL	Less Than Load
20	20 Ft.
40	40 Ft., 8'6"
40HC ...	40 FT., 9'6" High Cube
40X	40 Ft., Any Height
45	45 Ft., Any Height

C. CONTAINER TEMPERATURE

Code	Definition
----	-----
AC	Artificial Atmosphere Control
CLD	Chilled
FRZ	Frozen
HTD	Heated
RE	Refrigerated
VEN	Ventilated

D. CONTAINER TYPE

Code	Definition
----	-----
AC	Atmosphere Control
CF	Collapsible Flat rack
DF	Drop Frame
FB	Flat Bed
FR	Flat rack
GC	Garment Container
HH	Half-Height
HT	Hardtop
IN	Insulated
OT	Open Top
PC	Dry
PL	Platform
RE	Reefer

TC	Tank
TL	Top Loader
TR	Trailer
VR	Vehicle Racks. DISTANCE

Code	Description
----	-----
KM	Kilometer
MI	Miles

F. LENGTH, WIDTH, HEIGHT UNITS

Code	Definition
----	-----
CM	Centimeters
FT	Feet
IN	Inches
M	Meters

G. VOLUME UNITS - Unit of measure of a volume unit

Code	Definition
----	-----
CFT	Cubic Feet
CBM	Cubic Meter

H. WEIGHT UNITS

Code	Definition
----	-----
KGS	Kilograms
KT	1000 KGS (Metric Ton)
LBS	Pounds
ST	Short Ton (2000 LBS)
LT	Long Tons (2240 LBS)

I. RATE BASIS CODE

Code	Definition
----	-----
W	Weight
M	Measure
WM	Weight/Measure
LS	Lump Sum
PC	Per Container (Dry)
AV	Ad Valorem
EA	Each (As defined)
MBF	1000 Board Feet

J. PUBLISHING/AMENDMENT TYPE CODES

Code	Definition
----	-----
(A)	Increase.
(C)	Change resulting in neither increase or decrease in rate or charges.
(E)....	Expiration (also use (A) if the deletion results in the application of a higher" cargo no's." or similar rate).
(I)	New or Initial matter.
(P)	Addition of a port or point.
(R)	Reduction
(S)	Special Case matter published pursuant to Special Permission, Special Docket or other Commission direction.
(T)	Terminal Rates, charges or provisions or canal tolls over which the carrier has no control.
(W)	Withdrawal of an erroneous publication on the same publication date.

K. SHIPMENT SERVICE CODE

Code identifier for shipment service. The Service Code is two (2) characters, one for origin and one for destination, using only the following symbols:

Code	Definition
----	-----
D	Door
R	Rail Yard
CFS	Container Station
CY	Container Yard

L. CURRENCY CODE LIST

Country	Code	Currency
-----	----	-----
United States	USC	US Cents
United States	USD	US Dollar

030 ACCESS TO TARIFF INFORMATION

The official version of this tariff is available at the location shown at the F.M.C.'s website at www.fmc.gov under Form FMC-1.

031 INTERMODAL SAFE CONTAINER TRANSPORTATION ACT OF 1992

This Rule is applicable to shipments via U.S. ports from/to U.S. points, on or after April 9, 1997, which shipments are received by Carrier for transportation on or after the effective date of this Rule.

1. Whenever a loaded container of 29,000 lbs. gross cargo weight or more is tendered to the Carrier or an inland carrier acting on behalf of the Carrier, where the shipment will move at some point by motor carrier within the U.S., the Shipper shall, either before tendering the shipment or at the time the shipment is tendered provide to the Carrier or inland carrier, either directly or through any prior inland carriers, a certification (hereinafter the "Intermodal Certification") of the contents of the container in writing or electronically. The Intermodal Certification shall be in the English Language and shall contain all of the following information:

- a. It shall be conspicuously marked "INTERMODAL CERTIFICATION";
- b. It shall show the actual gross cargo weight (including unit of measurement, packing materials, pallets, and dunnage);
- c. It shall include a reasonable description of the contents of the container or trailer;
- d. It shall identify clearly the certifying party;
- e. It shall show the container or trailer number;
- f. It shall show the date of the certification.

