

Fiege Forwarding Schweiz Tariff Rules (026990-001)

Rule 1 SCOPE

effective date = 04Dec2017

Rates, Rules and Regulations in this Tariff apply on shipments BETWEEN Ports or Points in the United States AND Ports and Points in Foreign Countries. All shipments handled under this Tariff shall be transported from Origin Port or Point to Destination Port or Point under Carrier's Bill of Lading (See Rule 8) and shall be governed by the terms thereof.

Except as otherwise specifically provided in this Tariff, rates and conditions apply to service provided by the Carrier.

A. BETWEEN: UNITED STATES PORTS AND POINTS

1. U.S. PORTS:

PACIFIC COAST PORTS:

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

ATLANTIC COAST PORTS:

Baltimore, MD	Norfolk, VA
Boston, MA	Philadelphia, PA
Charleston, SC	Port Everglades, FL
Elizabeth, NJ	Portland, ME
Jacksonville, FL	Portsmouth, VA
Miami, FL	Savannah, GA
Newark, NJ	Wilmington, DE
Newport News, VA	Wilmington, NC
New York, NY	

GULF COAST PORTS:

Brownsville, TX	Lake Charles, LA
Corpus Christi, TX	Mobile, AL
Galveston, TX	New Orleans, LA
Gulfport, MS	Tampa, FL
Houston, TX	

2. INTERCHANGE PORTS

Ports in the United States as defined in Rule 1.A.1.

3. U.S. INTERIOR POINTS (IPI) SERVICE

Rates apply from or to U.S. Interior Points in the following states, as named in specific tariff line items only, via interchange ports named in Rule 1.A.2.

Alabama (AL)	Nebraska (NE)
Arizona (AZ)	Nevada (NV)
Arkansas (AR)	New Hampshire (NH)
California (CA)	New Jersey (NJ)
Colorado (CO)	New Mexico (NM)
Connecticut (CT)	New York (NY)
Delaware (DE)	North Carolina (NC)
Florida (FL)	North Dakota (ND)
Georgia (GA)	Ohio (OH)
Idaho (ID)	Oklahoma (OK)
Illinois (IL)	Oregon (OR)
Indiana (IN)	Pennsylvania (PA)
Iowa (IA)	Rhode Island (RI)
Kansas (KS)	South Carolina (SC)
Kentucky (KY)	South Dakota (SD)
Louisiana (LA)	Tennessee (TN)
Maine (ME)	Texas (TX)
Maryland (MD)	Utah (UT)
Massachusetts (MA)	Vermont (VT)
Michigan (MI)	Virginia (VA)
Minnesota (MN)	Washington (WA)
Mississippi (MS)	West Virginia (WV)
Missouri (MO)	Wisconsin (WI)
Montana (MT)	Wyoming (WY)

B. AND: FOREIGN PORTS AND POINTS

1. NORTHEAST ASIA PORTS -

CHINA:	Dalian, Huangpu, Guangzhou, Qingdao, Shanghai, Tianjin, Xingang
JAPAN:	Kobe, Nagoya, Naha, Osaka, Tokyo, Yokohama
KOREA REPUBLIC OF:	Busan, Inchon
MACAU:	Macau
HONG KONG:	Hong Kong
TAIWAN:	Keelung, Kaohsiung, Taichung

2. SOUTHEAST ASIA PORTS -

BRUNEI:	Muara
PHILIPPINES:	Cebu, Manila
SINGAPORE:	Singapore
MALAYSIA:	Penang, Kelang
INDONESIA:	Belawan, Djakarta, Semarang, Surabaya
THAILAND:	Bangkok

3. SOUTH PACIFIC PORTS -

AUSTRALIA:	Adelaide, Brisbane, Fremantle, Hobart, Melbourne, Perth, Sydney
NEW ZEALAND:	Auckland, Christchurch, Dunedin,

SOLOMON ISLANDS: Lyttelton, Port Chalmers, Wellington
Honiara
PAPUA NEW GUINEA: Lae, Port Moresby
NEW CALEDONIA: Noumea
TONGA: Nukualofa
VANUATU: Port Vila
FIJI: Suva
FRENCH POLYNESIA: Papeete

4. NORTH EUROPEAN CONTINENT PORTS -

BELGIUM: Antwerpen
FRANCE: Le Havre
GERMANY: Bremen, Bremerhaven, Hamburg
NETHERLANDS: Amsterdam, Rotterdam

5. UNITED KINGDOM PORTS -

UNITED KINGDOM: Felixstowe, Liverpool, London,
Southampton, Tilbury,
Glasgow, Greenock, Grangemouth
IRELAND: Belfast, Dublin, Cork, Galway,
Waterford

6. SCANDINAVIAN PORTS -

DENMARK: Aarhus, Copenhagen
FINLAND: Helsinki, Kotka, Turku
NORWAY: Bergen, Oslo, Stavanger
POLAND: Gdynia
SWEDEN: Gothenburg, Helsingborg, Malmo,
Norrkoping, Stockholm, Wallhamn
UNION OF SOVIET
SOCIALIST REPU: Riga, Tallinn

7. SOUTH EUROPEAN AND MEDITERRANEAN PORTS -

BULGARIA: Varna
CYPRUS: Larnaca, Limassol
FRANCE: Marseille
GREECE: Piraeus, Salonika
ISRAEL: Ashdod, Haifa
ITALY: Savona, Genoa, Leghorn,
Naples, Palermo, Venice,
Trieste, La Spezia
JORDAN: Aqaba
LEBANON: Beirut, Tripoli
MALTA: Valletta
PORTUGAL: Lisbon, Leixoes, Oporto
ROMANIA: Constanta
SPAIN: Algeciras, Alicante, Barcelona,
Bilbao, Cadiz, Malaga,
Sevilla, Valencia
SYRIA: Latakia
TURKEY: Iskenderun, Istanbul, Izmir, Mersin
YUGOSLAVIA: Koper, Split

8. SOUTH AMERICA PORTS:

ARGENTINA:	Buenos Aires, La Plata
BRAZIL:	Belem, Fortaleza, Imbituba, Itajai, Itaqui, Paranagua, Recife, Rio de Janeiro, Rio Grande, Salvador, Santos, Sao Paulo, Sao Francisco Do Sul, Vitoria
CHILE:	Antofagasta, Arica, Coquimbo, Iquique, Punta Arenas, Talcahuano, Tocopilla, San Antonio, Valparaiso
COLOMBIA:	Barranquilla, Buenaventura, Cartagena, Santa Marta
ECUADOR:	Guayaquil
FRENCH GUIANA:	Cayenne
GUYANA:	Georgetown
PARAGUAY:	Asuncion
PERU:	Callao, Matarani
SURINAME:	Paramaribo
URUGUAY:	Montevideo
VENEZUELA:	La Guaira, Maracaibo, Puerto Cabello

9. MIDDLE EAST PORTS:

BAHRAIN:	Bahrain
BANGLADESH:	Chittagong
BURMA:	Rangoon
INDIA:	Bombay, Calcutta, Cochin, Madras, Vishakhapatnam
IRAN:	Bandar Abbas, Tehran
KUWAIT:	Kuwait
OMAN:	Mina Qabus, Muscat
PAKISTAN:	Karachi
QATAR:	Doha
SAUDI ARABIA:	Dammam, Jeddah
SRI LANKA:	Colombo
UNITED ARAB EMIRATES:	Abu Dhabi, Dubai, Sharjah
YEMEN:	Aden, Hodeidah

