

UWL Inc. Tariff

Tariff Information Record

FMC Org Number 020340NF

Tariff Number 001

Title UWL, Inc.

Issue Date 01/05/2021

Type FC- Foreign Commodity Tariff

Weight Rating 1000 kg

Volume Rating 1 CBM

Currency USD

Desc Home Office

Name UWL, Inc.

Address 1340 Depot St Ste 200

City: Rocky River, OH 44116

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Location of Tariff: <http://www.shipuwl.com/resources/terms-and-conditions/>

Rules

Scope

RULE: 1 - SCOPE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Rules, regulations and rates published herein apply BETWEEN United States Atlantic and Gulf Coast Ports in the Eastport, Maine/Brownsville, Texas Range, United States Pacific Coast Ports in the Seattle, Washington/San Diego, California Range, Great Lakes Ports, Ports in Alaska, Ports in Hawaii and Inland Points

(See Paragraph A) AND Worldwide Ports and Points (See Paragraph B) and apply BETWEEN Ports and Points in Guam, Puerto Rico and the U.S. Virgin Islands AND Worldwide Ports and Points (See Paragraph B):

A. DOMESTIC INTERIOR POINTS:

1. All Points in the following States:

Alabama	Maine	Ohio
Arizona	Maryland	Oklahoma
Arkansas	Massachusetts	Oregon
California	Michigan	Pennsylvania
Colorado	Minnesota	Rhode Island
Connecticut	Mississippi	South Carolina
Delaware	Missouri	South Dakota
District of Columbia	Montana	Tennessee
Florida	Nebraska	Texas
Georgia	Nevada	Utah
Idaho	New Hampshire	Vermont
Illinois	New Jersey	Virginia
Indiana	New Mexico	Washington
Iowa	New York	West Virginia
Kansas	North Carolina	Wisconsin
Kentucky	North Dakota	Wyoming
Louisiana		

2. Points in Alaska and Hawaii

3. Points in Guam, Puerto Rico and the U.S. Virgin Islands

SERVICE:

Motor/Ocean, Ocean/Motor, Rail/Ocean, Ocean/Rail and Rail/Motor/Ocean Combinations.

INTERCHANGE PORTS:

1. United States Atlantic, Gulf, Pacific and Great Lakes Ports.

2. Ports in Alaska and Hawaii

3. Ports in Guam, Puerto Rico and the U.S. Virgin Islands

LIABILITY:

Carrier shall be liable to Shipper for Rail and/or Motor movements in accordance with the terms and conditions of Carrier's Combined Transport Bill of Lading.

B. WORLDWIDE PORTS AND POINTS:

Continent - Includes Ports in the Ghent/Hamburg

Range and Inland Points Via such Ports.

- France/Iberia - Includes Atlantic Coast Ports in France and Atlantic Coast Ports in Spain and Portugal and Inland Points Via such Ports.
- United Kingdom - Includes Ports in England, Scotland, Wales, Northern Ireland and the Republic of Ireland and Inland Points Via such Ports.
- Scandinavia - Includes Ports in Denmark, Iceland, Finland, Norway, Sweden, and Baltic Ports in the Kiel/Leningrad Range and Inland Points Via such Ports.
- Mediterranean - Includes Ports in the Mediterranean Sea in the Gibraltar, Spain/Oran, Algeria Range, including Ports in the Adriatic, Aegean and Black Seas and Islands therein, and Inland Points Via such Ports.
- Morocco - Includes Mediterranean and Atlantic Ports in Morocco and Inland Points Via such Ports.
- Africa - Includes West, South and East Africa Ports in the El Asium/Berbera Range, exclusive of Berbera and including the Malagasy Republic and Inland Points Via such Ports.
- Middle East - Includes Ports on the Red Sea, Gulf of Aden, Arabian Sea, Persian Gulf and the Gulf of Oman in the Berbera/Karachi Range inclusive of Berbera and exclusive of Karachi and Inland Points Via such Ports.
- India/Burma - Includes Ports in the Karachi/Rangoon Range and those in Sri Lanka and Inland Points via such Ports.
- Far East - Includes Ports in Japan, Hong Kong, Philippines, Taiwan, Korea, China, Kampuchea and Vietnam and Inland Points Via such Ports.
- Russia - Includes All Ports in the Union of Soviet Socialist Republic not otherwise named above and Inland Points Via such Ports.

- South China Sea - Includes Ports in Malaysia, Singapore and Thailand and Inland Points Via such Ports.
- Indonesia - Includes Ports in Indonesia and Inland Points Via such Ports.
- Australasia - Includes Ports in Australia, New Zealand, and South Pacific Islands, and Inland Points Via such Ports.
- East Coast of Central America and Mexico - Includes East Coast Ports of Central America and Mexico in Mexico, Belize, Guatemala, Honduras, Nicaragua, Costa Rica and Panama and Inland Points Via such Ports.
- East Coast of South America - Includes East Coast Ports of South America in Colombia, Guyana, Suriname, French Guiana, Brazil, Uruguay and Argentina and Inland Points Via such Ports.
- West Coast of Central America and Mexico - Includes West Coast Ports of Central America in Mexico, Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica and Panama and Inland Points Via such Ports.
- West Coast of South America - Includes West Coast Ports of South America in Colombia, Ecuador, Peru and Chile and Inland Points Via such Ports.
- Venezuela - Includes Ports in Venezuela and Inland Points Via such Ports.
- Caribbean - Includes Ports in the Bahamas, Caymen Islands, Dominican Republic, Guadeloupe, Haiti, Jamaica, Leeward and Windward Islands, Martinique, Trinidad and Tobago, Turks and Caicos Islands and the Virgin Islands (British) and Inland Points Via such Ports.
- Canada - Includes Ports in Canada and Inland Points Via such Ports.

INLAND POINT(S):	INTERCHANGE PORT(S):
Worldwide Points (As specified above)	Worldwide Ports (As specified above)

C. INTERMODAL THROUGH RATES:

Intermodal through rates published in this tariff are single factor through rates and apply only from, to and via the ports and points specifically filed.

D. TRANSFER OF CARGO AT CARRIER'S CONVENIENCE:

The following shall govern the transfer of cargo by trucking or other means of transportation at the expense of the Ocean Carrier. Carrier may pick-up or deliver shipments at a port other than the originally intended port, for transfer to another Port of Loading, or to the originally intended Port of Discharge. In no event shall any such transfer or arrangements under which it is performed be such as to result directly or indirectly in any lessening or increasing of the cost or expense which the Shipper would have borne had the shipment loaded or cleared through the port originally intended.

Application of rates and charges

RULE: 2 - APPLICATION OF RATES AND CHARGES Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

1. Rates apply from end of ship's tackle at Port of Loading to end of ship's tackle at Port of Discharge or From/To Inland Point at Origin/Destination To/From Port of Loading/Discharge and, unless otherwise specifically provided, do not include Lighterage, Terminal Handling, Wharfage or any other Accessorial Charges which are established by Custom of the Port, by Port or Local Tariffs or by U.S. Customs. Any Accessorial Charges which are assessed against the cargo will be for the account of the cargo, even if the Carrier is responsible for the collection thereof.
2. Rates are stated in terms of U.S. Currency and apply per 1000 Kilos (W) or 1 Cubic Meter (M), as indicated, whichever yields the greater revenue, except as otherwise specified. Where the word "Weight" or the letter "W" appears next to an article or commodity, weight rates are applicable without regard to measurement. Where the word "Measurement" or the letter "M" appears next to an

article or commodity, measurement rates are applicable without regard to weight.

All freight rates and other charges shall be based on the actual gross weight and/or overall measurement of each piece or package, except as otherwise provided.

Rates indicated by WM are optional weight or measurement rates and the rate yielding the greater revenue will be charged.

3. Packages containing articles of more than one description shall be rated on the basis of the rate provided for the highest rated articles contained therein, except as otherwise provided in this Tariff.

4. Except as otherwise provided, rates do not include Marine Insurance or Consular Fees.

5. For Outbound Cargo, description of commodities shall be uniform on all copies of the Bill of Lading and MUST be in conformity with the validated United States Custom Declaration or Export Declaration covering the shipment. Carrier MUST verify the Bill of Lading description with the validated United States Custom Declaration, Custom Entry or Export Declaration including Schedule "B" Number and Dock Receipt. Shipper amendments in the description of the goods will only be accepted if validated by United States Customs.

Trade Names are not acceptable commodity descriptions and Shippers are required to declare their commodity by its generally accepted generic or common name.

If Shippers are not covered by a Shipper's Export Declaration as permitted by Export Control Regulations, Shippers must type on B/L "No SED required as per Rule 30.78" and insert the applicable commodity Schedule B number in the Line-copy of the Bill of Lading.

On Outbound Cargo, for shipment of commodities on which the applicable rate is determined on the basis of a value scale, Shippers must insert the value of the goods as declared for Customs purposes in the Line copy of the Bill of Lading in addition to the commodity Schedule B number.

6. Unless otherwise specified, when the rates are based on the value of the commodity, such commodity value will be the F.O.B. or F.A.S. value at the Port of Loading as indicated on the Commercial Invoice, the Custom Entry, the Export Declaration or the Shipper's Certificate of Origin. The F.O.B. value and the F.A.S. value include all expenses up to delivery at the Loading Port.

7. At Shipper's request, rates may be predicated on a value lower than the Bill of Lading limit of value or on an Ad Valorem basis.

8. Except as otherwise provided, rates apply only to the specific commodity named and cannot be applied to analogous articles. Unless a commodity is specifically provided for, the Cargo, N.O.S., Dangerous/Hazardous Cargo, N.O.S. or Refrigerated Cargo, N.O.S. rate will apply. (For definition of Hazardous Cargo, see Rule 16)

9. Wherever rates are provided for named articles, the same rate will also be applicable on parts of such articles where so described in the Ocean Bill of Lading, except where specific rates are provided for such parts.

10. Unless otherwise provided, Breakbulk and LCL Rates apply on cargo delivered to Carrier's Terminal. Containers are to be picked up at Carrier's CY, and chassis or flatbed must be provided by the Shipper.

11. FORCE MAJEURE CLAUSE: "Without prejudice to any rights or privileges of the Carrier's under-covering Bills of Lading, Dock Receipts, or Booking Contracts 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 Carrier's operations, the Carrier reserves the right to cancel any outstanding booking or contract if in conformity with the Shipping Act of 1984, the Ocean Shipping Reform Act of 1998 and Federal Maritime Commission Regulations, by tariff publication, any affected rate or rates in order to meet such conditions."

12. For the movement of cargo from/to Inland Points, at Shipper's request, the Ocean Carrier will arrange for transportation Via Overland Carrier. Overland Carriers will be utilized on an availability of service basis and NOT restricted to any preferred Carriers, except as Carrier deems necessary to guarantee safe and efficient movement of said cargo.

Carrier shall NOT be obligated to transport the goods in any particular type of container or by any particular Vessel, Train, Motor or Air Carrier, or in time for any particular market or otherwise than with reasonable dispatch. Selection of Water Carriers, Railways, Motor or Air Carrier used for all or any portion of the transportation of the goods shall be within the sole discretion of the Carrier.

13. Commodities which are restricted to "Stowage on Deck" in accordance with Code of Federal Regulations

(Title 46, Shipping, Parts 146-149) shall be accorded the rates for Dangerous Cargo.

14. MIXED SHIPMENTS/MIXED COMMODITIES:

Where commodity descriptions in this tariff name more than one commodity, rates shall apply on mixed shipments of 2 or more of the commodities named, in any combination thereof.