Notes regarding Intermodal Certification:

1. Perishable agricultural commodities shall be specifically identified in the description of the goods to be transported.
2. After December 31, 2000, the term FAK can only be used in the cargo description if no single commodity makes up more than 20 percent of the total weight of the cargo although FAK will still be used for rating purposes after December 31, 2000.
3. The signature of the person tendering the loaded container may be provided by manual or mechanical means.
4. At the option of the Carrier, the Intermodal Certification may be converted into electronic format or incorporated onto a Bill of Lading or other shipping document before being forwarded along the intermodal chain.

The person who converts the Intermodal Certification shall certify through the following statement that the conversion and/or incorporation was performed accurately: "Electronic format and/or incorporation by (insert name of person), (insert name of carrier), on (insert month/date/year)".

2. If a shipment is required by paragraph 1 above to be accompanied by an Intermodal Certification, Carrier will not accept any container that is not accompanied by such Intermodal Certification. Carrier shall not issue in its own name an Intermodal Certification with respect to any such container.

3. If for any reason a container exceeding 29,000 lbs. has been accepted without an Intermodal Certification, or if the gross weight of the cargo exceeds what is stated in the Intermodal Certification, and the discrepancy is discovered prior to tendering the container to a motor carrier, such container shall be delivered to the Shipper/Consignee/Cargo Owner at the location of the discovery and Carrier shall not transport or arrange to transport such container further. Alternatively, the 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 unstuffed, segregated, restuffed, etc. at the expense of the Shipper, Consignee, and Cargo Owner;

b. The cargo so removed will be forwarded to Consignee as a separate freight collect shipment from the point of removal to point of final destination;

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

Excess cargo shall be assessed a charge of U.S. \$150.00 in addition to all ocean and inland freight and other costs and expenses incurred by Carrier in accordance with this Rule.

4. Any costs or expenses associated with delays or other consequences of an uncertified or improperly certified container (including but not limited to demurrage, detention, storage, handling, inland transportation or unloading of containers, or fines or penalties that may be imposed as a result of uncertified or improper certification) shall be for the joint and several account of the Shipper, Consignee, and Cargo Owner.

5. Shipper, Consignee, and Cargo Owner shall be jointly, severally and absolutely liable for any fine, penalty or other sanction imposed upon Carrier, its agent or any participating motor carrier by any authority for exceeding lawful over-the-road weight limitations in connection with any transportation service provided under this Tariff and occasioned by any act of commission or omission of the Shipper/Consignee/Cargo Owner, its agents or contractors, and without regard to intent, negligence or any other cause. 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 the 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 that Carrier 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.

6. Carrier shall have a lien on the cargo for all such costs and expenses incurred by Carrier or assessed the Shipper/Consignee/Cargo Owner pursuant to this Rule. this Rule.

Rule 10-A: ALAMEDA CORRIDOR CHARGE

In order to recover amounts paid to railroads in connection with the railroads' agreements with the Alameda Corridor Transportation Authority to assist in recovering the costs of constructing and operating the Alameda Corridor, 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, shall be subject to a charge in the following amounts:

This charge will be included on the bill of lading and will be paid by the cargo interest before release of the cargo to the consignee.

Effective January 1, 2016

USD\$24 per 20' all types

USD\$48 per 40' all types

USD\$54 per 45'

RULE 10-B1: BUNKER, TRANSPACIFIC WESTBOUND

TRANSPACIFIC WESTBOUND

Except as otherwise provided in individual commodity items a Bunker Adjustment Factor (BAF) Surcharge shall apply to all cargo as shown below:

Effective: April 1, 2016

TRANSPACIFIC WESTBOUND

Includes: Asia, SE Asia, Far East, and India Sub-Continent Countries

Dry Containers:

ORIGIN	CUR	20'	40'	40'HC	45'
USWC	USD	310	390	390	390
USEC, USGC	USD	775	970	970	970

Refrigerated containers:

ORIGIN	CUR	20	40'	40'HC
USWC	USD	470	590	590
USEC, USGC	USD	1055	1320	1320

RULE 10-B2: BUNKER, TRANSPACIFIC EASTBOUND

Except as otherwise provided in individual commodity items a Bunker Adjustment Factor (BAF) Surcharge shall apply to all cargo as shown below:

TRANSPACIFIC EASTBOUND: Effective April 1, 2016

For cargo moving all-water to the United States West Coast:

- * USD 205 per 20'
- * USD 228 per 40'
- * USD 257 per 40' High Cube
- * USD 289 per 45'

For cargo moving to inland points of the United States via USWC:

- * USD 324 per 20'
- * USD 360 per 40'
- * USD 405 per 40' High Cube
- * USD 456 per 45'

For cargo moving all-water to the United States East Coast and all other intermodal cargo via USEC:

- * USD 386 per 20'
- * USD 429 per 40'
- * USD 483 per 40' High Cube
- * USD 543 per 45'

Above rates apply to standard container, open top, flat rack and reefer

TRANSPACIFIC EASTBOUND: Effective July 1, 2016

For cargo moving all-water to the United States West Coast:

- * USD 231 per 20'
- * USD 257 per 40'
- * USD 289 per 40' High Cube

* USD 325 per 45'

* USD 7/WM; Minimum 1 Revenue Ton for LCL

For cargo moving to inland points of the United States via USWC:

* USD 231 per 20'

* USD 257 per 40'

* USD 289 per 40' High Cube

* USD 325 per 45'

* USD 7/WM; Minimum 1 Revenue Ton for LCL

For cargo moving all-water to the United States East Coast and all other intermodal cargo via USEC:

* USD 408 per 20'

* USD 453 per 40'

* USD 510 per 40' High Cube

* USD 573 per 45'

*USD 12/WM; Minimum 1 Revenue Ton for LCL

Above rates apply to standard container, open top, flat rack and reefer

RULE 10-B3: BUNKER, U.S. to EMENA, LATAM, AFRICA

Except as otherwise provided in individual commodity items a BUNKER ADJUSTMENT FACTOR (BAF) surcharge shall apply to all cargo as shown below:

EFFECTIVE: June 1, 2016

ORIGIN	DESTINATION	CUR	20'	40'	40HC
USEC, US Gulf	Europe, UK, Scandinavia, Baltic Countries	USD	121	242	242
USWC	Europe, UK, Scandinavia, Baltic Countries	USD	270	540	540
USEC, US Gulf	Mediterranean and Black Sea Countries	USD	181	362	362
USWC	Mediterranean and Black Sea Countries	USD	340	680	680
USEC, US Gulf	Middle East Countries	USD	181	362	362

USWC	Middle East Countries	USD	340	680	680
USA	South Africa	USD	540	1080	1080
USA	East Africa	USD	685	1370	1370
USA	West Africa	USD	1060	2120	2120
USA	South America Countries	USD	143	286	286
USA Gulf	Mexico	USD	33	66	66
USEC	Mexico	USD	148	296	296
USWC	Mexico	USD	74	148	148
USEC, US Gulf	Central America and Caribbean Countries	USD	68	136	136
USWC	Central America and Caribbean Countries	USD	167	334	334

.....

Except as otherwise provided in individual commodity items a BUNKER ADJUSTMENT FACTOR (BAF) surcharge shall apply to all cargo as shown below:

EFFECTIVE: July 1, 2016

ORIGIN	DESTINATION	CUR	20'	40'	40HC
USEC, US Gulf	Europe, UK, Scandinavia, Baltic Countries	USD	1000	2000	2000
USWC	Europe, UK, Scandinavia, Baltic Countries	USD	1000	2000	2000
USEC, US Gulf	Mediterranean and Black Sea Countries	USD	1000	2000	2000
USWC	Mediterranean and Black Sea Countries	USD	1000	2000	2000
USEC, US Gulf	Middle East Countries	USD	1000	2000	2000
USWC	Middle East Countries	USD	1000	2000	2000
USA	South Africa	USD	1000	2000	2000
USA	East Africa	USD	1000	2000	2000
USA	West Africa	USD	1500	3000	3000
USA	South America Countries	USD	1000	2000	2000
USA Gulf	Mexico	USD	1000	2000	2000
USEC	Mexico	USD	1000	2000	2000
USWC	Mexico	USD	1000	2000	2000
USEC, US Gulf	Central America and Caribbean Countries	USD	1000	2000	2000
USWC	Central America and Caribbean Countries	USD	1000	2000	2000

RULE 10-B4: BUNKER, EMENA, LATAM, AFRICA TO U.S.