10. AFRICAN PORTS -

ALGERIA:	Alger
ANGOLA:	Lobito, Luanda
BENIN:	Cotonou
CAMEROON:	Douala
COMOROS:	Moroni
CONGO:	Pointe Noire
DJIBOUTI:	Djibouti
EGYPT:	Alexandria
ETHIOPIA:	Assab, Mitsiwa
GABON:	Libreville
GAMBIA THE:	Banjul
GHANA:	Accra
GUINEA:	Conakry
GUINEA BISSAU:	Bissau
IVORY COAST:	Abidjan
KENYA:	Mombasa

LIBERIA:	Monrovia
LIBYA:	Benghazi
MADAGASCAR:	Tamatave
MAURITANIA:	Nouakchott
MAURITIUS:	Port Louis
MOROCCO:	Agadir, Casablanca, Tangier
MOZAMBIQUE:	Beira, Maputo, Nacala
NAMIBIA:	Walvis Bay
NIGERIA:	Lagos, Port Harcourt
REUNION:	Pointe Des Galets
SENEGAL:	Dakar
SEYCHELLES:	Mahe
SIERRA LEONE:	Freetown
SOMALIA:	Mogadishu, Berbera
SOUTH AFRICA:	Cape Town, Durban, East London, Port Elizabeth
SUDAN:	Port Sudan
TANZANIA UNITED REPUBLIC OF:	Dar es Salaam, Tanga
TOGO:	Lome
TUNISIA:	Sfax, Sousse, Tunis
ZAIRE:	Matadi

11. CENTRAL AMERICA -

BELIZE:	Belize City
COSTA RICA:	Caldera, Puerto Limon
EL SALVADOR:	Acajutla, San Salvador
GUATEMALA:	Puerto Barrios, Puerto Quetzal, San Jose, Santo Tomas
HONDURAS:	Amapala, Puerto Cortes, San Pedro Sula, San Lorenzo
MEXICO:	Chetumal, Cozumel, Manzanillo, Progreso, Tampico, Veracruz
NICARAGUA:	Corinto, Managua
PANAMA:	Balboa, Colon, Cristobal, Panama City

12. CARIBBEAN/ATLANTIC ISLANDS

ANTIGUA AND BARBUDA:	Antigua
BARBADOS:	Bridgetown
BERMUDA:	St Georges
DOMINICA:	Roseau
DOMINICAN REPUBLIC:	Santo Domingo, Rio Haina
GRENADA:	Saint George s
GUADELOUPE:	Basse Terre
HAITI:	Port Au Prince
JAMAICA:	Kingston, Montego Bay
MARTINIQUE:	Fort de France
MONTSERRAT:	Plymouth
NETHERLANDS ANTILLES:	Aruba, Curacao, Kralendijk, Oranjestad, St Maarten, Willemstad
ST KITTS AND NEVIS:	Charlestown
ST VINCENT AND THE GRENADINES:	St Vincent
TRINIDAD AND TOBAGO:	Port of Spain

13. INTERCHANGE PORTS

Foreign Ports as defined in Rules 1.B.1 thru 1.B.12.

14. FOREIGN INTERIOR POINTS (IPI) SERVICE

Rates apply from or to Foreign Interior Points in all countries, as named in specific tariff line items only, via interchange ports named in Rule 1.B.13.

C. APPLICATION OF INTERMODAL RATES

1. Rates in this tariff apply from or to U.S. and Foreign Interior Points as specified in individual rate items via Interchange Ports as specified in Rules 1.A.2 and/or Rule 1.B.13.

2. Rates are through water-rail, water-rail-motor, water-motor, rail-water, motor-rail-water or motor-water rates.

3. Rates include all charges for switching, drayage and other transfer service (including handling and wharfage) at interchange ports or intermediate points on shipments handled through and not stopped for special service at such interchange ports or intermediate points.

4. Intermodal Rates apply on shipments in containers, except as provided in the individual rate items.

5. Except as otherwise specifically provided, all rules, regulations and charges applicable to U.S. Ports are also applicable to Interior Points via Intermodal (IPI) Service.

Rule 2 APPLICATION OF RATES AND CHARGES

effective date = 04Dec2017

See Subrules.

Rule 2-A SERVICE

effective date = 04Dec2017

1. Rates in this tariff offer the following services:

Code: Y
Abbreviation: CY
Definition: CY cargo is that cargo loaded into or unloaded from transport equipment by a shipper or consignee outside of Carrier's terminal facility.

Code: S
Abbreviation: CFS
Definition: CFS cargo is that cargo tendered to or received from Carrier at his terminal and loaded into or unloaded from transport equipment (containerized) or the vessel (non-containerized) by Carrier.

Code: D
Abbreviation: Door
Definition: Door cargo is that cargo loaded or unloaded on shipper's or consignee's premise at shipper's or consignee's expense. Rate includes inland transportation from shipper's premises to carrier's facility or carrier's facility to consignee's premises.

2. Except as otherwise provided for Less than Container Load Service, Rates apply on cargo delivered to Carrier's Terminal for delivery to Ports and/or Points designated in Rule No. 1.

3. Rates do not include tolls, switching of rail cars, lighterage, transfer, storage, rail car demurrage, motor carrier detention, refrigerated and heated service, except as otherwise provided.

4. Transportation performed under provisions of this tariff for which rates are provided must be in accordance with Carrier's Bill of Lading. (See Rule 8).

Rule 2-B COMMODITY DESCRIPTIONS

effective date = 04Dec2017

1. Description of commodities on all Bills of Lading determine the rates applicable. Verification of Bills of Lading descriptions shall be by comparison with Customs Declaration or Entry. Commodity descriptions may be corrected in event of misdeclaration only when supported by Customs Declaration or Entry. Trade names are not acceptable commodity descriptions and Shippers are required to declare their commodities by their generally accepted common names.

2. Rates apply only to specific commodities named and cannot be applied to analogous articles. Unless a specific tariff rate item is provided, the generic N.O.S. or Cargo, N.O.S. or Hazardous Cargo, N.O.S. rate must apply.

Rule 2-C VALUE BASIS

effective date = 04Dec2017

Rates provided on a specific value scale must be determined on value basis and net weight or measurement,

if applicable, as declared on validated United States
Export Declaration covering the shipment.

Rule 2-D ARTICLES SUBJECT TO DIFFERENT RATES

effective date = 01May2020

not applicable anymore

Rule 2-E GOVERNMENT INSPECTIONS AND CHARGES

effective date = 04Dec2017

Rates do not include charges established by Customs and/or
Port Authority Tariffs, except when cargo transshipped at
a Foreign Port, cost of transshipment shall be absorbed by
Carrier.

When cargo must undergo inspection by United States
Customs, Agricultural Dept., Food and Drug Administration
or other Government Agency, such inspections shall be at
the risk and expense of the cargo. All expenses paid or
billed through Carrier for these inspections shall be
charged to the cargo, including all transportation of
containers, stripping and reloading the cargo of the
containers, if required.