15. ADVANCE CHARGES - CARRIER ARRANGED SERVICE:

On port-to-port shipments, Shipper may request Carrier to arrange for pick-up service at origin and/or delivery service at destination. Carrier will arrange for pick-up and/or delivery service and Carrier shall advance all charges for such services arranged on behalf of the Shipper.

16. HAZARDOUS CARGO RATES:

Except as otherwise provided, TRIs filed in this tariff or NRA's apply on Hazardous Cargo ONLY when the TRI Hazard Code is "HAZ" or Hazardous Cargo is otherwise indicated in NRA. TRIs with the Hazard Code "NHZ" or NRA absent a specific Hazard Code may NOT be applied to Hazardous Cargo unless the specific Commodity Description for the TRI or NRA applies for Hazardous or Dangerous cargo only.

Cargo Declaration Rule

RULE: 2.1 - CARGO DECLARATION RULE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

A. Submission of Cargo Declaration Data; Deadline for Same: All shippers of cargo on board a vessel that will call in the United States, for U.S. import cargo, and foreign destination cargo on board a vessel that will call in the United States, must submit the information named below regarding such cargo to the Carrier in writing, including by electronic transmission, not later than 24 hours prior to the receipt of the cargo by the Carrier.

A1. A precise description of the cargo, or the 6-digit HTS number under which cargo is classified, and weight of the cargo or, for a sealed container, the shipper's declared description and weight of the cargo. The quantity of cargo shall be expressed in the lowest

external packaging unit. For example, a container containing 10 pallets with 200 cases shall be described as 200 cases. Generic descriptions such as "Cargo, NOS", "FAK", "Freight, All Kinds", "General Cargo", "Chemicals", "Foodstuffs", and "Said to Contain" are not acceptable descriptions.

A2. Shipper's complete name and address, or the identification number issued to the shipper by the U.S. Customs Service upon implementation of the Automated Commercial Environment ("ACE").

A3. Complete name and address of the consignee, owner or owner's representative, or its ACE identification number.

A4. Internationally recognized hazardous material code when such materials are being shipped.

A5. Seal numbers for all seals affixed to the container.

B. Certain Non-Vessel-Operating Common Carriers: Non-vessel-operating common carriers ("NVOCCs") that are licensed by or registered with the FMC and that have obtained U.S. Customs bonds may submit the required inbound cargo declaration data directly to the U.S. Customs Service. For the purpose of this term, an NVOCC is registered with the FMC if it has been issued an Organization Number by the FMC, published a valid and effective tariff, and posted the required financial security with the FMC.

B1. Any FMC licensed or registered NVOCC with a U.S. Customs bond that tenders cargo that will be on board a vessel when it calls in the United States and provides the required cargo declaration data for that cargo directly to the U.S. Customs Service shall also be required to fulfill the information requirements of Paragraph A above, regardless of the fact that the information has been submitted directly to U.S. Customs.

B2. NVOCC Co-Loading: For purposes of this subparagraph, the term "Master NVOCC" shall mean the NVOCC that is the customer of the VOCC and tenders co-loaded cargo to the VOCC in its name. In the event the Master NVOCC submits cargo declaration data for co-loaded cargo directly to the U.S. Customs Service, it shall do so for all NVOCCs with which it co-loads. In the event the Master NVOCC does not submit cargo declaration data for co-loaded cargo directly to the U.S. Customs Service, but NVOCCs with which it co-loads transmit cargo declaration data for their cargoes directly to the U.S. Customs Service, it shall be the obligation of the Master NVOCC to provide the VOCC with the information described in paragraph A with respect to all co-loaded cargo tendered to the VOCC by the Master NVOCC.

C. Failure to Provide Information; Denial of Permission to Load Cargo:

C1. Carrier may refuse to load any cargo tendered to it for which it has not received the data required by paragraph A of this Rule.

C2. Any and all costs incurred by Carrier with respect to cargo in its possession which is not loaded due to the failure to provide information or certification, or which is not loaded pursuant to the instructions of the U.S. Customs Service, regardless of whether or not the required data or certification has been provided for such cargo, including but not limited to inspection, storage and/or re-delivery costs, shall be for the account of the cargo. Carrier shall have a lien on cargo in its possession for amounts due hereunder and may hold cargo until such amounts, and any other unpaid freights or charges, are paid or sell such cargo after a reasonable period. In the event Carrier is forced to take legal action to collect amounts due hereunder, Carrier shall be entitled to recover all costs, including attorneys' fees, incurred in connection with such legal action.

D. Indemnification of Carrier: If Carrier is assessed a civil penalty or denied permission to unload cargo, then any and all shippers, consignees, cargo owners, NVOCCs and their agent(s) that failed to provide the information required by this Rule and/or by the regulations of the U.S. Customs Service in a complete and accurate manner shall be jointly and severally liable to indemnify and reimburse Carrier for any such penalty and any and all costs incurred by the Carrier as a result of the denial of permission to unload cargo. Carrier shall have a lien on cargo in its possession for amounts due hereunder and may hold cargo until such amounts, and any other unpaid freights or charges, are paid or sell such cargo after a reasonable period. In the event Carrier is forced to take legal action to collect amounts due hereunder, Carrier shall be entitled to recover all costs, including attorneys' fees, incurred in connection with such legal action.

FDA Prior Notice Rule

RULE: 2.2 - FDA PRIOR NOTICE RULE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

A. Prior Notice and Registration Requirements:

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

B. Responsibility for Prior Notice and Registration:

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

C. Evidence of Compliance:

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

D. Failure to Comply:

1. In the event that any food shipment is delayed or refused entry into the United States due to the failure to provide adequate prior notice or the failure of a subject facility to register with the FDA, it is expected that notice of refusal will be provided to Carrier by the FDA and/or CBP. Carrier will use best

efforts to promptly transmit the notice received from the authorities to the Cargo Interests, who shall be responsible for transmitting such notice to any other persons with an interest in the cargo. Carrier shall not be liable for any delay in the transmission of, or failure to transmit, such notice or any consequences thereof.

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

Customs Inspection/Delay of Container and Cargo

RULE: 2.3 - CUSTOMS INSPECTION/DELAY OF CONTAINER AND CARGO Eff:
01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Should any Customs Service or other governmental authority

order or require cargo to be discharged or unloaded from container for inspection or examination, or should any Customs Service or other governmental authority impound, seize or detain cargo or container for any reason, all charges and expenses, including any applicable demurrage, detention or per diem charges, will be for the account of the cargo. Moreover, Carrier will assume no risk or liability for the actions or omissions of such Customs Services, governmental authorities or their agents.

Use of NVOCC Negotiated Rate Arrangements

RULE: 2.4 - USE OF NVOCC NEGOTIATED RATE ARRANGEMENTS Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Pursuant to 46 CFR Part 520 and 532, Carrier has elected to move all cargo under Non-Vessel Operating Common Carrier Negotiated Rate Arrangements (NRA).

The writings provided in the Carrier's rate quotes, rate sheets, rate matrices, and/or email exchanges between the Carrier and the Shipper cumulatively contain an offer(s) by Carrier pursuant to 46CFR532.6. Acceptance of the quotation shall become binding after receipt of the cargo by Carrier or its agent (or originating carrier in the case of through transportation). If the terms and conditions contained in the aforementioned document(s) do not reflect Shipper's understanding, Shipper must notify Carrier immediately. Carrier Rules Tariff, provided free of charge at <https://www.shipuwl.com/resources/terms-and-conditions/> contains the terms and conditions which are further applicable to the shipment.

Addition Below: Effective 09/17/2021

Filed 09/17/2021

In the event of the absence of a NRA/NSA, the FAK cargo freight rate to and from all listed destinations in this tariff will be \$50,000 per container. The FAK freight rate to and from all destinations in this tariff will be \$1500 per W/M for all LCL cargo.

Export Services Charge

RULE: 2.5 - EXPORT SERVICES CHARGE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRAs, for handling and supervision of preparation for export a charge of \$60.00 per shipment will apply. This handling charge applies ONLY to LCL shipments for consolidation. For LCL shipments not consolidated, \$60.00 will apply. Handling charge for hazardous cargo by direct or consolidated service - \$50.00.

Communication Costs

RULE: 2.6 - COMMUNICATION COSTS Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, Communication Costs such as telex and telephone will be charged at:

Each Telex - \$35.00

Each Telephone - \$5.00

Customs Entry Fee

RULE: 2.7 - CUSTOMS ENTRY FEE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, the customs entry form preparation fee shall be \$195.00.

Insurance Fee

RULE: 2.8 - INSURANCE FEE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, the insurance declaration preparation fee is \$25.00.

Letter of Credit Fee

RULE: 2.9 - LETTER OF CREDIT FEE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, for Letter of Credit Shipments an additional charge of \$50.00 will apply for analysis and handling any shipment under letter of credit.

Consular Documentation

RULE: 2.10 - CONSULAR DOCUMENTATION Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, Consular Documentation will be provided at cost and will be billed as an Additional Charge, when required.

Consular Invoice Preparation

RULE: 2.11 - CONSULAR INVOICE PREPARATION Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, a Consular Invoice Preparation Fee of \$10.00 will apply when required.

Certificate of Origin

RULE: 2.12 - CERTIFICATE OF ORIGIN Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, the fee for preparing certificates of origin, when required will be \$55.00.

Special Documentation Charge

RULE: 2.13 - SPECIAL DOCUMENTATION CHARGE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, any shipments which require special documents because of Governmental Regulations can be prepared upon request. An additional charge of \$55.00 for each document will apply.

Preparation of Drafts for Direct Collection

RULE: 2.14 - PREPARATION OF DRAFTS FOR DIRECT COLLECTION Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable

Preparation of Drafts for Indirect Collection

RULE: 2.15 - PREPARATION OF DRAFTS FOR INDIRECT COLLECTION Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable

Free Domicile Fee

RULE: 2.16 - FREE DOMICILE FEE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, the Free Domicile Fee shall be \$50.00.

Insurance Coverage

RULE: 2.17 - INSURANCE COVERAGE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, upon Shipper's request, Carrier will arrange insurance coverage at the following charge:

\$0.40 per \$100.00 value (subject to a minimum charge of \$50.00)

Rate Applicability Rule

RULE: 3 - RATE APPLICABILITY RULE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

The tariff rates, rules and charges applicable to a given shipment must be those published or through NRA and in effect when the cargo is received by the Common Carrier or its agent (including originating Carriers in the case of rates for through transportation).

Heavy Lift

RULE: 4 - HEAVY LIFT Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable.

Extra Length

RULE: 5 - EXTRA LENGTH Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable.

Minimum Bill of Lading Charges

RULE: 6 - MINIMUM BILL OF LADING CHARGES Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

The Minimum Charge per Bill of Lading, unless otherwise provided in individual TRIs or NRA, shall be the rate applicable to 1000 Kilos or 1 CBM, W/M, as freighted.

Payment of Freight Charges

RULE: 7 - PAYMENT OF FREIGHT CHARGES Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

The rates provided herein apply in United States Currency and all charges must be prepaid in United States Currency or its equivalent in freely convertible currency. Collect shipments can be accepted only by prior agreement in which case the rate of exchange ruling the day of receipt of cargo by Carrier, in accordance with Rule 3, shall apply.

Full freight and charges to Port of Discharge as defined in Bill of Lading shall be considered earned and payable without refund in whole or in part upon receipt of the goods by the Carrier, vessel and/or cargo lost or not lost.

Except as otherwise provided in this Tariff, all rates and charges shown herein are to be collected in United States Currency in the United States not later than the time of receipt of cargo by Carrier.

Bills of Lading

RULE: 8 - BILL(S) OF LADING Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

The specimen of bill of Lading terms are provided in this rule and is an integral part of Carrier's tariff filed with the Federal Maritime Commission.