EFFECTIVE: June 1, 2016

Except as otherwise provided in individual commodity items a BUNKER ADJUSTMENT FACTOR (BAF) surcharge shall apply to all cargo as shown below:

ORIGIN	DESTINATION	CUR	20'	40'	40HC
Europe, UK, Scandinavia, Baltic Countries	USEC, US Gulf	USD	121	242	242
Europe, UK, Scandinavia, Baltic Countries	USWC	USD	270	540	540
Mediterranean and Black Sea Countries	USEC, US Gulf	USD	181	362	362
Mediterranean and Black Sea Countries	USWC	USD	340	680	680
Middle East Countries	USEC, US Gulf	USD	181	362	362
Middle East Countries	USWC	USD	340	680	680
South Africa	USA	USD	340	680	680
East Africa	USA	USD	405	810	810
West Africa	USA	USD	595	1190	1190
South America Countries	USA	USD	285	570	570
Mexico	USA Gulf	USD	41	82	82
Mexico	USEC	USD	156	312	312
Mexico	USWC	USD	83	166	166
Central America and Caribbean Countries	USEC, US Gulf	USD	69	138	138
Central America and Caribbean Countries	USWC	USD	186	372	372
Africa	USA	USD	30	per W/M	
South America (except Brazil) - LCL shipments only	USA	USD	35%		

EFFECTIVE: July 1, 2016

Except as otherwise provided in individual commodity items a BUNKER ADJUSTMENT FACTOR (BAF) surcharge shall apply to all cargo as shown below:

ORIGIN	DESTINATION	CUR	20'	40'	40HC
Europe, UK, Scandinavia, Baltic Countries	USEC, US Gulf	USD	1000	2000	2000
Europe, UK, Scandinavia, Baltic Countries	USWC	USD	1000	2000	2000
Mediterranean and Black Sea Countries	USEC, US Gulf	USD	1000	2000	2000
Mediterranean and Black Sea Countries	USWC	USD	1000	2000	2000
Middle East Countries	USEC, US Gulf	USD	1000	2000	2000
Middle East Countries	USWC	USD	1000	2000	2000
South Africa	USA	USD	1000	2000	2000
East Africa	USA	USD	1000	2000	2000
West Africa	USA	USD	1000	2000	2000
South America Countries	USA	USD	1000	2000	2000
Mexico	USA Gulf	USD	1000	2000	2000
Mexico	USEC	USD	1000	2000	2000
Mexico	USWC	USD	1000	2000	2000
Central America and Caribbean Countries	USEC, US Gulf	USD	1000	2000	2000
Central America and Caribbean Countries	USWC	USD	1000	2000	2000
Africa	USA	USD	30	per W/M	

South America (except Brazil) - LCL
shipments only

USA

USD

35%

RULE 10-B5: BUNKER, U.S. TO OCEANIA

Except as otherwise provided in individual commodity items a BUNKER ADJUSTMENT FACTOR (BAF) surcharge shall apply to all cargo as shown below:

EFFECTIVE: March 15, 2015

TO: AUSTRALIA AND NEW ZEALAND

From USWC: USD 625 per 20' container
USD 1250 per 40', 40hc & 45' container
From USEC: USD 675 per 20' container
USD 1350 per 40', 40hc & 45' container

RULE 10-B6: BUNKER, OCEANIA TO U.S.

Except as otherwise provided in individual commodity items a BUNKER ADJUSTMENT FACTOR (BAF) surcharge shall apply to all cargo as shown below:

EFFECTIVE: March 15, 2015

FROM: AUSTRALIA AND NEW ZEALAND

TO AND VIA: WEST COAST UNITED STATES

USD 410 per 20' container
USD 820 per 40', 40hc & 45' container

TO AND VIA: EAST COAST UNITED STATES

USD 500 per 20' container
USD 1000 per 40', 40hc & 45' container

RULE 10-C: CURRENCY ADJUSTMENT FACTOR

Except as otherwise provided, a Currency Adjustment Factor (CAF) shall apply as shown below:

US to East, West and South Africa	5%
US to Singapore	20%
US to Taiwan	6%
US to Middle East	4%
US to Mediterranean	5%

US to North Europe

USD 32/20' and USD 47/40'

RULE 10-D: AMS FEE

For all US Import shipments, an AMS fee of USD 25 per bill of lading will be imposed.