Rule 2-F BULK OR LIQUID SHIPMENTS

effective date = 04Dec2017

Rates do not apply on bulk or liquid shipments unless
specifically provided in tariff rate item.

Rule 2-G PARTS

effective date = 04Dec2017

Wherever rates are provided for articles, the same basis
also applies on parts of such articles where so described
on the Bill of Lading, except where specific rates are
provided on such parts.

Rule 2-H RESERVED

effective date = 04Dec2017

Reserved

Rule 2-I INSURANCE

effective date = 04Dec2017

Rates do not include Marine Insurance or any other class
or type of insurance. Carrier may provide Marine
Insurance if requested by Shipper in writing prior to
the time of shipment at a charge in addition to all other

applicable charges.

Rule 2-J THROUGH DATES (SPECIAL RATES)

effective date = 04Dec2017

Rates with Through Dates published in this tariff supersede the general tariff rate application on that tariff rate item.

Rule 2-K METHOD OF COMPUTING FREIGHT

effective date = 04Dec2017

All rates are in U.S. Dollars and unless otherwise specified in individual rate items apply per ton of 1,000 Kgs. (W) or 1 Cubic Meter (M). Rates prefixed by symbols WM are optional weight or measurement rates per ton of 1,000 Kgs., or 1 Cubic Meter and the rate basis yielding the greater revenue will be charged. Except as otherwise provided, the application of gross weight and/or measurement shall be determined as follows:

1. Rates based on a weight (W) basis shall be computed on the gross weight of the shipment. No allowance shall be made for the weight of the package or packaging.
2. Rates based on a cubic measurement (M) basis shall be computed on the total cubic measurement of the shipment or the gross or overall cubic measurement of the individual pieces or packages.
3. Rates based on the cubic measurement of oddsize and outsize shipments such as aircraft parts, structural steel objects or construction machinery, shall be measured and computed on the dimensions as they would stow or be loaded into Carrier's container(s).
4. Cubic measurement for individual pieces or packages shall be computed in accordance with the following rules:
 - a. All fractions under one-half centimeter are dropped.
 - b. All fractions over one-half centimeter are extended to the next full centimeter.
 - c. Where there is a fraction of exactly one-half centimeter in one dimension, it shall be extended to the next full centimeter.
 - d. Where there are fractions of exactly one-half centimeter in two dimensions, the one in the smaller dimension shall be extended to the next full centimeter and the other dropped.
 - e. Where there are fractions of exactly one-half centimeter in three dimensions, those in the largest and

smallest dimensions shall be extended to the next full centimeter and the other dropped.

Rule 2-L BREAKBULK (LOOSE) CARGO

effective date = 04Dec2017

Rates apply to or from ship's tackle at loading and unloading point and include only the on shore or on-lighter cost of hooking slingload to ship's gear, but do not include handling charges, state tolls, wharfage or any other terminal charges, unless specifically provided.

Rule 2-M PACKING AND MARKING

effective date = 04Dec2017

All shipments tendered to Carrier must be packed in a manner to insure safe transportation with ordinary care. Such packing shall at least meet the standard set for domestic shipping within the United States. All pieces of a shipment must bear marks and numbers, place of destination and country of origin. These packing and marking requirements are the responsibility of the Shipper.

Rule 2-N REFRIGERATED CARGO IN CONTAINERS

effective date = 04Dec2017

Rates named herein for controlled temperature cargo apply on shipments transported in insulated containers equipped with temperature control apparatus which requires operations of such apparatus for protection from heat and cold. Shipper must specify that controlled temperature container is required when booking shipment and must specify the temperature to be maintained on shipping documents.

Rule 2-O SAMPLES

effective date = 04Dec2017

Bona fide samples not exceeding 0.04 CBM may be carried without charge when shipped with the goods it represents, whether in the same package or container with the goods or in overflow containers. Tariff rates and charges will apply on any amount in excess of 0.04 CBM.

Rule 2-P ADVERTISING MATTER

effective date = 04Dec2017

Advertising matter may be shipped with the goods it advertises, at the rate applying on such goods, whether in the same package with the goods or in separate packages when accompanying the goods, provided the amount of

advertising matter does not exceed 5% of the gross weight or measurement of the goods and packing.

Rule 2-Q RESTRICTED COMMODITIES

effective date = 04Dec2017

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

1. Explosives, inflammable, dangerous, or objectionable goods. (See Rule 16)
2. Cargo, loose on platforms or pallets, except when prior arrangements have been concluded with Carrier.
3. Cargo which because of its inherent vice is likely to impregnate or otherwise damage Carrier, containers, or other cargo.
4. Cargo which requires protection from heat or cold except cargo moving under refrigeration rates or in ventilated or insulated containers.
5. 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 therefrom; 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.
6. Live animals.

Rule 2-R PRIOR BOOKING

effective date = 04Dec2017

All property transported under the provisions of this tariff must be booked with Carrier prior to shipment. Cargo booking for shipper loaded containers must be made sufficiently in advance of scheduled sailing date so empty containers may be furnished, loaded at Shipper's premises and returned to Carrier's Terminal prior to departure of vessel on which cargo is booked. Shipper must specify the number and type of containers desired to accommodate shipment at time of shipment.

Nothing in this tariff shall be construed as requiring Carrier to transport property or furnish service for which it does not possess suitable or sufficient equipment, nor to accept shipments when equipment is unavailable.

Rule 2-S RESERVED

effective date = 04Dec2017

Reserved

Rule 2-T PALLETIZED CARGO

effective date = 04Dec2017

Freight Computation

1. When cargo is delivered to Carrier in unitized loads on shipper-owned pallets, the actual weight or measurement of the pallet shall be excluded, only to the extent that such weight or measurement does not exceed 10% of the total weight or measurement of the entire unit. The weight or measurement of protective, reinforcing and other external materials shall not be excluded except as may be specifically provided for in a tariff item.

2. On unitized cargo on Carrier's pallets supplied to shippers, freight shall be assessed on the individual package measurement/weight and no allowance shall apply.

Bill of Lading will be issued to acknowledge receipt of given number of palletized loads said to contain a given number of pieces and/or packages, and shall be claused: "Shipper's load and count. Cargo covered by this bill of lading has been palletized by the shipper and shipper has arranged for the consignee and/or receiver to take delivery of this shipment on the same pallets received from the shipper by Carrier."

Rule 2-U EXCLUSIVE USE

effective date = 04Dec2017

1. When a container is loaded for the exclusive use by the shipper or his authorized representative and delivered to the CY, freight charges shall be calculated at the applicable rate of the contents subject to the minima as set forth below. When a shipper loads or partly loads only one container, the minimum rule as set forth below will apply.

a) This rule applies only when exclusive use is requested by the shipper in writing and notation is made on the Bill of Lading that "Shipper has requested Exclusive Use."

b) In the case of container loaded with a single commodity rated on a measurement basis, the minimum shall be calculated at 85% of the total inside cubic capacity of the container except where the weight capacity of the container has been fully utilized or when the maximum over-the-road legal weight limitation in transit to destination would be exceeded, in which case freight will be assessed on a measurement basis based on the maximum

full weight capacity or the over-the-road legal weight limitation of the container, whichever is the lesser.

c) In the case of container loaded with a single commodity rated on a weight basis, the minimum shall be calculated at 95% of the total weight capacity of the container except where the cubic capacity of the container has been fully utilized or when the maximum over-the-road legal weight limitation in transit to destination would be exceeded, such maximum should apply.

d) When the contents of a container consist of more than one commodity, freight charges shall be calculated at the rate applicable on each commodity therein and provided that the total aggregate equals on a measurement basis at least: 85% of the inside cubic capacity of the container or on a weight basis at least 95% of the weight capacity of the container regardless of whether the commodities are rated on a weight or measurement basis; however, if the total measurement and weight is less than the above-stated minimum, freight shall be assessed on the lower deficiency at the rate applicable to the highest-rated commodity.