COMBINED TRANSPORT BILL OF LADING

Notwithstanding the heading "Combined 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 Bill of Lading is performed by one mode of transport only. Those provisions constitute a contract between Merchant and Carrier.

A. CLAUSE PARAMOUNT:

All carriage under this Bill of Lading to or from the United States shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, 46 U.S.C. sections 1300-1315 (hereafter, "COGSA"). All carriage to and from other states shall be governed by the law of any state making the Hague Rules or Hague-Visby Rules

compulsorily applicable to this Bill of Lading or if there be no such law, in accordance with the Hague Rules. The provision of applicable law as set forth above shall apply to carriage of goods by inland waterways and reference to carriage by sea in such rules or legislation shall be deemed to include reference to inland waterways. Except as may be otherwise specifically provided herein, said law shall govern before the goods are loaded on and after they are discharged from the vessel whether the goods are carried on deck or under deck and throughout the entire time the goods are in the custody of the carrier.

B. DEFINITIONS

"Ship" means the vessel named in this Bill of Lading, or any conveyance owned, chartered, towed or operated by Carrier or used by Carrier for the performance of this contract.

"Carrier" means Carrier Name shown in this tariff record, on whose behalf this Bill of Lading has been signed.

"Merchant" includes the Shipper, the Receiver, the Consignor, the Consignee, the Holder of this Bill of Lading and any person having a present or future interest in the Goods or any person acting on behalf of any of the above-mentioned persons.

"Package" is the largest individual unit of partially or completely covered or contained cargo made up by or for the Shipper which is delivered and entrusted to Carrier, including palletized units and each container stuffed and sealed by the Shipper or on its behalf, although the Shipper may have furnished a description of the contents of such sealed container on this bill of lading.

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

"Carrier's container or carrier's equipment" includes containers or equipment owned, leased or used by Carrier in the transportation of Merchant's goods.

"Goods" means the cargo described on the face of this Bill of Lading and, if the cargo is packed into containers(s) supplied or furnished by or on behalf of the Merchant includes the container(s) as well.

C. SUBCONTRACTING

Carrier shall be entitled to subcontract directly or indirectly on any terms the whole or any part of the handling, storage, or carriage of the goods and all duties undertaken by Carrier in relation to the goods. Every servant, agent, subcontractor (including sub-subcontractors) or other person whose services have

been used to perform this contract shall be entitled to the rights, exemptions from, or limitations of, liability, defenses and immunities set forth herein. For these purposes, Carrier shall be deemed to be acting as agent or trustee for such servants, agents, subcontractors, or other persons who shall be deemed to be parties of this contract.

D. ROUTE OF TRANSPORT

Carrier is entitled to perform the transport in any reasonable manner and by any reasonable means, methods and routes. The Ship shall have the liberty, either with or without the goods on board, to at any time, adjust navigational instruments, make trial trips, dry dock, go to repair yards, shift berths, take in fuel or stores, embark or disembark any persons, carry contraband and hazardous goods, sail with or without pilots and save or attempt to save life or property. Delays resulting from such activities shall not be deemed a deviation.

E. HINDRANCES AFFECTING PERFORMANCE:

Carrier shall use reasonable endeavors to complete transport and to deliver the goods at the place designated for delivery.

If at any time the performance of this contract as evidenced by this Bill of Lading in the opinion of Carrier is or will be affected by any hindrance, risk, delay, injury, difficulty or disadvantage of any kind, including strike, and if by virtue of the above it has rendered or is likely to render it in any way unsafe, impracticable, unlawful, or against the interest of Carrier to complete the performance of the contract. Carrier, whether or not the transport is commenced, may without notice to Merchant elect to: (a) treat the performance of this contract as terminated and place the goods at Merchant's disposal at any place Carrier shall deem safe any convenient, or (b) deliver the goods at the place of delivery.

In any event, Carrier shall be entitled to, and Merchant shall pay, full freight for any goods received for transportation and additional compensation for extra costs and expenses resulting from the circumstances referred to above.

If, after storage, discharge, or any actions according to sub-part 5.2 above Carrier makes arrangements to store and/or forward the goods, it is agreed that he shall do so only as agent for and at the sole risk and expense of Merchant without any liability whatsoever in respect of such agency.

Carrier, in addition to all other liberties provided for in this Article, shall have liberty to comply with orders,

directions, regulations or suggestions as to navigation or the carriage or handling of the goods or the ship howsoever given, by any actual or purported government or public authority, or by any committee or person having under the terms of any insurance on the Ship, the right to give such order, direction, regulation, or suggestion. If by reason of and/or in compliance with any such order, direction, regulation, or suggestions, anything is done or is not done the same shall be deemed to be included within the contract or carriage and shall not be a deviation.

F. BASIC LIABILITY

Carrier shall be liable for loss of or damage to the goods occurring between the time when it takes goods into its custody and the time of delivery but shall not be liable for any consequential or special damages arising from such loss or damage.

If it is established that the loss or damage to the goods occurred during sea carriage or during carriage by land in the United States, liability shall be governed by the legal rules applicable as provided in Section 1 of this Bill of Lading.

If it cannot be determined when the loss of or damage to the goods occurred; liability shall be governed as provided in Section 6.2 above.

Carrier does not undertake that the goods shall be delivered at any particular time or for any particular market and shall not be liable for any direct or indirect losses caused by any delay.

Carrier shall not be liable for any loss or damage arising from:

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

compliance with the instructions of any person authorized to give them,

handling, loading, stowage, or unloading of the goods by or on behalf of Merchant,

inherent vice of the goods or concealed damage to shortage of goods packed by Merchant,

lack or insufficiency of, or defective condition of packing in the case of goods, which by their nature are liable to wastage or damage when not packed or when not properly packed,

insufficiency or inadequacy of marks or numbers on the goods, coverings or unit loads,

fire, unless caused by actual fault or privity of Carrier,

any cause or event which Carrier could not avoid and the consequence of which he could not prevent by the exercise of due diligence.

When Carrier pays claims to Merchant, Carrier shall automatically be subrogated to all rights of Merchant against all others, including Inland Carriers, on account of the losses or damages for which such claims are paid.

The defenses and limits of liability provided for in this Bill of Lading shall apply in any action or claim against Carrier relating to the goods, or the receipt, transportation, storage or delivery thereof, whether the action be founded in contract, tort or otherwise.

G. COMPENSATION FOR LOSS AND DAMAGE

Unless otherwise mandated by compulsorily applicable law or the provisions of Article 6.3, Carrier's liability for compensation for loss of or damage to goods shall in no case exceed the amount of US \$500.00 per package or per customary freight unit, unless Merchant, with the consent of Carrier, has declared a higher value for the goods in the space provided on front of this Bill of Lading and paid extra freight per Carrier's tariff, in which case such higher value shall be the limit of Carrier's liability. Any partial loss or damage shall be adjusted per rata on the basis of such declared value. Where a container is stuffed by Shipper or its behalf, and the container is sealed when received by Carrier for shipment. Carrier's liability will be limited to US \$500.00 with respect to the contents of each such container, except when the Shipper declares the value on the face hereof and pays additional charges on such declared value as stated in Carrier's tariff. The freight charged on sealed containers when no higher evaluation is declared by the Shipper is based on a value of US \$500.00 per container. However, Carrier shall not, in any case, be liable for an amount greater than the actual loss to the person entitled to make the claim. Carrier shall have the option of replacing lost goods or repairing damaged goods.

In any case where Carrier's liability for compensation may exceed the amounts set forth in Section 7.1 above compensation shall be calculated by reference to the value of the goods according to their current market price, at the time and place they are delivered, or should have been delivered, in accordance with this contract.

If the value of the goods is less than US\$500.00 per

package or per customary freight unit, their value for compensation purposes shall be deemed to be the invoice value, plus freight and insurance, if paid.

Carrier shall not be liable to any extent for any loss or damage to or in connection with precious metals, stones, or chemicals, jewelry, currency, negotiable, instruments, securities, writings, documents, works of art, curios, heirlooms, or any other valuable goods, including goods having particular value only for Merchant, unless the true nature and value of the goods have been declared in writing by Merchant.

Before receipt of the goods by the Carrier or Inland Carrier, the same is inserted on the face of this Bill of Lading and additional freight has been paid as required.

Carrier will not arrange for insurance on the goods except upon express instructions from the Consignor and then only at Consignor's expense and presentation of a declaration of value for insurance purposes prior to shipment.

H. DESCRIPTION OF GOODS AND INFORMATION FOR U.S. CUSTOMS

Carrier is responsible for transmitting information to U.S. Customs and Border Protection prior to lading of the Goods including, without limitation, precise commodity descriptions, numbers and quantities of the lowest external packaging unit, the shipper's complete name and address, the consignee's or the owner's representative's complete name and address, hazardous materials codes, and container seal numbers. For this, and other purposes, Carrier relies on information provided by Merchant in a timely fashion. Merchant warrants to Carrier that all particulars of the goods including without limitation the precise descriptions, marks, number, quantity, weight, seal numbers, identities of shipper and consignee and hazardous materials codes furnished by Merchant are correct and Merchant shall indemnify Carrier against all claims, penalties, losses or damages arising from any inaccuracy.

I. CARRIER'S CONTAINERS

If goods are not received by Carrier already in containers, Carrier may pack them in any type container. Merchant shall be liable to Carrier containers or equipment if such damage occurs while such equipment is in control of Merchant or his agents. Merchant indemnifies Carrier for any damage or injury to persons or property caused by Carrier's containers or equipment during handling by or when in possession or control of Merchant.

J. CONTAINER PACKED BY MERCHANT

If Carrier receives the goods already packed into

containers:

This Bill of Lading is prima face evidence of the receipt of the particular number of containers set forth, and that number only. Carrier accepts no responsibility with respect to the order and condition of the contents of the containers;

Merchant warrants that the stowage and seals of the containers are safe and proper and suitable for handling and carriage and indemnifies Carrier for any injury, loss or damage caused by breach of this warranty;

Delivery shall be deemed as full and complete performance when the containers are delivered by Carrier with the seals intact, and

Carrier has the right but not the obligation to open and inspect the containers at any time without notice to Merchant, and expenses resulting from such inspections shall be borne by Merchant; and

Merchant shall inspect containers, before stuffing them and the use of the containers shall be prima face evidence of their being sound and suitable for use.

K. DANGEROUS GOODS

Merchant may not tender goods of a dangerous nature without written application to Carrier and Carrier's acceptance of the same.

In the application, Merchant must identify the nature of the goods with reasonable specificity as well as the names and addresses of the shippers and consignees.

Merchant shall distinctly and permanently mark the nature of the goods on the outside of the package and container in a form and manner as required by law and shall submit to Carrier or to the appropriate authorities all necessary documents required by law or by Carrier for the transportation of such goods.

If the goods subsequently, in the judgement of Carrier, become a danger to Carrier, the Ship, or other cargo. Carrier may dispose of the goods without compensation to Merchant and Merchant shall indemnify Carrier for any loss or expenses arising from such action.

L. DECK CARGO

Carrier has the right to carry the goods in any container under deck or on deck. Carrier is not required to note "on deck stowage" on the face of this Bill of Lading and goods so carried shall continue under deck stowage for all purposes including General Average. Except as otherwise provided by any law applicable to this contract, if this

Bill of Lading states that the cargo is stowed on deck, then Carrier shall not be liable for any non-delivery, misdelivery, delay or loss to goods carried on deck, whether or not caused by Carrier's negligence or the ship's unseaworthiness.

M. HEAVY LIFT

Single packages with a weight exceeding 2,240 pounds gross not presented to Carrier in enclosed containers must be declared in writing by Merchant before receipt of the packages by Carrier. The weight of such packages must be clearly and durably marked on the outside of the package in letters and figures not less than two inches high.