RULE 10-E: ENS FEE

For all US Export shipments with European destinations only, an ENS fee of USD 25 per bill of lading will be imposed.

RULE 10-F: AES FEE

For all US Export shipments, except for European destinations, an AES fee of USD 25 per bill of lading will be imposed.

RULE 10-G: HAZARDOUS SURCHARGE FEE

For all US Export shipments, a hazardous surcharge fee of USD 150 per shipment will be imposed.

For all US Import shipments, a hazardous surcharge fee of USD 75 per shipment will be imposed.

RULE 10-H: HANDLING FEE

For all US Export shipments, a handling fee of \$95 per shipment will be imposed.

For all US Import shipments, a handling fee of \$65 per shipment will be imposed.

RULE 10-I: LOW SULFUR SURCHARGE

EXPORT: Effective June 1, 2016 there will be a per container Low Sulfur Fuel Surcharge which will apply to all cargo as shown below:

ORIGIN	DESTINATION	CUR	20'	40'/40'HC
USWC	North Europe(except Baltic and Scandinavia Countries)	USD	63	126
USEC, US Gulf	North Europe(except Baltic and Scandinavia Countries)	USD	45	90
USWC	Baltic and Scandinavia Countries	USD	63	126
USEC, US Gulf	Baltic and Scandinavia Countries	USD	45	90
USEC, US Gulf	Mediterranean	USD	20	40
USWC	Mediterranean	USD	32	64
USA	East, South & West Africa	USD	18	36
USEC, US Gulf	Central America and Caribbean Countries	USD	15	30
USWC	Central America and Caribbean Countries	USD	30	60
USGC	Mexico	USD	15	30
USEC	Mexico	USD	25	50
USWC	Mexico	USD	35	70
USA	South America ports	USD	25	50
USEC, US Gulf	Middle East	USD	20	40

USWC	Middle East	USD	32	64
USEC, US Gulf	East Asia, ISC	USD	10	13
USWC	East Asia, ISC	USD	23	29
USA	All Oceania Ports	USD	24	48
USA	Pacific Islands	USD	24	48

IMPORT: Effective June 1, 2016 there will be a per container Low Sulfur Fuel Surcharge shall apply to all cargo

ORIGIN	DESTINATION	CUR	20'	40'/40'HC
North Europe(except Baltic and Scandanavia Countries)	USEC, US Gulf	USD	63	126
North Europe(except Baltic and Scandanavia Countries)	USWC	USD	45	90
Baltic and Scandanavia Countries	USEC, US Gulf	USD	63	126
Baltic and Scandanavia Countries	USWC	USD	45	90
Mediterranean	USEC, US Gulf	USD	20	40
Mediterranean	USWC	USD	32	64
South & West Africa	USA	USD	18	36
Central America and Caribbean Countries	USEC, US Gulf	USD	15	30
Central America and Caribbean Countries	USWC	USD	30	60
Mexico	USGC	USD	15	30
Mexico	USEC	USD	25	50
Mexico	USWC	USD	35	70
South America ports	USA	USD	25	50
Middle East	USEC, US Gulf	USD	20	40
Middle East	USWC	USD	35	70
All Oceania	USA	USD	24	48

Ports

ORIGIN	DESTINATION	CUR	20'	40'	40'HC	45'
East Asia, ISC	USEC, US Gulf	USD	10	13	13	13
East Asia, ISC	USWC	USD	23	29	29	29

EXPORT: Effective July 1, 2016 there will be a per container Low Sulfur Fuel Surcharge which will apply to all cargo as shown below:

ORIGIN	DESTINATION	CUR	20'	40'/40'HC
USWC	North Europe(except Baltic and Scandinavia Countries)	USD	100	200
USEC, US Gulf	North Europe(except Baltic and Scandinavia Countries)	USD	100	200
USWC	Baltic and Scandinavia Countries	USD	150	300
USEC, US Gulf	Baltic and Scandinavia Countries	USD	100	200
USEC, US Gulf	Mediterranean	USD	100	200
USWC	Mediterranean	USD	100	200
USA	East, South & West Africa	USD	100	200
USEC, US Gulf	Central America and Caribbean Countries	USD	100	200
USWC	Central America and Caribbean Countries	USD	100	200
USGC	Mexico	USD	100	200
USEC	Mexico	USD	100	200
USWC	Mexico	USD	100	200
USA	South America ports	USD	100	200
USEC, US Gulf	Middle East	USD	100	200
USWC	Middle East	USD	100	200
USEC, US Gulf	East Asia, ISC	USD	100	200
USWC	East Asia, ISC	USD	100	200
USA	All Oceania Ports	USD	100	200
USA	Pacific Islands	USD	100	200