2. OVER-FLOW LOADS

a) If Carrier supplies the shipper with more than one container under provisions of this Exclusive Use Rule each single container so supplied shall be subject to the minimum specified except that if the shipper does not fully load the last remaining container, then the freight applying to the over-flow cargo shall be calculated on the actual quantity loaded in the said last remaining container, but subject to the minimum charge per container, if any, published in this tariff.

b) Carrier reserves the right to utilize the unused space in the last remaining container at its CFS.

c) If shippers do not take advantage of this Over-flow provision but insist on no other shipments being stowed in the last remaining container, they shall have such an option, but their cargo will then be subject to the Exclusive Use per container minimums.

Rule 2-V SHIPPER'S LOAD AND COUNT

effective date = 04Dec2017

When containers are loaded by Shipper or his Agent and sealed or delivered to Carrier pursuant to the provisions of Rule 21, Carrier accepts said shipments subject to "Shipper's Load and Count" and so clausued on the Bill of Lading in accordance with the following conditions:

1. Carrier will not be responsible for damage resulting from improper loading or article mixing in Carrier's containers, nor any count discrepancy or concealed damage

to articles, except where shown due to Carrier's negligence or when seals broken in transit.

2. Carrier not responsible for spoilage or goods deterioration when tendered on a "Shipper's Load and Count Bill of Lading" in a non-insulated container not equipped with refrigeration and/or ventilating apparatus.

3. Consignee or his Agent must furnish Carrier with clean receipt prior to release of container or contents for delivery, except where seals are broken.

4. Containers with cargo destined to more than one ultimate receiver must be consigned to one party only to whom Carrier will release the container and its contents at Port of Discharge.

5. When Carrier receives a sealed shipment in a Carrier furnished container occupying the full visible capacity of the container, individual cartons, packages or other separate articles need not be marked.

6. All cargo loaded in any one container must be for the same Port of Discharge.

7. Materials and labor required to secure and properly stow cargo must be supplied by Shipper at own expense. Carrier shall not be liable for such materials nor their return after use.

8. If Carrier exercises its option to open and inspect the contents of the container and the securing thereof and determines in its sole judgement the securing inadequate, Carrier possesses option of declining carriage or resecuring the cargo at expense of Shipper.

9. Carrier shall not be responsible for any expense incurred for customs examination and in no event must the vessel be delayed by such examination.

10. Containers shall be classed as a single unit for which only one Bill of Lading may be issued. Vessel's liability limited accordingly as per terms and conditions of Carrier's Bill of Lading, except as otherwise provided.

11. Shipper possesses option to place locks on any container, but Shipper must assume full responsibility for sending proper key to Consignee.

Rule 2-W DOCUMENTATION INSTRUCTIONS

effective date = 04Dec2017

1. Shipper or his Agent must furnish all documents required for export from country of origin and for import into country of destination and any other documents necessary for other countries through which shipments may

move. Carrier shall furnish upon request the information concerning such documents, but shall not be required to volunteer such information.

2. The Bill of Lading must show the names and addresses of Shipper and Consignee. Shipments consigned "To Order" must show the name and address of the party to be notified. Shippers requiring properly endorsed Original Bill of Lading to be surrendered before delivery, must secure an Order Bill of Lading. If an Order Bill of Lading is lost, delayed, or otherwise not immediately available, Carrier may deliver shipment to party claiming in writing as lawfully entitled to possession of the property upon security of currency or Bank Cashier's Check in an amount equal to 125 percent (125%) of the invoice value of the property or at Carrier's option, a Bond of Indemnity with corporate security duly authorized to write surety bonds in amount equal to 200 percent of invoice value.

3. Shipper's Export Declarations

A duly executed copy of the shipper's export declaration, as required by U.S. Customs for each individual shipment accepted for transportation, must be delivered by the shipper to Carrier not later than 48 hours prior to the sailing of the vessel on which shipment or shipments are to be transported. Carrier will not issue Bills of Lading on any shipment until it has received copy or copies of necessary shipper's export declaration or declarations.

4. On-board Bills of Lading

On-Board Bills of Lading shall not be issued until the cargo stands actually laden on board the vessel.

Rule 2-X DIVERSIONS

effective date = 04Dec2017

Cargo may be diverted from Original Bill of Lading Destination if stowage permits, subject to an additional charge of \$150.00 per container, in addition to any costs involved when shifting cargo required in order to accomplish a diversion. The freight charge on cargo diverted from Original Bill of Lading Destination shall be the applicable rate to actual Port of Discharge, plus diversion charge, but in no case shall the resultant total freight charges be less than the freight charges to the Original Port of Discharge.

Rule 2-Y OPTIONAL DISCHARGE

effective date = 04Dec2017

When arrangements are made with Carrier at time of

booking, cargo will be accepted for optional discharge at two or more Destination Ports. All cargo stowed for optional discharge shall be assessed an additional charge of \$125.00 per 20 foot container and \$150.00 per 40 foot container. The actual Port of Discharge must be declared no later than 48 hours prior to vessel's expected arrival at first Port of Discharge. Freight charges shall be computed to the Destination Port that produces the highest total charge.

Rule 3 EFFECTIVE DATE OF RATE APPLICABILITY

effective date = 04Dec2017

The rates, charges and rules applicable to any given shipment shall be those in effect on the date the cargo is received by the common carrier or its agent, including originating carriers in the case of rates for through transportation.

A shipment shall not be considered received until the full bill of lading quantity has been received.

Rule 4 HEAVY LIFT

effective date = 04Dec2017

Not Applicable.

Rule 5 EXTRA LENGTH

effective date = 04Dec2017

Not Applicable.
Bills of Lading must show length of each piece or package.

Rule 6 MINIMUM BILL OF LADING CHARGES

effective date = 04Dec2017

Unless otherwise specifically provided, the minimum Bill of Lading charge shall be One (1) Revenue Ton for any single shipment.

Rule 7 PAYMENT OF FREIGHT CHARGES

effective date = 04Dec2017

A. Freight charges may be prepaid or collect in accordance with the following provisions:

(1) Prepaid Freight and Prepayment of Freight
When freight or charges are prepaid, Bills 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) Telegraph Transfer Selling Rate of Exchange (TTS) for U.S. Dollars on the day of receipt of

the full Bill of Lading quantity.

(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 Carrier before release of the cargo, unless prior arrangements to the contrary have been made with Carrier.

(4) Unless prior arrangements to the contrary have been made with Carrier, 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 refuse 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. Freight charges may be prepaid or collect in accordance with the provisions of this Rule. Ocean Freight and other Tariff charges are due and completely earned upon receipt of cargo by Carrier.