If Merchant fails to comply with the above provisions, Carrier shall not be liable for any loss of or damage to the goods, persons or property, and Merchant shall be liable for any loss of or damage to persons or property resulting from such failure and Merchant shall indemnify Carrier against any loss or liability suffered or incurred by Carrier as a result of such failure.

Merchant agrees to comply with all laws or regulations concerning overweight containers and Merchant shall indemnify Carrier against any loss or liability suffered or incurred by Carrier as a result of Merchant's failure to comply with such laws or regulations.

N. DELIVERY

Carrier shall have the right to deliver the goods at any time and at any place designated by Carrier within the commercial or geographic limits of the port of discharge or place of delivery shown in this Bill of Lading. Carrier's responsibility shall cease when delivery has been made to Merchant, any person authorized by Merchant to receive the goods, or in any manner or to any other person in accordance with the custom and usage of the port of discharge or place of delivery. If goods should remain in Carrier's custody after discharge from the ship and possession is not taken by Merchant, after notice, within the time allowed in Carrier's applicable tariff, the goods may be considered to have been delivered to Merchant or abandoned at Carrier's option, and may be disposed of or stored at Merchants expense.

O. NOTICE OF CLAIM

Written notice of claims for loss of or damage to goods occurring or presumed to have occurred while in the custody of Carrier must be given to Carrier at the port of discharge before or at the time of removal of the goods by anyone entitled to delivery. If such notice is not provided, removal shall be prima face evidence of delivery by Carrier.

If such loss or damage is not apparent, Carrier must be given written notice within 3 days of the delivery.

P. FREIGHT AND CHARGES

Freight may be calculated on the basis of the particulars of the goods furnished by Merchant, who shall be deemed to have guaranteed to Carrier the accuracy of the contents, weight, measure, or value as furnished by him at the time of receipt of the goods by the Carrier or Inland Carrier, but Carrier for the purpose of ascertaining the actual particulars may at any time and at the risk and expense of Merchant open the container or package and examine the contents weight, measure, and value of the goods. In case of incorrect declaration of the contents, weight, measure, and or value of the goods, Merchant shall be liable for and bound to pay Carrier:

(a) the balance of freight between the freight charged and that which would have been due had the correct details been given, plus

(b) expenses incurred in determining the correct details, plus

(c) as liquidated and ascertained damages, an additional sum equal to the correct freight.

Quotations as to fees, rates of duty, freight charges, insurance premiums or other charges given

by Carrier to Merchant are for informational purposes only and are subject to change without notice and shall not under any circumstances be binding upon Carrier unless Carrier in writing specifically undertakes the handling of transportation of the shipment at a specific rate and that rate is filed in Carrier's tariff.

Freight shall be deemed earned on receipt of goods by Carrier, the goods lost or not lost, whether the freight is intended to be prepaid or collected at destination. Payment shall be in full and in cash without any offset, counterclaim, or deduction in the currency named in the Bill of Lading, or another currency at Carrier options. Interest at 1% per month shall run from the date when freight and charges are due. Payment of freight charges to a freight forwarder, broker or anyone other than directly to carrier shall not be deemed payment to the Carrier. Merchant shall remain liable for all charges hereunder notwithstanding any extension of credit to the freight forwarder or broker by Carrier. Full freight shall be paid on damaged or unsound goods.

Merchant shall be liable for dues, fees, duties, fines, taxes and charges, including consular fees, levied on the goods. Merchant shall be liable for return freight and charges on the goods if they are refused export or import by any government. Merchant shall be liable for all demurrage or detention charges imposed on the goods or their

containers by third parties.

The Shipper, consignee, holder hereof, and owner of the goods, and their principals, shall be jointly and severally liable to Carrier for the payment of all freight and charges, including advances and shall, in any referral for collection or action for monies due to Carrier, upon recovery by Carrier, pay the expenses of collection and litigation, including reasonable attorneys' fees. This provision shall apply regardless of whether the front of this bill of lading has been marked "prepaid" or "freight prepaid" so long as freight and charges remain unpaid.

The Shipper, consignee, holder hereof, and owner of the goods, and their principals, shall jointly and severally indemnify Carrier for all claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach of any of the provisions of this Bill of Lading or of any statutory or regulatory requirements.

R. LIEN

Carrier shall have a general lien on any and all property (and documents relating thereof) of Merchant in its possession, custody or control or en route, for all claims for charges, expenses or advance incurred by Carrier in connection with this shipment, or any previous shipment, of Merchant, the goods, wares and or merchandise or so much as may be necessary to satisfy such lien and the costs of recovery, and apply the net proceeds of such sale to the payment of the amount due Carrier. Any surplus from such sale shall be transmitted to Merchant, and Merchant shall be liable for any deficiency in the sale.

S. TIME BAR

Carrier shall be discharged from all liability for loss of or damage to goods unless suit is brought within one (1) year after delivery of the goods of the date when the goods should have been delivered. Suit shall not be deemed brought against Carrier until jurisdiction shall have been obtained over Carrier by service of summons. The time bar for overcharge claims shall be 36 months.

T. JURISDICTION

The courts of the State of Ohio shall have exclusive jurisdiction over any dispute arising from the carriage evidenced by this Bill of Lading. Merchant and Carrier each hereby agree to the personal jurisdiction of the forum having jurisdiction over their disputes under this clause.

Except as otherwise provided in this Bill of Lading, the laws of the State of Ohio shall apply.

U. GENERAL AVERAGE

General Average shall be adjusted at New York, or any other port at Carrier's option, according to the York-Antwerp Rules of 1994. The General Average statement shall be prepared by adjusters appointed by Carrier.

In the event of accident, damage, danger or disaster after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for the consequence of which Carrier is not responsible by statute, contract or otherwise, Merchant shall contribute with Carrier in General Average to the payment of any sacrifice, loss or expense of a General Average nature that may be made or incurred, and shall pay salvage or special charges incurred in respect of the goods. If a salving vessel is owned or operated by Carrier, salvage shall be paid for us as fully as if they salving vessel belonged to strangers.

V. BOTH-TO-BLAME COLLISION CLAUSE

If the ship comes into collision with another vessel as a result of negligence of the other vessel and any negligence or fault on the part of Carrier or its servants or subcontractors, Merchant shall indemnify Carrier against all loss or liability to the other or non-carrying vessel or her owners. Insofar as such loss or liability represents loss of or damage to or any claim whatsoever of Merchant paid or payable by the other or non-carrying vessel or her owners to Merchant and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying ship or her owner. This provision shall apply as well where the owners, operators or those in charge of any ship or ships or objects other than, or in addition to, the colliding ships or objects are at fault with respect to a collision or contact.

W. CARRIERS' TARIFFS

The goods carried under this Bill of Lading are also subject to all the terms and conditions of tariff(s) published pursuant to the regulations of the United States Federal Maritime Commission or any other regulatory agency which governs a particular portion of the carriage and the terms are incorporated herein as part of the terms and conditions of this Bill of Lading. Copies of Carrier's tariffs may be obtained from Carrier or its agents or from Carrier's website, the address of which is set forth on the U.S. Federal Maritime Commission's website at www.fmc.gov.

X. PERISHABLE CARGO

Goods of a perishable nature shall be carried in

ordinary containers without special protection services or other measures unless there is noted on the reverse side of this Bill of Lading that the goods will be carried in a refrigerated, heated, electrically ventilated or otherwise specially equipped container or are to receive special attention in any way. Carrier shall not be liable for any loss of or damage to goods in a special hold or container arising from latent defects, breakdown, or stoppage of the refrigeration, ventilation or heating machinery, insulation, ship's plant, or other such apparatus of the vessel or container provided that Carrier shall before or at the beginning of the transport exercise due diligence to maintain the special hold or container in an efficient state.

Merchant undertakes not to tender for transportation any goods that require refrigeration without given written notice of their nature and the required temperature setting of the thermostatic controls before receipt of the goods by Carrier. In case of refrigerated containers packed by or on behalf of Merchant, Merchant warrants that the goods have been properly stowed in the container and that the thermostatic controls have been adequately set before receipt of the goods by Carrier.

Merchant's attention is drawn to the fact that refrigerated containers are not designed to freeze down cargo which has not been presented for stuffing at or below its designated carrying temperature. Carrier shall not be responsible for the consequences of cargo tendered at a higher temperature than that required for the transportation.

If the above requirements are not compiled with, Carrier shall not be liable for any loss of or damage to the goods whatsoever.

Y. SEVERABILITY

The terms of this Bill of Lading shall be severable, and, if any part or terms hereof shall be held invalid, such holding shall not affect the validity or enforceability of any other part of term hereof.

Z. VARIATION OF THE CONTRACT

No servant or agent shall have power to waive or vary any of the terms hereof unless such variation is in writing and is specifically authorized or ratified in writing by Carrier.

Freight Forwarder Compensation

RULE: 9 - FREIGHT FORWARDER COMPENSATION Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

PAYMENT OF COMPENSATION:

APPLICABLE ONLY ON CARGO ORIGINATING IN THE UNITED STATES:

1. Compensation to a Licensed Ocean Freight Forwarder will be paid in connection with any shipment dispatched on behalf of others when, and only when, such Forwarder is licensed with the Federal Maritime Commission under Section 19 (a) of the Shipping Act of 1984 and the Ocean Shipping Reform Act of 1998 and has certified in writing that it holds a valid license and has performed the following services:
 - A. Engaged, booked, secured, reserved, or contracted directly with the Carrier or its agent for space aboard a vessel or confirmed the availability of that space.
 - B. Prepared and processed the Ocean Bill of Lading, Dock Receipt, Consular Documents and Export Declarations or other similar document with respect to the shipment.
2. Carrier will not pay compensation for services described in Paragraph (1), more than once on the same shipment. Freight Forwarder Compensation cannot be paid on any shipment for which Ocean Brokerage is payable.
3. Carrier will not knowingly pay compensation on a shipment in which the Forwarder has a direct or indirect beneficial interest.
4. The amount of compensation will be: 1.25%.
5. 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 the posting requirements of the Shipping Act, 1984 and the Ocean Shipping Reform Act of 1998.
 - d. Military Sealift Command or Military Traffic Management Command Cargoes.

e. Currency Adjustments.

Surcharges and Arbitraries

RULE: 10 - SURCHARGES AND ARBITRARIES Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

For Surcharges and Arbitraries, apply the following Subrules.

Inspection Fee

RULE: 10.1 - INSPECTION FEE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

All shipments will be subject to a fee of \$15.00 per hour for inspection and loading supervision at pier.

Container Stuffing Charge

RULE: 10.2 - CONTAINER STUFFING CHARGE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, a Container Stuffing Charge of \$600.00 per container will apply for receiving and unloading freight in the warehouse from one Shipper to one Destination for one Consignee and reloading into ocean container for export.

Container Service Charge

RULE: 10.3 - CONTAINER SERVICE CHARGE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, a Container Service Charge applies to full container load (FCL) movements ONLY. When UWL arranges positioning at Shipper's location and Inland/Ocean movement of UWL will provide Deck Receipt, Ocean Bill of Lading and if required, prepare shippers export declaration - \$125.00 per container.

Minimum Quantity Rates

RULE: 11 - MINIMUM QUANTITY RATES Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

When two or more TRIs or 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 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.

Ad Valorem Rates

RULE: 12 - AD VALOREM RATES Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

A. The liability of the Carrier as to the value of shipments 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 and additional charge based on the total declared valuation in addition to the stipulated rates applying to 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 (3.0%) percent of the total value declared and is in addition to the base TRI rate.