IMPORT: Effective July 1, 2016 there will be a per container Low Sulfur Fuel Surcharge shall apply to all cargo

ORIGIN	DESTINATION	CUR	20'	40'/40'HC
North Europe(except Baltic and Scandanavia Countries)	USEC, US Gulf	USD	100	200

North						
Europe(except						
Baltic and	USWC					
Scandanavia		USD	100	200		
Countries)						
Baltic and						
Scandanavia	USEC, US Gulf					
Countries		USD	100	200		
Baltic and						
Scandanavia	USWC					
Countries		USD	150	300		
Mediterranean	USEC, US Gulf	USD	100	200		
Mediterranean	USWC	USD	100	200		
South & West						
Africa	USA	USD	100	200		
Central						
America and						
Caribbean	USEC, US Gulf					
Countries		USD	100	200		
Central						
America and						
Caribbean	USWC					
Countries		USD	100	200		
Mexico	USGC	USD	100	200		
Mexico	USEC	USD	100	200		
Mexico	USWC	USD	100	200		
South America						
ports	USA	USD	100	200		
Middle East	USEC, US Gulf	USD	100	200		
Middle East	USWC	USD	100	200		
All Oceania						
Ports	USA	USD	100	200		
ORIGIN	DESTINATION	CUR	20'	40'	40'HC	45'
East Asia, ISC	USEC, US Gulf	USD	23	25	28	32
East Asia, ISC	USWC	USD	30	33	37	42

RULE 10-J1: U.S. ORIGIN TERMINAL HANDLING CHARGE

Trade Lane	Currency	THC per 20	THC per 40
US - NORTH EUROPE	USD	420	500
US - BALTIC/SCANDANAVIAN COUNTRIES	USD	420	500
US - MEDITERRANEAN	USD	500	600
US - AFRICA	USD	390	390

US - LATIN AMERICA	USD	450	550
US - CARIBBEAN	USD	450	550
US - MIDDLE EAST	USD	500	600
US - EAST ASIA	USD	460	520
US - ISC	USD	460	520
US - OCEANIC	USD	420	650

RULE 10-J2: U.S. DESTINATION TERMINAL HANDLING CHARGE

NORTH EUROPE - US	USD	420	500
BALTIC/SCANDANVIAN			
COUNTRIES - US	USD	420	500
MEDITERRANEAN - US	USD	500	600
AFRICA - US	USD	390	390
LATIN AMERICA - US	USD	500	600
CARIBBEAN - US	USD	500	600
MIDDLE EAST - US	USD	500	600
OCEANIC - US	USD	500	600

RULE 10-K: PIER PASS

Pier Pass charges shall be imposed for all ocean cargo originating or terminating at the ports of Los Angeles and Long Beach in the amounts of USD 75 per TEU.

RULE 10-L: WAR RISK SURCHARGE

The following war risk surcharges will apply for shipments per container on the below trade lanes:

Trade Lane	Currency	per 20	per 40
US - MEDITERRANEAN	USD	75	100
US - AFRICA	USD	175	300
US - MIDDLE EAST	USD	100	200
MEDITERRANEAN - US	USD	50	100
AFRICA - US	USD	150	300
MIDDLE EAST - US	USD	100	200

RULE 10-M: PORT CONGESTION SURCHARGE

It is recognized that a strike, lockout, work stoppage, work slowdown or other labor-related disruption to operations at any U.S./Canada port (collectively, "labor unrest") will cause congestion at U.S./Canada ports. Accordingly, notwithstanding any other provision of this tariff, in the event of labor unrest, cargo received by the Carrier or its agent on and after the effective date of this rule; also have been gated in or are scheduled to depart from any U.S./Canada port (West Coast, East Coast, or Gulf Coast) shall be subject to the following congestion charge:

EFFECTIVE JANUARY 10, 2015

USD 800 per 20' standard container

USD 1000 per 40' standard container

USD 1125 per 40' high cube container

USD 1266 per 45' container

USD 25 W/M

In the event no labor unrest occurs, this charge shall not be applicable. All charges related to reefer and special equipment are filed the same as the dry cargo levels listed above.