Rule 8 BILL OF LADING TERMS AND CONDITIONS

effective date = 01May2020

CONDITIONS (1994) governing the NEGOTIABLE MULTIMODAL TRANSPORT BILL OF LADING (MT B/L) of the SWISS FREIGHT FORWARDING AND LOGISTICS ASSOCIATION

Definitions

"Merchant" means and includes the Shipper, the Consignor, the Consignee, the Holder of this MT B/L, and the Receiver and the Owner of the Goods.

"MTO" Multimodal Transport Operator means the issuer of this MT B/L as named on the reverse side who assumes liability for the performance of the multimodal transport contract as the carrier.

"SDR" Special Drawing Right means the unit of account as defined by the International Monetary Fund.

1. Applicability & Negotiability

1.1 Notwithstanding the heading "Negotiable Multimodal Transport Bill of Lading" the provisions set out and referred to in this document shall also apply if the

transport as described on the face of the MT B/L is performed by one mode of transport only.

1.2 By accepting this MIT B/L, the Merchant and his transferees agree with the MTO that unless it is marked "non-negotiable", it shall constitute title to the goods and upon due execution of this Bill of Lading the holder shall be entitled to receive or to transfer the goods herein mentioned.

2. Issuance of the "Negotiable Multimodal Transport Bill of Lading"

2.1 By the issuance of this MT B/L the MTO

a) undertakes to perform and/or in his own name to procure the performance of the entire transport, from the place at which the goods are taken in charge to the place designated for delivery in this MIT B/L:

b) assumes liability as set out in these conditions.

2.2 For the purposes and subject to the provisions of this MT B/L the MTO shall be responsible for the acts and omissions of any person of whose services he makes use for the performance of the contract evidenced by this MT B/L.

3. Description of Goods and Merchant's Packing

3.1 The Merchant shall be deemed to have guaranteed to the MTO the accuracy, at the time the goods were taken in charge by the MTO, of the description of the goods, marks, numbers, quantity and weight as furnished by him, and the Merchant shall indemnify the MTO against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The right of the MTO to such indemnity shall in no way limit his responsibility and liability under this MT B/L to any person other than the Merchant.

3.2 The Merchant shall be liable for any loss, damage or injury due to faulty or insufficient packing of goods or by faulty loading or packing within containers and trailers and on flats when such loading or packing has been performed by the Merchant or on behalf of the Merchant or due to defectiveness or unsuitability of the containers, trailers or flats, when supplied by the Merchant, and shall indemnify the MTO against any additional expenses so caused.

4. Dangerous Goods

4.1 The Merchant shall comply with rules which are mandatory according to the national law or by reason of international Convention, relating to the carriage of goods of a dangerous nature, and shall in any case inform the MTO in writing of the exact nature of the danger before goods of a dangerous nature are taken in charge by the MTO and

indicate to him, if need be, the precautions to be taken.

4.2 If the Merchant fails to provide such information and the MTO is unaware of the dangerous nature of the goods and the necessary precautions to be taken and if at any time, they are deemed to be a hazard to life or property, they may all any place be unloaded, destroyed or rendered harmless, as circumstances may require, without compensation, and the Merchant shall be liable for all loss, damage, delay or expenses arising out of their being taken in charge, or their carriage, or out of any service incidental thereto. The burden of proving the MTO knew the exact nature of the danger constituted by the carriage of the said goods shall rest upon the person entitled to the goods.

4.3 If any goods shipped with the knowledge of the MTO as to their dangerous nature shall become a danger to the vehicle or cargo, they may in like manner be unloaded or landed at any place or destroyed or rendered innocuous by the MTO, without liability on the part of the MTO, General Average, if any, excepted.

5. Deck Cargo

The MTO shall not be liable for any loss or damage resulting from any act, neglect or default of his servants in the handling of deck cargo.

6. Method and Route of Transportation

The MTO reserves to himself a reasonable liberty as to the means, route and procedure to be followed in the handling, storage and transportation of goods. Whether expressly arranged beforehand or otherwise, the MTO shall be at liberty to have the goods carried to the point of destination by the specified conveyance or another.

7. Scope of Voyage

The intended voyage shall not be limited to the direct route but shall be deemed to include any proceeding or returning to or stopping or slowing down at or off any ports or places for any reasonable purpose connected with the service including maintenance of vessel and crew.

8. Paramount Clause

8.1 The Hague Rules contained in the International Convention for the unification of certain rules relating to Bills of Lading, dated Brussels 25th August 1924, or in those countries where they are already in force the Hague-Visby Rules contained in the Protocol of Brussels, dated February 23rd 1968, as enacted in the country of shipment, shall apply to all carriage of goods by sea and, where no mandatory international or national law applies, also to the carriage of goods by inland waterways, and such provisions shall apply to all goods whether carried on deck or under

deck.

8.2 The Carriage of Goods by Sea Act of the United States of America (COGSA) shall apply to the carriage of goods by sea, whether on deck or under deck, if it is compulsorily applicable to this MT B/L or would be applicable but for the goods being, carried on deck in accordance with a statement on this MT B/L.

9. Liability

9.1 The MTO shall be liable for loss of or damage to the goods occurring between the time when he takes the goods into his charge and the time of delivery.

9.2 The MTO shall, however, be relieved of liability for any loss, damage or delay caused by:

9.2.1 an act or omission of the Merchant, or person other than the MTO acting on behalf of the Merchant or from whom the MTO took the goods in charge;

9.2.2 insufficiency or defective condition of the packaging or marks and/or numbers;

9.2.3 handling, loading, stowage or unloading of the goods by the Merchant or any person acting on behalf of the Merchant;

9.2.4 inherent vice of the goods;

9.2.5 strike, lockout, stoppage or restraint of labor;

9.2.6 any cause or event which the MTO could not avoid and the consequences whereof he could not prevent by the exercise of reasonable diligence.

9.3 The burden of proving that the loss or damage was due to one or more of the causes or events mentioned in article 9.2 shall rest upon the MTO. If the MTO establishes that, in the circumstances of the case, the loss or damage could be attributed to one or more of the causes or events specified in 9.2.2 to 9.2.4 above, it shall be presumed that it was so caused. The claimant shall, however, be entitled to prove that the loss or damage was not, in fact, caused wholly or partly by one or more of these causes or events.

10. Amount of Compensation

10.1 When the MTO liable for compensation in respect of loss of or damage to the goods, such compensation shall be calculated by reference to the value of such goods at the place and time they are delivered to the Consignee in accordance with the contract or should have been so delivered. The value of the goods shall be fixed according to the value of the current commodity exchange price, or, if there be no such price, according to the current market

price, or, if there be no commodity, exchange price or current market price by reference to the normal value of goods of the same kind and quality.

10.2 Subject to 10.3, compensation shall, however, in no event exceed equivalent of 666.67 SDR per package or unit or 2 SDR per kilo of gross weight of the goods lost or damaged, whichever is the higher. Notwithstanding the above mentioned provisions, if the multimodal transport does not, according to the contract, include carriage of goods by sea or by inland waterways, the liability of the MTO shall be limited to an amount not exceeding 8.33 SDR per kilo of gross weight of the goods lost or damaged.