Transshipment

RULE: 13 - TRANSSHIPMENT Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable.

Co-Loading in Foreign Commerce

RULE: 14 - CO-LOADING IN FOREIGN COMMERCE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Co-loading is 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.

EXTENT OF

ACTIVITY: Carrier participates in co-loading agreements on a Carrier to Carrier relationship. Carrier 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-loaded 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-loaded. 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.

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.

Open Rates in Foreign Commerce

RULE: 15 - OPEN RATES IN FOREIGN COMMERCE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable.

Hazardous Cargo

RULE: 16 - HAZARDOUS CARGO Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

1. Explosives, Inflammables, or other Dangerous and Hazardous Cargo, or cargo of an objectionable nature, are subject to Carrier's option of acceptance and to special booking arrangements.

2. In the event the authorities at destination take the position that cargo is corrosive, inflammable, explosive or injurious, the owners of such cargo shall take delivery immediately when vessel, whether in berth or not, is ready to discharge same, otherwise vessel, without any further notice (and notwithstanding any custom of the port to the contrary), may discharge such cargo into lighter or other conveyance at the risk of the owners of such cargo, all expenses beyond vessel's tackle, including lighterage and/or transportation incurred in conveying such cargo to the warehouse or place designated by the port authorities or the storage or reception of same, to be for account of the Consignees, and/or owners and/or Shippers of such cargo.

3. The transportation of Explosives will be governed by the United States Code of Federal Regulations, i.e. CFR Title 46, Shipping Parts 146-149 as revised or superseding regulations, and to the extent applicable, the International Maritime Dangerous Goods Code (IMCO) published by the International Maritime Organization, 4 Albert Embankment, London, England SE1 7SR as listed below:

- Class 1. Explosives.
2. Gases; Compressed, Liquified or Dissolved under Pressure.
 3. Inflammable Liquids.
 4. Inflammable Solids.
 5. Oxidizing Substances and Organic Peroxide.
 6. Poison and Infectious Substances.
 7. Radioactive Substances.
 8. Corrosives.
 9. Miscellaneous Dangerous Substances.

Green Salted Hides in Foreign Commerce

RULE: 17 - GREEN SALTED HIDES IN FOREIGN COMMERCE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable.

Returned Cargo in Foreign Commerce

RULE: 18 - RETURNED CARGO IN FOREIGN COMMERCE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable.

Shippers Requests in Foreign Commerce

RULE: 19 - SHIPPERS REQUESTS IN FOREIGN COMMERCE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Any Shipper may transmit his requests and complaints as hereinafter defined to the Carrier in writing by mail, courier, facsimile or telex. Requests and Complaints are to be sent directly to the Carrier at the address shown in the Tariff Record.

As used in this Tariff, the phrase "Requests and Complaints" means any communication requesting a change in tariff rates, rules or regulations; objecting to rate increase or other tariff charges; and protests against erroneous billings due to an incorrect commodity classification, incorrect weight or measurement of cargo, or other implementation of the tariff. Routine requests for rate information, sailing schedules, space availability and the like are not included in the foregoing.

Overcharge Claims

RULE: 20 - OVERCHARGE CLAIMS Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

A. All claims for adjustment of freight charges must be presented to the Carrier in writing at the address shown in the Tariff Record within three (3) years after the date of receipt of shipment by Carrier (in accordance with Rule 3). Any expenses incurred by the 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.

B. Claims for freight rate adjustments will be acknowledged by the Carrier within 20 days of receipt by written notice to the Claimant of all governing tariff provisions and Claimant's rights under the Shipping Act of 1984 and the Ocean Shipping Reform Act of 1998.

C. 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 Section 11(g) of the Shipping Act of 1984 and the Ocean Shipping Reform Act of 1998. Such claims must be filed within three years of the date of receipt of shipment by Carrier (in accordance with Rule 3).

Use of Carrier Equipment

RULE: 21 - USE OF CARRIER EQUIPMENT Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Carrier provides no equipment of its own. Should Shipper or Consignee request the use of underlying Carrier's equipment for loading or unloading, all charges assessed against the equipment by the underlying Vessel-Operating Common Carrier shall be for the account of the cargo.

Automobile Rates in Domestic Offshore Commerce

RULE: 22 - AUTOMOBILE RATES IN DOMESTIC OFFSHORE COMMERCE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable.

Carrier Terminal Rules and Charges

RULE: 23 - CARRIER TERMINAL RULES AND CHARGES Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable.

NVOCC's in Foreign Commerce: Bonds & Agents

RULE: 24 - NVOCCs IN FOREIGN COMMERCE: BONDS AND AGENTS Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

A. BONDING OF NVOCCs:

1. Carrier has furnished the Federal Maritime Commission proof of financial responsibility as required by 46 CFR 515.22 to ensure the financial responsibility of the Carrier for the payment of any judgement for damages arising from its transportation-related activities, order for reparations or penalties assessed pursuant to the Shipping Act of 1984, as modified by The Ocean Shipping Reform Act of 1998.

2. Bond No. 2020100106

3. Name of Surety Company that issued the bond:

American Alternative Insurance Corp.
(A Delaware Corporation)
555 College Road East
PO Box 5241
Princeton, NJ 08543

B. RESIDENT AGENT:

1. Carrier's legal agent for the service of judicial and administrative process, including subpoenas is as shown in Paragraph 3 below. In any instance in which the designated legal agent cannot be served because of death, disability or unavailability, the Secretary, 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 affected upon the legal agent by mailing a copy of the documents to be served by certified or registered mail, return receipt

requested.

3. Name and Address of Resident Agent:

UWL, Inc.
1340 Depot St Ste 200
Rocky River, OH 44130

Certification of Shipper Status in Foreign Commerce

RULE: 25 - CERTIFICATION OF SHIPPER STATUS IN FOREIGN COMMERCE Eff:
01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

A. In accordance with the Non-Vessel-Operating Common Carrier Amendments of 1990, Public Law 98-237, 98 Stat. 56, and 46 CFR Sec. 515.27, each Shipper who is a Non-Vessel-Operating Common Carrier ("NVOCC") shall provide to Carrier prior to tendering any shipment, evidence as may be acceptable to the Carrier and the Federal Maritime Commission ("FMC") that such NVOCC is tariffed and bonded as required by Section 8 and 19 of the Shipping Act of 1984, as amended and the Ocean Shipping Reform Act of 1998.

B. If any Non-Vessel-Operating Common Carrier provides a false or misleading certification to Carrier, either of its status or of it having posted a tariff and filed a surety bond with the FMC, it shall be liable to Carrier for any fines, penalties or damages sustained by Carrier due to Carrier transporting cargo in violation of Public Law 98-237.

Time/Volume Rates in Foreign Commerce

RULE: 26 - TIME/VOLUME RATES IN FOREIGN COMMERCE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Time/Volume Rates (TVR) in this tariff shall be as specified in individual commodity descriptions and TRI's or NRA's referenced as Time/Volume Rates, in accordance with

46 C.F.R. Section 520.12 and subject to the terms and conditions below.

General Terms:

- a) Once a Time/Volume Rate is accepted by one shipper, it shall remain in effect for the time specified, without amendment; and
- b) Shipper notices and shipment records supporting a Time/Volume Rate will be maintained by the carrier for five years after any shipper's use of a Time/Volume Rate has ended.

Agreement for Time/Volume Rates

We, (insert company name) of which head office is located in (insert company address) wish to accept Time Volume Rate No. (insert TVR No.) which is offered by (insert (Carrier Name) (hereinafter "Carrier") as per local and intermodal freight tariff No. 001.

Contact: (insert name) Phone: (insert phone number)

We agree to place the TVR No. on the body of each bill of lading issued and agree that bills of lading which do not bear the TVR No. will not be counted toward the required minimum and that such shipments shall be rated at the applicable tariff rate.

We further agree to place our name as shipper and/or consignee (not notify party) in full style on each bill of lading and that any bill of lading which has a name other than as shown herein shall not be counted toward any tvr requirement.

Name: (insert name)

Title: (insert title)

Date: (insert date)

This enrollment is acknowledged by Carrier. Your enrollment number is (insert TVR No.).

Name: (insert name)

Title: (insert title)

Date: (insert date)

Enrollment must be in the name of the shipper or consignee making the application. Carrier shall notify shipper/consignee of the enrollment number assigned.

This Time/Volume Rates agreement is made as of (insert date), and it includes the following terms:

1. Term:

This TVR agreement shall become effective for the period specified in the commodity description and TVR referring hereto for application. For the purpose of determining whether or not a cargo movement occurs during the term of this TVR agreement, the pertinent date shall be the date when the full bill of lading quantity has been received by the carrier.

2. Minimum/Maximum Volume:

The shipper shall tender for shipment to Carrier during the term of this TVR agreement a Minimum/Maximum cargo as specified in the commodity description and TVR referring hereto for application.

3. Scope:

This TVR agreement covers container transportation and related service from (or at) Carrier's nominated receiving facilities at the origin port(s) and point(s) to (or at) Carrier's nominated delivery facilities at the destination port(s) and point(s) for which there are rates in the TVR referring hereto for application. The commodities covered by this TVR are those in the commodity description referring hereto for application.

4. Rates:

The rates for this TVR agreement are contained in the TVR referring hereto for application.

5. Failure to meet minimum volume requirements:

Cargo shall be rated at the applicable TVR. If the shipper/consignee fails to tender the minimum volume commitment specified in the individual TVR, the carrier shall re-rate the cargo at the otherwise applicable tariff rate and invoice the shipper/consignee and shipper/consignee agree to pay deficit charges on the difference between the freight charges actually paid and the freight charges applicable due to the re-rating. The total of any amounts due hereunder shall be paid directly to the carrier within thirty (30) days following written notification by the carrier.

6. Verification:

Each original bill of lading for a shipment under the individual TVR shall bear the TVR No. contained on the application of TVR in an appropriate column such as shipper or consignee column. The shipment

records which will be maintained to support the individual TVR are the respective bills of lading and any notices. The record keeping officer shall be:

(insert name and address)

The record keeping officer shall also be the person to respond to a request for shipment records under 46 C.F.R. 520.

7. Other conditions in general:

i) Shipments shall be counted toward only one (1) TVR.

ii) Beyond its obligations as a common carrier, the carrier makes no commitment to any defined service level, such as assured space, transit time, port rotation or similar service feature.

Carrier

Shipper

By: (insert name)

By: (insert name)

Title: (insert title)

Title: (insert title)

Date: (insert date)

Date: (insert date)

(Signature)

(Signature)

Loyalty Contracts in Foreign Commerce

RULE: 27 - LOYALTY CONTRACTS IN FOREIGN COMMERCE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable.

Definitions

RULE: 28 - DEFINITIONS Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

FCL - means Full Container Load

FOREIGN DESTINATION PORT GROUP - means all destination ports in foreign countries as described in Rule 1.B.

FOREIGN DEST POINT GROUP - means all destination points in foreign countries as described in Rule 1.B.

FOREIGN ORIGIN POINT GROUP - means all origin points in foreign countries as described in Rule 1.B.

FOREIGN ORIGIN PORT GROUP - means all origin ports in foreign countries as described in Rule 1.B.

LCL - means Less Than Full Container Load

NRA - means Negotiated Rate Agreement

TRI - means Tariff Rate Item which includes the Origin, Destination, Rate Basis, Rate, Effective Date, Expiration Date, Filing Date, Symbol and Shipment Codes applicable to a specific rate item.

US DESTINATION POINT GROUP - means all destination points in the United States as described in Rule 1.A.

US DESTINATION PORT GROUP - means all destination ports in the United States as described in Rule 1.

US ORIGIN POINT GROUP - means all origin points in the United States as described in Rule 1.A.