RULE 10-N: INTERNATIONAL SHIP AND PORT FACILITY SECURITY (ISPS) SURCHARGE

For all U.S. import and export shipments an International Ship and Port Facility Security (ISPS) surcharge of USD 13 per container will be imposed.

RULE 10-O: SAFETY OF SEA AT LIFE (SOLAS) FEE

Except as may otherwise be provided, as a result of the Safety of Life at Sea (SOLAS) regulations implemented by the International Maritime Organization (IMO), the following fee will apply when a SOLAS weight certificate is arranged / submitted by carrier.

FCL - \$75.00 per container (any size/type)

LCL - \$15.00 per HBL

All fees and charges for weighing, re-weighing, wait times when arranged by carrier will be billed at cost to the Shipper. For LCL shipments, these costs will be pro-rated based on the shipment's Gross Weight. Shippers of full containers can opt to arrange their own weighing of container, but must provide a verified weight certificate, signed VGM or other proof of the verified weight to Carrier. Carrier shall be entitled to tender, counter-sign or endorse such certificates, weight tickets or other weight data provided by Shipper as Carrier's own VGM to subcontractors, including the vessel operator.

RULE 104-15G: GENERAL RATE INCREASE, US TO AUSTRALIA AND NEW ZEALAND

Effective April 4, 2016, a General Rate Increase will be imposed on all shipments from the US Australia and New Zealand in the amounts of:

- Via East Coast Ports
- USD 50/20'
 - USD 100/40' and 40'HC
- Via West Coast Ports
- USD 88/20'
 - USD 175/40' and 40'HC

RULE 104-16C: GENERAL RATE INCREASE, ASIA AND INDIAN SUBCONTINENT TO U.S.

Effective May 1, 2016, a General Rate Increase will be imposed on all shipments from Asia and the Indian Subcontinent to the United States in the amount of:

Dry & Reefer

From: All Far East Countries (Including India Sub-Continent Area) Ports of Loading

To: ALL USA Ports of Discharge and inland points via said ports

- USD 960 per 20'
- USD 1200 per 40'
- USD 1350 per 40' High Cube
- USD 1519 per 45'
- USD 30 per W/M

GRI is applicable for both dry and refrigerated cargo.

RULE 104-16D: GENERAL RATE INCREASE, ASIA AND INDIAN SUBCONTINENT TO U.S.

Effective June 1, 2016, a General Rate Increase will be imposed on all shipments from Asia and the Indian Subcontinent to the United States in the amount of:

Dry & Reefer

From: All Far East Countries (Including India Sub-Continent Area) Ports of Loading

To: ALL USA Ports of Discharge and inland points via said ports

- USD 540 per 20'
- USD 600 per 40'
- USD 675 per 40' High Cube
- USD 760 per 45'

GRI is applicable for both dry and refrigerated cargo.

RULE 104-16E: GENERAL RATE INCREASE, NORTH EUROPE AND MEDITERRANEAN TO THE UNITED STATES.

Effective July 2, 2016, a General Rate Increase will be imposed on all shipments from North Europe and the Mediterranean to the United States in the amount of:

Dry & Reefer

From: All Far East Countries (Including India Sub-Continent Area) Ports of Loading

To: ALL USA Ports of Discharge and inland points via said ports

- USD 200 per 20'
- USD 300 per 40'
- USD 300 per 40' High Cube
- USD 300 per 45'
- USD 7.50 per w/m

GRI is applicable for both dry and refrigerated cargo.

PEAK SEASON SURCHARGE: RULE NUMBER 36-16A

Effective date: June 15, 2016

Except as otherwise indicated herein, from all US ports and inland points to the following destination ports:

From/Via: Asia & Indian Subcontinent

To/Via: U.S. (All Ports & Points)

All cargo will be subject to a PEAK SEASON SURCHARGE (PSS) for all DRY and REFRIGERATED CARGO in the amounts of:

USD 540 per 20' container

USD 600 per 40' container

USD 600 per 40'HC container

USD 760 per 45' container

USD 15 per w/m