10.3 If it can be proved during what particular stage of the multimodal transport the loss or damage occurred, the liability of the MTO in respect of such loss or damage shall be determined by the provisions contained in any applicable international Convention or national law. The liability of the MTO under COGSA, where applicable, shall not exceed US\$ 500 per package or, in the case of goods not shipped in packages, per customary freight unit.

10.4 Where a container, pallet or similar article of transport is loaded with more than one package or unit, the packages or other shipping units enumerated in the MT B/L as packed in such article of transport are deemed packages or shipping units. Except as aforesaid, such article of transport shall be considered the package or unit.

10.5 The aggregate liability of the MTO shall not exceed the limits of liability for total loss of the goods,

10.6 If the Merchant, with the consent of the MTO, has declared a higher value for the goods and such higher value has been stated in the MT B/L, such higher value shall be the limit. However, the MTO shall in no case be liable for an amount greater than the actual loss to the person entitled to make the claim.

11. Delay, Consequential Loss, etc.

Arrival times are not guaranteed by the MTO. If the MTO is held liable in respect of undue delay, consequential loss or damage other than loss of or damage to the goods, the liability of the MTO shall be limited to double the freight for the transport covered by this MT B/L or the value of the goods as determined in Clause 10, whichever is the less.

12. Notice

Unless notice of loss of or damage to the goods and the general nature of it be given in writing to the MTO or the persons referred to in 2.2, at the place of delivery before or at the time of handing over of the goods to the person entitled under this MT B/L, or if the loss or damage be not apparent within six consecutive days hereafter such

handing over shall be prime facie evidence of the delivery by the MTO of the goods as described in the MT B/L.

13. Delivery/Non Delivery

13.1 Delivery. If delivery of the goods or any part thereof is not taken by the Merchant at the time and place when and where the MTO is entitled to call upon the Merchant to take delivery thereof, the MTO shall be entitled to store the goods or the part thereof at the sole risk of the Merchant, whereupon the liability of the MTO in respect of the goods or that part thereof stored as aforesaid (as the case may be) shall wholly cease and the cost of such storage (if paid by or payable by the MTO or any agent or subcontractor of the MTO) shall forthwith upon demand be paid by the Merchant to the MTO.

13.2 Non delivery. Failure to affect delivery within 90 days after the expiry of a time limit agreed and expressed in this MT B/L or, where no time limit is agreed and so expressed, failure to effect delivery within 90 days after the time it would be reasonable to allow for diligent completion of the multimodal transport operation shall, in the absence of evidence to the contrary, give to the party entitled to receive delivery the right to treat the goods as lost.

14. General Average

The Merchant shall indemnify the MTO in respect of any claims of a General Average nature which may be made on him and shall provide such security as may be required by the MTO in this connection.

15. Freight and Charges

15.1 Freight is to be paid in cash without discount and, whether prepayable or payable at destination, to be considered as earned on receipt of the goods and not to be returned or relinquished in any event.

15.2 Freight and all other amounts mentioned in this MT B/L are to be paid in the currency named in the MT B/L or, at the MTO's option in the currency of the country of dispatch or destination at the highest rate of exchange for bankers sight bills current for prepayable freight on the day of dispatch and for freight payable at destination on the day when the Merchant is notified of arrival of the goods there or on the date of withdrawal of the delivery order, whichever rate is the higher, or at the option of the MTO on the date of the MT B/L.

15.3 All dues, taxes and charges or other expenses in connection with the goods shall be paid by the Merchant. The Consignor shall under all circumstances be responsible for the payment of freight and charges.

15.4 The Merchant shall reimburse the MTO in proportion to the amount of freight for any costs for deviation or delay or any other increase of costs of whatever nature caused by war, warlike operations, epidemics, strikes, government directions or force majeure.

15.5 The MTO is entitled in case of incorrect declaration of contents, weights, measurements or value of the goods to claim the amount of freight which would have been due if such declaration had been correctly given, plus eventual surcharges. For the purpose of ascertaining the actual facts, the MTO reserves the right to obtain from the Merchant the original invoice and to have the contents inspected and the weight, measurement or value verified.

16. Lien

The MTO shall have a lien on the goods for any amount due under this MT B/L including storage fees and for the cost of recovering same, and may enforce such lien in any reasonable manner which he may think fit.

17. Time Bar

The MTO shall, unless otherwise expressly agreed, be discharged of all liability under these Rules unless suit is brought within 9 months after the delivery of goods, or the date when the goods should have been delivered, or the date when in accordance with article 13.2, failure to deliver the goods would give the consignee the right to treat the goods as lost.

18. Jurisdiction and applicable Law / Liability :

Actions against the MTO may only be instituted in Switzerland at the place of issue of the MT B/L. Swiss law is applicable. General Conditions (2005) of SPEDLOGSWISS Swiss Freight Forwarding and Logistics Association for Shipping Agents GC SPEDLOGSWISS Shipping Agents Valid from 1st July 2005.

Rule 9 FREIGHT FORWARDER COMPENSATION

effective date = 04Dec2017

Applies Outbound from U.S.A. only.

Compensation may be paid only to such Freight Forwarders who are qualified to carry on the business of forwarding and to receive compensation under the provisions of the Shipping Act of 1984 as amended by the Ocean Shipping Reform Act of 1998, and regulations effective pursuant thereto, (46 CFR Part 515), and only when such Freight Forwarders have performed the services and made the certifications required by said public law and regulations, and any amendments thereto.

Rates of Freight Forwarder Compensation -

Except as otherwise provided, Compensation to a Freight Forwarder shall be one and one-quarter percent (1.25%). Compensation shall not be paid on accessorial charges, charges assessed for containerization of cargoes, rental fees assessed for use of containers, and surcharges assessed in addition to rates to ports named in this tariff.

Rule 10 SURCHARGES AND ARBITRARIES

effective date = 04Dec2017

Not Applicable.

Rule 10-A PEAK SEASON SURCHARGE

effective date = 04Dec2017

None currently in effect.

Rule 11 MINIMUM QUANTITY RATES

effective date = 04Dec2017

When two or more TRIs (freight rates) are stated 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 TRI 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 TRI if the weight or measurement declared for rating purposes is increased to the minimum level.

Rule 12 AD VALOREM RATES

effective date = 04Dec2017

A. MARKET VALUE

Where rates in this tariff are shown as applying on an Ad Valorem basis, the market value declared on Certificate of Origin or Export Declaration is to be used in computing freight.

B. LIABILITY

The liability of Carrier as to the value of the shipment at the rates herein provided shall be determined in accordance with the clauses of Carrier's regular Bill of Lading form. If the Shipper desires to be covered for a valuation in excess of that allowed by Carrier's

regular Bill of Lading governing such shipments, such additional liability only will be assumed by Carrier at the request of the Shipper prior to shipment, and upon payment of an additional charge of Three Percent (3%) of the total declared valuation in addition to the stipulated rate on the commodities shipped.