US ORIGIN PORT GROUP - means all origin ports in the United States as described in Rule 1.

Symbols

RULE: 29 - SYMBOLS Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

RATE BASIS		HAZARD CODES	
AV	Ad Valorem	A	IMO Stow Category A
EA	Each (As Defined)	B	IMO Stow Category B
LS	Lump Sum	C	IMO Stow Category c
M	Measure	D	IMO Stow Category D
MBF	1000 Board Feet	E	IMO Stow Category E
PC	Per Container	HAZ	Hazardous
W	Weight	NHZ	Non-Hazardous

WM Weight/Measure N/A Not Applicable

CONTAINER SIZES, TYPES, TEMPERATURES AND SERVICE TYPES

SIZES

20/20GP 20FT
40/40GP 40FT 8'6"
40H/40HC 40FT 9'6" HIGH CUBE
40X 40FT ANY HEIGHT
45X 45FT ANY HEIGHT

TYPES

AC	Atmosphere Control	OT	Open Top
DF	Drop Frame	PC	Dry
FB	Flat Bed	PL	Platform
FR	Flat Rack	RE	Reefer
GC	Garment Container	TC	Tank
HH	Half Height	TL	Top Loader
IN	Insulated	TR	Trailer
N/A	Non-Containerized Cargo/Not Applicable	VR	Vehicle Racks

TEMPERATURE

AC Artificial Atmosphere
Control
CLD Chilled
FRZ Frozen
HTD Heated
N/A Not Applicable/Not
Operating
RF Refrigerated
VEN Ventilated

SERVICE

D Door
M Motor
R Rail Yard
S Container Freight
Station
U Rail Siding
X Team Tracks
Y Container Yard

SYMBOL EXPLANATION

A.....Increase
C.....Change in wording which results in neither
Increase nor Reduction
E.....Expiration
I.....New or Initial Matter
R.....Reduction
P.....Extension of Service to Additional Port(S)
S.....Special Case Matter
T.....Terminal Rates, Charges or Provisions over which
carrier has no control
W.....Same Day Withdrawal of Erroneous Data
X.....Exemption for Controlled Carrier Date in
U.S./Bilateral Trades
x.....Times (Measurement to Weight Ratio Factor)
%.....Percent
'.....Foot (Feet)
".....Inch(es)
&.....And
\$.....Dollar(s)
/.....or (Per)

INLAND TRANSPORTATION MODES

WEIGHT

B	Barge	KG(S)	Kilograms
M	Motor	KT	1000 Kgs (Metric Ton)
MB	Motor/Barge	LB(S)	Pounds
MR	Motor/Rail	LT	Long Ton (2240 LBS)
N/A	Not Applicable	ST	Short Ton (2000 LBS)
R	Rail		
RB	Rail/Barge		

VOLUME

LENGTH, WIDTH AND HEIGHT

CBM	Cubic Meter	CM	Centimeters
CFT	Cubic Feet	FT	Feet
		IN	Inches
		M	Meters

Access to Tariff Information

RULE: 30 - ACCESS TO TARIFF INFORMATION Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

In accordance with 46 C.F.R. Section 520.9, Carrier's tariff is available for public inspection at tariff publisher's internet website. This internet tariff location is listed on the Federal Maritime Commission's website, at www.fmc.gov, pursuant to 46 C.F.R. Section 520.3(e).

Requests for assistance with tariff access should be directed to:

UWL, Inc.
1340 Depot St Ste 200
Rocky River, OH 44116
(440) 895-8212

Seasonal Discontinuance

RULE: 31 - SEASONAL DISCONTINUANCE Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable.

Military Cargo Terms

RULE: 32 - MILITARY CARGO TERMS Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable.

Project Rates

RULE: 33 - PROJECT RATES Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable.

Terminal Tariffs

RULE: 34 - TERMINAL TARIFFS Eff: 01/05/2021

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Not Applicable.

Booking Cancellation Fees

RULE: 35 - TERMINAL TARIFFS Eff: 05/19/2021

Effective 05/19/2021

Filed 05/19/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA,
A cancellation of a booking will incur a fee of \$100 per container.

Diversion Fees

RULE: 36 – DIVERSION FEES Eff: 06/04/2021

Effective 06/04/2021

Filed 06/04/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA,
A diversion handling fee of \$200 per container will apply in addition to any
pass through charges from the carrier.

BL Change / Amendment Fee

RULE: 37 – BL CHANGE/AMENDMENT FEE Eff: 07/26/2021

Effective 07/26/2021

Filed 07/26/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA,
A diversion handling fee of \$125 per occurrence will apply for any changes
requested to a BL after a draft is issued. Changes occur to any
modification of information appearing on the bill of lading.

LA/Long Beach Container Excess Dwell Fee

RULE: 37 – LA/LONG BEACH CONTAINER EXCESS DWELL FEE Eff: 11/04/2021

Effective 11/04/2021

Filed 11/04/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, in the case of
containers scheduled to move by truck (local), fees will be charged for every
container dwelling eight days or more following vessel discharge. For
containers moving by rail (intermodal), fees will be charged for every
container dwelling five days or more following vessel discharge. The fee will
be \$100 per container, increasing in \$100 increments per container per day of
excess dwell time beyond the prescribed period. For example, for a container
that dwells three days beyond the prescribed period, the fee will be \$100 on
the first day, \$200 on the second day and \$300 on the third day - for a total
of \$600.

Seattle/Tacoma Container Long Stay Handling Fee

RULE: 37 – SEATTLE/TACOMA CONTAINER LONG STAY HANDLING FEE Eff: 11/04/2021

Effective 11/04/2021

Filed 11/04/2021

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, all local import units that have exceeded 15 calendar days on terminal in Seattle or Tacoma will incur a \$310 or \$315 "Long Stay Rehandling Fee" per day.

Shipment Turnover Handling Fee

RULE: 38 – SHIPMENT TURNOVER HANDLING FEE Eff: 2/14/2022

Effective 2/14/2022

Filed 2/14/2022

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, in the case of shipments not being customs cleared by UWL, a fee of "\$55.00" will be charged for every bill of lading to turn over the shipment to the customs broker.

Detention/Per Diem Fees

RULE: 39 – DETENTION/PER DIEM FEES Eff: 2/23/2022

Effective 2/23/2022

Filed 2/23/2022

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, in the case of cargo contracted to Swire as a VOCC, the below detention/per diem charges will apply when moving in/out of the below ports.

Vietnam:	US
Ho Chi Minh	Seattle, WA
Haiphong	
Danang	
Phnom Penh	
Sihanoukville	

Vietnam Destination:

Exports Vietnam
UWL / Customer Billed Rate

		GP/HC		Reefer		Other	
Calendar Free Days:		7		5		5	
Container Size:		20'	40'	20'	40'	20'	40'
Daily after free time expiration	USD	\$15	\$30	\$30	\$60	\$40	\$80

Imports Vietnam
UWL / Customer Billed Rate

		GP/HC		Reefer		Other	
Calendar Free Days:		7		5		5	
Container Size:		20'	40'	20'	40'	20'	40'
Daily after free time expiration	USD	\$20	\$40	\$40	\$80	\$50	\$100

US Destination:

Exports USA
UWL / Customer Billed Rate

		GP/HC		Reefer		Other	
Calendar Free Days:		5		5		5	
Container Size:		20'	40'	20'	40'	20'	40'
6-8 days	USD	\$250		\$400		\$500	
9-11 days	USD	\$350		\$500		\$600	
12+	USD	\$450		\$600		\$700	

Imports USA
UWL / Customer Billed Rate

		GP/HC		Reefer		Other	
Calendar Free Days:		5		5		5	
Container Size:		20'	40'	20'	40'	20'	40'
6-8 days	USD	\$250		\$400		\$500	
9-11 days	USD	\$350		\$500		\$600	
12+	USD	\$450		\$600		\$700	

AMS Filing Fees

RULE: 40 – AMS FILING FEES Eff: 2/25/2022

Effective 5/05/2022

Filed 4/05/2022

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, in the case of cargo requiring AMS filing, the fee for filing AMS will be \$35 per bill of lading. If an amendment should be required, the fee of \$125 per amendment will apply.

BAF - Bunker Adjustment Fees

RULE: 41 – BAF - BUNKER ADJUSTMENT FEE Eff: 2/25/2022

Effective 4/1/2022

Filed 4/1/2022

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, in the case of cargo contracted to Swire as a VOCC, the below BAF charges will apply when moving in/out of the below ports.

Vietnam:	US
Ho Chi Minh	Seattle, WA
Haiphong	
Danang	
Phnom Penh	
Sihanoukville	

Container Size	BAF Fee
20'	\$595.00
40'	\$700.00
40' HC	\$750.00

Location Groups

Foreign Destination Point Group (DO)

GROUP: FOREIGN DEST POINT GROUP Eff: 01/05/2021

Group Name FOREIGN DEST POINT GROUP

Org/Dest Code D

Port(P) Point(O) Code O

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Cities: AFGHANISTAN

ALBANIA

ALGERIA

ANDORRA

ANGOLA

ANGUILLA

ANTARCTICA

ANTIGUA AND BARBUDA

ARGENTINA

ARUBA

ASHMORE AND CARTIER ISLANDS

AUSTRALIA

AUSTRIA

BAHAMAS THE

BAHRAIN

BAKER ISLAND

BANGLADESH

BARBADOS

BASSAS DA INDIA

BELGIUM

BELIZE

BENIN

BERMUDA

BHUTAN

BOLIVIA

BOTSWANA

BOUVET ISLAND

BRAZIL

BRITISH VIRGIN ISLANDS

BRUNEI

BULGARIA

BURKINA

BURMA

BURUNDI

CAMBODIA

CAMEROON
CANADA
CAPE VERDE
CAYMAN ISLANDS
CENTRAL AFRICAN REPUBLIC
CHAD
CHILE
CHINA
CHRISTMAS ISLAND
CLIPPERTON ISLAND
COCOS (KEELING) ISLANDS
COLOMBIA
COMOROS
CONGO
COOK ISLANDS
CORAL SEA ISLANDS
COSTA RICA
CUBA
CYPRUS
CZECHOSLOVAKIA
DENMARK
DJIBOUTI
DOMINICA
DOMINICAN REPUBLIC
ECUADOR
EGYPT
EL SALVADOR
EQUATORIAL GUINEA
ERITREA
ETHIOPIA
EUROPA ISLAND
FALKLAND ISLANDS (ISLAS MALVIN
FAROE ISLANDS
FEDERATED STATES OF MICRONESIA
FIJI
FINLAND
FRANCE
FRENCH GUIANA

FRENCH POLYNESIA
FRENCH SOUTHERN AND ANTARCTIC
GABON
GAMBIA THE
GAZA STRIP
GERMANY
GHANA
GIBRALTAR
GLORIOSO ISLANDS
GREECE
GREENLAND
GRENADA
GUADELOUPE
GUATEMALA
GUERNSEY
GUINEA
GUINEA BISSAU
GUYANA
HAITI
HEARD ISLAND AND MCDONALD ISLAND
HONDURAS
HONG KONG
HOWLAND ISLAND
HUNGARY
ICELAND
INDIA
INDONESIA
IRAN
IRAQ
IRAQ SAUDI ARABIA NEUTRAL ZONE
IRELAND
ISRAEL
ITALY
IVORY COAST
JAMAICA
JAN MAYEN
JAPAN
JARVIS ISLAND