Rule 13 WAR RISK

effective date = 04Dec2017

In the event that threat, existence or continuance of any present or future war or warlike conditions of hostilities or civil commotion or the existence or continuance of conditions or cessation or prohibition of intercourse (commercial or otherwise) between nations or measures taken by any Government or Governments which, in the opinion of Carrier indicate that there is a danger of any of the foregoing which may render impossible performance of its obligations due to the requisition, seizure or loss of any of Carrier's vessels or any other cause whatsoever, whether similar or dissimilar, or which, in Carrier's sole judgement may directly or indirectly result in the imposition upon Carrier of any undue financial or other hardship or burden in the performance of its obligations or in an increase in rates of freight charged for ocean transportation generally, or in this trade, Carrier reserves the right of forthwith cancelling or suspending any or all of the obligations expressed under this engagement and/or Tariff and/or relative contracts and/or booking notes. So far as cargo actually shipped may be concerned, the provisions of the Carrier's Bill of Lading shall apply. This clause shall not effect or supersede any provision in any contract for carriage which permits Carrier to cancel such contract in the event of hostilities breaking out or threatening to break out.

Rule 14 CO-LOADING

effective date = 04Dec2017

A. DEFINITION -

For the purpose of this Rule, "Co-Loading" means, pursuant to FMC Rule 46 CFR Part 520.11(c), the combining of cargo, in the import or export foreign commerce of the United States, by two or more NVOCCs for tendering to an ocean carrier under the name of one or more of the NVOCCs by means of a carrier-to-carrier or shipper-to-carrier relationship.

B. Carrier may at its option tender cargo received by him to another NVOCC for co-loading at its own risk and expense. However, in the case of a shipper-to-carrier agreement, such co-loading of cargo shall not in any manner affect or change Carrier's obligation and/or liability to the actual shipper of the goods under this

tariff. The Shipper is not in any way required to perform any additional obligations and no further liability shall be attached to the shipper other than those stated in this tariff.

C. In case of co-loading, under either a carrier-to-carrier or shipper-to-carrier relationship, Carrier shall notify shipper of such co-loading action and shall annotate each Bill of Lading with the identity of any other NVOCC with which its shipment has been co-loaded. Such annotation shall be shown on the face of the applicable Bill of Lading issued by Carrier.

Rule 15 FORCE MAJEURE

effective date = 04Dec2017

Nothing in this tariff shall require Carrier to receive, deliver, transport, or arrange for the transportation of goods when conditions prevent it from doing so because of fire, Acts of God, acts of war, riots, civil commotions, strikes, lockouts, stoppages or restraint of labor or other labor disturbances, and orders of civil or military authority.

Rule 16 HAZARDOUS CARGO

effective date = 04Dec2017

A. Explosives, inflammables, dangerous or objectionable goods will be accepted for transportation only after prior booking arrangements have been made with and accepted by Carrier (which reserves the right to refuse to accept or transport goods which in its judgement are objectionable or likely to injure the vessel, docks or other cargo or for which Carrier does not possess safe and suitable storage) and only when such cargo, if accepted, conforms completely with the requirements set forth in the regulations provided in Paragraph B. below.

B. The transportation of Dangerous and Hazardous Cargo will be governed by the following regulations as applicable:

1. U.S. Code of Federal Regulations, Title 46, Parts 146-179.

2. U.S. Code of Federal Regulations, Title 49, Parts 170-179.

3. International Maritime Dangerous Goods Code (IMCO) published by the Intergovernmental Maritime Consultative Organization, 101-103 Piccadilly, London, W1V, DAE, England.

4. International Maritime Dangerous goods code. Issued by the International Maritime Organization (IMO).

Rule 17 GREEN SALTED HIDES

effective date = 04Dec2017

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.

Rule 18 RETURNED CARGO

effective date = 04Dec2017

Not applicable.

Rule 19 SHIPPERS REQUESTS

effective date = 04Dec2017

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 or on the title page of the paper version of this tariff.

Rule 20 OVERCHARGE CLAIMS

effective date = 04Dec2017

A. 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, pursuant to the Shipping Act of 1984 as amended by the Ocean Shipping Reform Act of 1998. Such claims must be filed within three years of the date the cause of action accrues.

All claims and requests must be submitted in writing to Carrier's address as shown in the tariff at its website or on the title page of the paper version of this tariff.

B. Claims for refunds of freight charges, if based on alleged errors in weight or measurement will not be considered unless presented to Carrier in writing. Any expense incurred by Carrier in connection with its

investigation of the claim shall be borne by the party responsible for the error, or, if no error be found, by the claimant.

C. Claims for freight rate adjustments shall be acknowledged by Carrier within 20 days of receipt by written notice to the claimant of the tariff provisions actually applied and claimants rights under the Shipping Act of 1984 as amended by the Ocean Shipping Reform Act of 1998.

Rule 21 USE OF CARRIER EQUIPMENT

effective date = 04Dec2017

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.

Rule 22 GOVERNING TARIFFS

effective date = 04Dec2017

Not Applicable.

Rule 23 CARRIER TERMINAL RULES AND CHARGES

effective date = 04Dec2017

Not Applicable.

Rule 24 NVOCCs: BOND

effective date = 20Apr2020

Carrier hereby certifies that it has provided the F.M.C. with evidence that it has a surety bond, as referenced below, in the amount required in 46 CFR 515.21.

Surety Company:

SOUTHWEST MARINE AND GENERAL INSURANCE COMPANY
Avalon Risk Management
150 Northwest Point Boulevard
Elk Grove Village, IL 60007

Bond No:

KMS52005

B. As required under 46 CFR 515.24, carrier designates the following person as its legal agent for the service of judicial and administrative process:

AIT Worldwide Logistics, Inc.
701 N. Rohlwing Road
Itasca, IL 60143

In any instance in which the above designated legal agent cannot be served because of death, disability or unavailability, the Secretary, Federal Maritime Commission, will be deemed to be the NVOCC's legal agent for service of process.

Rule 25 PROJECT RATES

effective date = 04Dec2017

Not Applicable.

Rule 26 TIME/VOLUME RATES

effective date = 04Dec2017

Not Applicable.

Rule 27 LOYALTY CONTRACTS

effective date = 04Dec2017

Not Applicable.

Rule 28 DEFINITIONS

effective date = 04Dec2017

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

CARRIER'S TERMINAL means the place Carrier receives, or delivers loaded and empty containers, assemblies, holds or stores its containers.

CAUTION means articles which may be subject to published tariffs referred to in Rule 16.

CONSIGNEE means the person, firm or corporation shown on the Shipping Document as the receiver of the property transported by Carrier.

CONSIGNOR means the person, firm or corporation shown on the Shipping Document as the Shipper of the property transported by Carrier.

CONTAINER OR TRAILER - means a single, rigid non-disposable dry cargo, insulated temperature or atmosphere controlled box, flatrack, vehicle rack, open top with or without wheels or bogies; a trailer means a flatbed truck or trailers. The term trailer may be used interchangeably with the term container.

CONTAINER FREIGHT STATION means the location designated by Carrier at Ports or Points named in Rule 1 where Carrier or its authorized Agent stuffs or unstuffs containers. Carrier shall store empty containers at Container Freight Station but, shall not deliver containers at it, except as otherwise provided.

CONTAINERLOAD means a container stuffed by Shipper and received at Carrier's Terminal.

CONTAINER YARD Means Ports or Points in Rule 1.

CONTAINER YARD TO CONTAINER YARD (CY/CY) means cargo stuffed into containers by the Shipper off the premises of Carrier and unstuffed by the Consignee off the premises of Carrier at the expense of the Shipper and/or Consignee. Pick-up or delivery of empty or stuffed containers and stuffing and unstuffing shall be at the expense of the Shipper and/or Consignee.

DRY CARGO means cargo other than that requiring temperature control.

EXPLOSIVE CARGO means cargo falling within Class A, B and C explosive categories.

HOLIDAYS means National, State, or Local holidays observed at Origin or Destination.

LABEL CARGO means cargo requiring White, Yellow, Red,

Red Gas, Poison, Poison Gas and Tear Gas Labels as shown in the International Maritime Dangerous goods code. Issued by the International Maritime Organization (IMO) referred to in Rule 16.

LOADING OR UNLOADING means the physical placement of cargo into or the physical removal of cargo from Carrier's containers.

MEASUREMENT TON means one cubic meter.

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

NON-HAZARDOUS means non-label cargo permitted stowage between or under deck (other than magazine) pursuant to Code of Federal Regulations, Title 46, Shipping, as amended. Such cargo shall be rated in accordance with the rules and rates applicable therefor.

PACKAGE OR PACKAGES means any container other than trunks, or in shipping form other than bulk, or on skids other than lift truck skids, providing such container or forms of shipment renders the transportation of freight reasonably safe and practicable.

REVENUE TON means 1000 kilos or 1 cubic meter.

SHIPMENT means a quantity of property physically tendered by one Shipper at one point of origin at one time for one Consignee at one point of destination for which a single Shipping Document is issued.

SHIPPER means the person, firm or corporation shown on the Shipping Document as the Shipper of the property transported by Carrier.

STUFFING, UNSTUFFING means the physical placement of cargo into or the physical removal of cargo from Carrier's containers.

VALUE means the actual invoice value of the commodity at time of shipment which must be stated upon the Bill of Lading.

WEIGHT TON means 1000 kilos.

WORKING DAY means that period of each calendar day, except Saturdays, Sundays and Holidays from 8:00 A.M. to 5:00 P.M.

Rule 29 SYMBOLS

effective date = 04Dec2017

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
----	-----
N/A	.... Not Applicable
LTL	.... Less Than Load
20	..... 20 Ft.
40	..... 40 Ft., 8'6"
40A	.... 40 Ft., 9'0" High Cube
40B	.... 40 FT., 9'6" High Cube
40S	.... 40 Ft., 8'0"
40X	.... 40 Ft., Any Height
45	..... 45 Ft., 8'6"
45A	.... 45 Ft., 9'0" High Cube
45B	.... 45 Ft., 9'6" High Cube
45S	.... 45 Ft., 8'0"
45X	.... 45 Ft., Any Height

C. CONTAINER TEMPERATURE

Code	Definition
----	-----
N/A	.... Not Applicable/Not Operating
AC	..... Artificial Atmosphere Control
CLD	.... Chilled
FRZ	.... Frozen
HTD	.... Heated
RE	..... Refrigerated
VEN	.... Ventilated

D. CONTAINER TYPE

Code	Definition
----	-----
N/A	.... Not Applicable/Not-Containerized Cargo
AC	..... Atmosphere Control
CF	..... Collapsible Flatrack

DF Drop Frame
 FB Flat Bed
 FR Flatrack
 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 RacksE. 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 n.o.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
----	-----
B	Barge
D	Door
H	House
M	Motor
O	Ocean Port
P	Pier
R	Rail Yard
S	Container Station
T	Terminal
U	Rail Siding
X	Team Tracks
Y	Container Yard

L. CURRENCY CODE LIST

Country	Code	Currency
-----	----	-----

United States USC US Cents
United States USD US Dollar

Rule 30 ACCESS TO TARIFF INFORMATION

effective date = 04Dec2017

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.

Rule 31 SEASONAL DISCONTINUANCE

effective date = 04Dec2017

NOT APPLICABLE

Rule 32 MILITARY CARGO TERMS

effective date = 04Dec2017

NOT APPLICABLE

Rule 33 PROJECT RATES

effective date = 04Dec2017

NOT APPLICABLE

Rule 34 TERMINAL TARIFFS

effective date = 04Dec2017

NOT APPLICABLE

Rule 35 TARIFF TITLE PAGE

effective date = 21Apr2020

ALL INFORMATION CONTAINED WITHIN THIS TARIFF IS TRUE AND ACCURATE AND NO UNLAWFUL ALTERATIONS WILL BE PERMITTED

Fiege Forwarding Schweiz AG

ORGANIZATION NUMBER: 026990
LOCATION OF TARIFF: <http://rates.descartes.com>

(A NON-VESSEL OPERATING COMMON CARRIER)

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OCEAN FREIGHT TARIFF NO. 001

NAMING

LOCAL AND THROUGH COMMODITY RATES AND CHARGES
AND GOVERNING RULES AND REGULATIONS APPLYING THERETO

BETWEEN
PORTS AND POINTS IN THE U.S.A. AS SHOWN IN RULE 1

AND
WORLD PORTS AND POINTS AS SHOWN IN RULE 1

AND
INLAND POINTS VIA SUCH INTERCHANGE PORTS

FOR ACCESS TO TARIFF INFORMATION, SEE RULE 30

FOR LIST OF SYMBOLS AND ABBREVIATIONS, SEE RULE 28 AND 29

Rule 36 NVOCC NEGOTIATED RATE ARRANGEMENTS (NRA)

effective date = 23Apr2020

As per Part 532 NVOCC NEGOTIATED RATE ARRANGEMENTS of the CFR, Carrier has elected to utilize NVOCC Negotiated Rate Arrangements (NRAs), only.

DEFINITION:

"NVOCC Negotiated Rate Arrangement" or "NRA" means a written and binding arrangement between an NRA shipper and an eligible NVOCC to provide specific transportation service for a stated cargo quantity, from origin to destination, on and after receipt of the cargo by the NVOCC. For purposes of this part, "receipt of cargo by the NVOCC" includes receipt by the NVOCC's agent, or the originating carrier in the case of through transportation.

EXTENT OF ACTIVITY:

Carrier participates in NRA's. As required by Part 532.4 of the CFR, the governing rule publication is available to the public at <http://rates.descartes.com>, free of charge.

Rule 37 NVOCC SERVICE ARRANGEMENTS (NSA)

effective date = 23Apr2020

As per Part 531 NVOCC Service Arrangements of the CFR, Carrier has elected to utilize a combination of NVOCC Service Arrangements (NSAs), and Open Tariff Rates.

DEFINITIONS:

An "NVOCC Service Arrangement", (NSA) means a written contract, other than a bill of lading or receipt, between

one or more NSA shippers and an individual NVOCC or two or more affiliated NVOCCs, in which the NSA shipper makes a commitment to provide a certain minimum quantity or portion of its cargo or freight revenue over a fixed time period, and the NVOCC commits to a certain rate or rate schedule and defined service level. The NSA may also specify provisions in the event of nonperformance on the part of any party.

A "Tariff Rate" means a price stated in a tariff for providing a specified level of transportation service for a stated cargo quantity, from origin to destination, on and after a stated effective date or within a defined time frame.

EXTENT OF ACTIVITY:

Carrier participates in NSAs and utilizes Open Tariff Rates. As required by Part 531.4 of the CFR, the governing rule publication is available to the public at <http://rates.descartes.com> free of charge.

Rule 100 INTERMODAL SAFE CONTAINER TRANSPORTATION ACT OF 1992

effective date = 04Dec2017

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.