JERSEY
JOHNSTON ATOLL
JORDAN
JUAN DE NOVA ISLAND
KENYA
KINGMAN REEF
KIRIBATI
KOREA DEMOCRATIC PEOPLES REP
KOREA REPUBLIC OF
KUWAIT
LAOS
LEBANON
LESOTHO
LIBERIA
LIBYA
LIECHTENSTEIN
LUXEMBOURG
MACAU
MADAGASCAR
MALAWI
MALAYSIA
MALDIVES
MALI
MALTA
MAN ISLE OF
MARSHALL ISLANDS
MARTINIQUE
MAURITANIA
MAURITIUS
MAYOTTE
MEXICO
MIDWAY ISLANDS
MONACO
MONGOLIA
MONTSERRAT
MOROCCO
MOZAMBIQUE
NAMIBIA

NAURU
NAVASSA ISLAND
NEPAL
NETHERLANDS
NETHERLANDS ANTILLES
NEW CALEDONIA
NEW ZEALAND
NICARAGUA
NIGER
NIGERIA
NIUE
NORFOLK ISLAND
NORTHERN MARIANA ISLANDS
NORWAY
OMAN
PAKISTAN
PALMYRA ATOLL
PANAMA
PAPUA NEW GUINEA
PARACEL ISLANDS
PARAGUAY
PERU
PHILIPPINES
PITCAIRN ISLANDS
POLAND
PORTUGAL
QATAR
REUNION
ROMANIA
RWANDA
SAN MARINO
SAO TOME AND PRINCIPE
SAUDI ARABIA
SENEGAL
SEYCHELLES
SIERRA LEONE
SINGAPORE
SOLOMON ISLANDS

SOMALIA
SOUTH AFRICA
SOUTH GEORGIA AND THE SOUTH SA
SPAIN
SPRATLY ISLANDS
SRI LANKA
ST HELENA
ST KITTS AND NEVIS
ST LUCIA
ST PIERRE AND MIQUELON
ST VINCENT AND THE GRENADINES
SUDAN
SURINAME
SVALBARD
SWAZILAND
SWEDEN
SWITZERLAND
SYRIA
TAIWAN
TANZANIA UNITED REPUBLIC OF
THAILAND
TOGO
TOKELAU
TONGA
TRINIDAD AND TOBAGO
TROMELIN ISLAND
TRUST TERRITORY OF THE PACIFIC
TUNISIA
TURKEY
TURKS AND CAICOS ISLANDS
TUVALU
UGANDA
UNION OF SOVIET SOCIALIST REPU
UNITED ARAB EMIRATES
UNITED KINGDOM
URUGUAY
VANUATU
VATICAN CITY

VENEZUELA
VIETNAM
WAKE ISLAND
WALLIS AND FUTUNA
WEST BANK
WESTERN SAHARA
WESTERN SAMOA
YEMEN
YUGOSLAVIA
ZAIRE
ZAMBIA
ZIMBABWE

Foreign Destination Port Group (DP)

GROUP: FOREIGN DESTINATION PORT GROUP Eff: 01/05/2021

Group Name FOREIGN DESTINATION PORT GROUP

Org/Dest Code D

Port(P) Point(O) Code P

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Cities: ALBANIA

ALGERIA

AMERICAN SAMOA

ANGOLA

ANGUILLA

ANTIGUA AND BARBUDA

ARGENTINA

ARUBA

AUSTRALIA

BAHAMAS THE

BAHRAIN

BANGLADESH

BARBADOS

BELGIUM

BELIZE

BENIN

BERMUDA
BOLIVIA
BRAZIL
BRITISH VIRGIN ISLANDS
BRUNEI
BULGARIA
BURMA
CAMBODIA
CAMEROON
CANADA
CAPE VERDE
CAYMAN ISLANDS
CHILE
CHINA
COLOMBIA
COMOROS
CONGO
COOK ISLANDS
COSTA RICA
CUBA
CYPRUS
CZECHOSLOVAKIA
DENMARK
DJIBOUTI
DOMINICA
DOMINICAN REPUBLIC
ECUADOR
EGYPT
EL SALVADOR
EQUATORIAL GUINEA
ERITREA
ETHIOPIA
FALKLAND ISLANDS (ISLAS MALVIN
FAROE ISLANDS
FIJI
FINLAND
FRANCE
FRENCH GUIANA

FRENCH POLYNESIA
GABON
GAMBIA THE
GERMANY
GHANA
GIBRALTAR
GREECE
GREENLAND
GRENADA
GUADELOUPE
GUATEMALA
GUINEA
GUINEA BISSAU
GUYANA
HAITI
HONDURAS
HONG KONG
HUNGARY
ICELAND
INDIA
INDONESIA
IRAN
IRELAND
ISRAEL
ITALY
IVORY COAST
JAMAICA
JAPAN
JERSEY
JOHNSTON ATOLL
JORDAN
KENYA
KIRIBATI
KOREA DEMOCRATIC PEOPLES REP
KOREA REPUBLIC OF
KUWAIT
LEBANON
LIBERIA

LIBYA
LUXEMBOURG
MACAU
MADAGASCAR
MALAYSIA
MALTA
MAN ISLE OF
MARSHALL ISLANDS
MARTINIQUE
MAURITANIA
MAURITIUS
MEXICO
MIDWAY ISLANDS
MONACO
MONTSERRAT
MOROCCO
MOZAMBIQUE
NAMIBIA
NAURU
NETHERLANDS
NETHERLANDS ANTILLES
NEW CALEDONIA
NEW ZEALAND
NICARAGUA
NIGERIA
NIUE
NORFOLK ISLAND
NORTHERN MARIANA ISLANDS
NORWAY
OMAN
PAKISTAN
PANAMA
PAPUA NEW GUINEA
PARAGUAY
PERU
PHILIPPINES
POLAND
PORTUGAL

QATAR
REUNION
ROMANIA
SAO TOME AND PRINCIPE
SAUDI ARABIA
SENEGAL
SEYCHELLES
SIERRA LEONE
SINGAPORE
SOLOMON ISLANDS
SOMALIA
SOUTH AFRICA
SPAIN
SRI LANKA
ST HELENA
ST KITTS AND NEVIS
ST LUCIA
ST PIERRE AND MIQUELON
ST VINCENT AND THE GRENADINES
SUDAN
SURINAME
SWEDEN
SWITZERLAND
SYRIA
TAIWAN
TANZANIA UNITED REPUBLIC OF
THAILAND
TOGO
TONGA
TRINIDAD AND TOBAGO
TRUST TERRITORY OF THE PACIFIC
TUNISIA
TURKEY
TURKS AND CAICOS ISLANDS
TUVALU
UGANDA
UNION OF SOVIET SOCIALIST REPU
UNITED ARAB EMIRATES

UNITED KINGDOM
UNITED STATES
URUGUAY
VANUATU
VENEZUELA
VIETNAM
YEMEN
YUGOSLAVIA
ZAIRE

Foreign Origin Point Group (OO)

GROUP: FOREIGN ORIGIN POINT GROUP Eff: 01/05/2021

Group Name FOREIGN ORIGIN POINT GROUP

Org/Dest Code O

Port(P) Point(O) Code O

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Cities: AFGHANISTAN

ALBANIA

ALGERIA

ANDORRA

ANGOLA

ANGUILLA

ANTARCTICA

ANTIGUA AND BARBUDA

ARGENTINA

ARUBA

ASHMORE AND CARTIER ISLANDS

AUSTRALIA

AUSTRIA

BAHAMAS THE

BAHRAIN

BAKER ISLAND

BANGLADESH

BARBADOS

BASSAS DA INDIA

BELGIUM
BELIZE
BENIN
BERMUDA
BHUTAN
BOLIVIA
BOTSWANA
BOUVET ISLAND
BRAZIL
BRITISH VIRGIN ISLANDS
BRUNEI
BULGARIA
BURKINA
BURMA
BURUNDI
CAMBODIA
CAMEROON
CANADA
CAPE VERDE
CAYMAN ISLANDS
CENTRAL AFRICAN REPUBLIC
CHAD
CHILE
CHINA
CHRISTMAS ISLAND
CLIPPERTON ISLAND
COCOS (KEELING) ISLANDS
COLOMBIA
COMOROS
CONGO
COOK ISLANDS
CORAL SEA ISLANDS
COSTA RICA
CUBA
CYPRUS
CZECHOSLOVAKIA
DENMARK
DJIBOUTI

DOMINICA
DOMINICAN REPUBLIC
ECUADOR
EGYPT
EL SALVADOR
EQUATORIAL GUINEA
ERITREA
ETHIOPIA
EUROPA ISLAND
FALKLAND ISLANDS (ISLAS MALVIN
FAROE ISLANDS
FEDERATED STATES OF MICRONESIA
FIJI
FINLAND
FRANCE
FRENCH GUIANA
FRENCH POLYNESIA
FRENCH SOUTHERN AND ANTARCTIC
GABON
GAMBIA THE
GAZA STRIP
GERMANY
GHANA
GIBRALTAR
GLORIOSO ISLANDS
GREECE
GREENLAND
GRENADA
GUADELOUPE
GUATEMALA
GUERNSEY
GUINEA
GUINEA BISSAU
GUYANA
HAITI
HEARD ISLAND AND MCDONALD ISLA
HONDURAS
HONG KONG

HOWLAND ISLAND
HUNGARY
ICELAND
INDIA
INDONESIA
IRAN
IRAQ
IRAQ SAUDI ARABIA NEUTRAL ZONE
IRELAND
ISRAEL
ITALY
IVORY COAST
JAMAICA
JAN MAYEN
JAPAN
JARVIS ISLAND
JERSEY
JOHNSTON ATOLL
JORDAN
JUAN DE NOVA ISLAND
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KOREA DEMOCRATIC PEOPLES REP
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LIECHTENSTEIN
LUXEMBOURG
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MADAGASCAR
MALAWI
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MALDIVES

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PERU

PHILIPPINES
PITCAIRN ISLANDS
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SAN MARINO
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SVALBARD
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THAILAND
TOGO

TOKELAU
TONGA
TRINIDAD AND TOBAGO
TROMELIN ISLAND
TRUST TERRITORY OF THE PACIFIC
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TUVALU
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VANUATU
VATICAN CITY
VENEZUELA
VIETNAM
WAKE ISLAND
WALLIS AND FUTUNA
WEST BANK
WESTERN SAHARA
WESTERN SAMOA
YEMEN
YUGOSLAVIA
ZAIRE
ZAMBIA
ZIMBABWE

Foreign Origin Port Group (OP)

GROUP: FOREIGN ORIGIN PORT GROUP Eff: 01/05/2021

Group Name FOREIGN ORIGIN PORT GROUP

Org/Dest Code O

Port(P) Point(O) Code P

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Cities: ALBANIA
ALGERIA
AMERICAN SAMOA
ANGOLA
ANGUILLA
ANTIGUA AND BARBUDA
ARGENTINA
ARUBA
AUSTRALIA
BAHAMAS THE
BAHRAIN
BANGLADESH
BARBADOS
BELGIUM
BELIZE
BENIN
BERMUDA
BOLIVIA
BRAZIL
BRITISH VIRGIN ISLANDS
BRUNEI
BULGARIA
BURMA
CAMBODIA
CAMEROON
CANADA
CAPE VERDE
CAYMAN ISLANDS
CHILE
CHINA
COLOMBIA
COMOROS
CONGO
COOK ISLANDS
COSTA RICA
CUBA

CYPRUS
CZECHOSLOVAKIA
DENMARK
DJIBOUTI
DOMINICA
DOMINICAN REPUBLIC
ECUADOR
EGYPT
EL SALVADOR
EQUATORIAL GUINEA
ERITREA
ETHIOPIA
FALKLAND ISLANDS (ISLAS MALVIN
FAROE ISLANDS
FIJI
FINLAND
FRANCE
FRENCH GUIANA
FRENCH POLYNESIA
GABON
GAMBIA THE
GERMANY
GHANA
GIBRALTAR
GREECE
GREENLAND
GRENADA
GUADELOUPE
GUATEMALA
GUINEA
GUINEA BISSAU
GUYANA
HAITI
HONDURAS
HONG KONG
HUNGARY
ICELAND
INDIA

INDONESIA
IRAN
IRELAND
ISRAEL
ITALY
IVORY COAST
JAMAICA
JAPAN
JERSEY
JOHNSTON ATOLL
JORDAN
KENYA
KIRIBATI
KOREA DEMOCRATIC PEOPLES REP
KOREA REPUBLIC OF
KUWAIT
LEBANON
LIBERIA
LIBYA
LUXEMBOURG
MACAU
MADAGASCAR
MALAYSIA
MALTA
MAN ISLE OF
MARSHALL ISLANDS
MARTINIQUE
MAURITANIA
MAURITIUS
MEXICO
MIDWAY ISLANDS
MONACO
MONTSERRAT
MOROCCO
MOZAMBIQUE
NAMIBIA
NAURU
NETHERLANDS

NETHERLANDS ANTILLES
NEW CALEDONIA
NEW ZEALAND
NICARAGUA
NIGERIA
NIUE
NORFOLK ISLAND
NORTHERN MARIANA ISLANDS
NORWAY
OMAN
PAKISTAN
PANAMA
PAPUA NEW GUINEA
PARAGUAY
PERU
PHILIPPINES
POLAND
PORTUGAL
QATAR
REUNION
ROMANIA
SAO TOME AND PRINCIPE
SAUDI ARABIA
SENEGAL
SEYCHELLES
SIERRA LEONE
SINGAPORE
SOLOMON ISLANDS
SOMALIA
SOUTH AFRICA
SPAIN
SRI LANKA
ST HELENA
ST KITTS AND NEVIS
ST LUCIA
ST PIERRE AND MIQUELON
ST VINCENT AND THE GRENADINES
SUDAN

SURINAME
SWEDEN
SWITZERLAND
SYRIA
TAIWAN
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TOGO
TONGA
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TRUST TERRITORY OF THE PACIFIC
TUNISIA
TURKEY
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UNITED KINGDOM
UNITED STATES
URUGUAY
VANUATU
VENEZUELA
VIETNAM
YEMEN
YUGOSLAVIA
ZAIRE

US Destination Point Group (DO)

GROUP: US DESTINATION POINT GROUP Eff: 01/05/2021

Group Name US DESTINATION POINT GROUP

Org/Dest Code D

Port(P) Point(O) Code O

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Cities: UNITED STATES
GUAM
PUERTO RICO
VIRGIN ISLANDS

US Destination Port Group (DP)

GROUP: US DESTINATION PORT GROUP Eff: 01/05/2021

Group Name US DESTINATION PORT GROUP

Org/Dest Code D

Port(P) Point(O) Code P

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Cities: UNITED STATES
GUAM
PUERTO RICO
VIRGIN ISLANDS

US Origin Point Group (OO)

GROUP: US ORIGIN POINT GROUP Eff: 01/05/2021

Group Name US ORIGIN POINT GROUP

Org/Dest Code O

Port(P) Point(O) Code O

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Cities: UNITED STATES
GUAM
PUERTO RICO
VIRGIN ISLANDS

US Origin Point Group (OP)

GROUP: US ORIGIN PORT GROUP Eff: 01/05/2021

Group Name US ORIGIN PORT GROUP

Org/Dest Code O

Port(P) Point(O) Code P

Effective 01/05/2021

Filed 01/05/2021

Filing Codes I

Cities: UNITED STATES

GUAM

PUERTO RICO

VIRGIN ISLANDS

Origin Scope

Origin Scope

1. UNITED STATES
2. AFGHANISTAN
3. ALBANIA
4. ALGERIA
5. AMERICAN SAMOA
6. ANDORRA
7. ANGOLA
8. ANGUILLA
9. ANTARCTICA
10. ANTIGUA AND BARBUDA
11. ARGENTINA
12. ARUBA
13. ASHMORE AND CARTIER ISLANDS
14. AUSTRALIA
15. AUSTRIA
16. BAHAMAS THE
17. BAHRAIN
18. BAKER ISLAND
19. BANGLADESH
20. BARBADOS
21. BASSAS DA INDIA

22. BELGIUM
23. BELIZE
24. BENIN
25. BERMUDA
26. BHUTAN
27. BOLIVIA
28. BOTSWANA
29. BOUVET ISLAND
30. BRAZIL
31. BRITISH VIRGIN ISLANDS
32. BRUNEI
33. BULGARIA
34. BURKINA
35. BURMA
36. BURUNDI
37. CAMBODIA
38. CAMEROON
39. CANADA
40. CAPE VERDE
41. CAYMAN ISLANDS
42. CENTRAL AFRICAN REPUBLIC
43. CHAD
44. CHILE
45. CHINA
46. CHRISTMAS ISLAND
47. CLIPPERTON ISLAND
48. COCOS (KEELING) ISLANDS
49. COLOMBIA
50. COMOROS
51. CONGO
52. COOK ISLANDS
53. CORAL SEA ISLANDS
54. COSTA RICA
55. CUBA
56. CYPRUS
57. CZECHOSLOVAKIA
58. DENMARK
59. DJIBOUTI
60. DOMINICA
61. DOMINICAN REPUBLIC
62. ECUADOR
63. EGYPT
64. EL SALVADOR
65. EQUATORIAL GUINEA
66. ERITREA
67. ETHIOPIA

68. EUROPA ISLAND
69. FALKLAND ISLANDS (ISLAS MALVIN
70. FAROE ISLANDS
71. FEDERATED STATES OF MICRONESIA
72. FIJI
73. FINLAND
74. FRANCE
75. FRENCH GUIANA
76. FRENCH POLYNESIA
77. FRENCH SOUTHERN AND ANTARCTIC
78. GABON
79. GAMBIA THE
80. GAZA STRIP
81. GERMANY
82. GHANA
83. GIBRALTAR
84. GLORIOSO ISLANDS
85. GREECE
86. GREENLAND
87. GRENADA
88. GUADELOUPE
89. GUAM
90. GUATEMALA
91. GUERNSEY
92. GUINEA
93. GUINEA BISSAU
94. GUYANA
95. HAITI
96. HEARD ISLAND AND MCDONALD ISLA
97. HONDURAS
98. HONG KONG
99. HOWLAND ISLAND
100. HUNGARY
101. ICELAND
102. INDIA
103. INDONESIA
104. IRAN
105. IRAQ
106. IRAQ SAUDI ARABIA NEUTRAL ZONE
107. IRELAND
108. ISRAEL
109. ITALY
110. IVORY COAST
111. JAMAICA
112. JAN MAYEN
113. JAPAN

114. JARVIS ISLAND
115. JERSEY
116. JOHNSTON ATOLL
117. JORDAN
118. JUAN DE NOVA ISLAND
119. KENYA
120. KINGMAN REEF
121. KIRIBATI
122. KOREA DEMOCRATIC PEOPLES REP
123. KOREA REPUBLIC OF
124. KUWAIT
125. LAOS
126. LEBANON
127. LESOTHO
128. LIBERIA
129. LIBYA
130. LIECHTENSTEIN
131. LUXEMBOURG
132. MACAU
133. MADAGASCAR
134. MALAWI
135. MALAYSIA
136. MALDIVES
137. MALI
138. MALTA
139. MAN ISLE OF
140. MARSHALL ISLANDS
141. MARTINIQUE
142. MAURITANIA
143. MAURITIUS
144. MAYOTTE
145. MEXICO
146. MIDWAY ISLANDS
147. MONACO
148. MONGOLIA
149. MONTSERRAT
150. MOROCCO
151. MOZAMBIQUE
152. NAMIBIA
153. NAURU
154. NAVASSA ISLAND
155. NEPAL
156. NETHERLANDS
157. NETHERLANDS ANTILLES
158. NEW CALEDONIA
159. NEW ZEALAND

160. NICARAGUA
161. NIGER
162. NIGERIA
163. NIUE
164. NORFOLK ISLAND
165. NORTHERN MARIANA ISLANDS
166. NORWAY
167. OMAN
168. PAKISTAN
169. PALMYRA ATOLL
170. PANAMA
171. PAPUA NEW GUINEA
172. PARACEL ISLANDS
173. PARAGUAY
174. PERU
175. PHILIPPINES
176. PITCAIRN ISLANDS
177. POLAND
178. PORTUGAL
179. PUERTO RICO
180. QATAR
181. REUNION
182. ROMANIA
183. RWANDA
184. SAN MARINO
185. SAO TOME AND PRINCIPE
186. SAUDI ARABIA
187. SENEGAL
188. SEYCHELLES
189. SIERRA LEONE
190. SINGAPORE
191. SOLOMON ISLANDS
192. SOMALIA
193. SOUTH AFRICA
194. SOUTH GEORGIA AND THE SOUTH SA
195. SPAIN
196. SPRATLY ISLANDS
197. SRI LANKA
198. ST HELENA
199. ST KITTS AND NEVIS
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201. ST PIERRE AND MIQUELON
202. ST VINCENT AND THE GRENADINES
203. SUDAN
204. SURINAME
205. SVALBARD

- 206. SWAZILAND
- 207. SWEDEN
- 208. SWITZERLAND
- 209. SYRIA
- 210. TAIWAN
- 211. TANZANIA UNITED REPUBLIC OF
- 212. THAILAND
- 213. TOGO
- 214. TOKELAU
- 215. TONGA
- 216. TRINIDAD AND TOBAGO
- 217. TROMELIN ISLAND
- 218. TRUST TERRITORY OF THE PACIFIC
- 219. TUNISIA
- 220. TURKEY
- 221. TURKS AND CAICOS ISLANDS
- 222. TUVALU
- 223. UGANDA
- 224. UNION OF SOVIET SOCIALIST REPU
- 225. UNITED ARAB EMIRATES
- 226. UNITED KINGDOM
- 227. URUGUAY
- 228. VANUATU
- 229. VATICAN CITY
- 230. VENEZUELA
- 231. VIETNAM
- 232. VIRGIN ISLANDS
- 233. WAKE ISLAND
- 234. WALLIS AND FUTUNA
- 235. WEST BANK
- 236. WESTERN SAHARA
- 237. WESTERN SAMOA
- 238. YEMEN
- 239. YUGOSLAVIA
- 240. ZAIRE
- 241. ZAMBIA
- 242. ZIMBABWE

Destination Scope

Destination Scope

1. UNITED STATES
2. AFGHANISTAN
3. ALBANIA
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6. ANDORRA
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- 235. WEST BANK
- 236. WESTERN SAHARA
- 237. WESTERN SAMOA
- 238. YEMEN
- 239. YUGOSLAVIA
- 240. ZAIRE
- 241. ZAMBIA
- 242. ZIMBABWE

All the information contained in this tariff is true and accurate and no unlawful alterations will be permitted.

History:

Deleted Sections effective 4/1

BAF - Bunker Adjustment Fees

RULE: 41 – BAF - BUNKER ADJUSTMENT FEE Eff: 2/25/2022

Effective 2/25/2022

Filed 2/25/2022

Filing Codes I

Unless otherwise provided in individual TRIs or NRA, in the case of cargo contracted to Swire as a VOCC, the below BAF charges will apply when moving in/out of the below ports.

Vietnam:	US
Ho Chi Minh	Seattle, WA
Haiphong	
Danang	
Phnom Penh	
Sihanoukville	

Container Size	BAF Fee
20'	\$490.00
40'	\$600.00
40' HC	\$650.00

