#### PETERSBERG SHIPPING LINES LIMITED

### **ORIGINAL TITLE PAGE**

FMC No.: 026524

NON-VESSEL OPERATING COMMON CARRIER

EFFECTIVE DATE: 15MAR2017 PUBLISHED DATE: 15MAR2017

**EXPIRATION DATE:** 

CONTROLLED CARRIER STATUS: NONE

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### TITLE PAGE

TARIFF NO. 01
NRA GOVERNING RULES TARIFF
NAMING RULES AND REGULATIONS ON CARGO MOVING
IN CONTAINERS AND BREAKBULK
BETWEEN
U.S. PORTS AND POINTS
AND
WORLD PORTS AND POINTS

Petersberg Shipping Lines Limited is a foreign-domiciled Registered Non-Vessel Operating Common

Carrier (NVOCC) with the Federal Maritime Commission (FMC), operating under FMC organization number 026524.

NOTICE TO TARIFF USERS

Carrier has opted to be exempt from tariff publication requirements pursuant to 46 C.F.R. §520 and 532. In that respect Carrier has opted for use of both Negotiated Rate Arrangements ("NRAs") and tariff rate publications. NRA means the written and binding arrangement between an NRA shipper or consignee and Carrier to provide specific transportation service for a stated cargo quantity, from origin to destination on and after receipt of the cargo by the Carrier or its agent (originating carrier in the case of through Transportation).

Carrier hereby is issuing this NRA quotation which if the Shipper or Consignee accepts it, the acceptance will be noted in a writing herein and shall also serve as a booking. The offer terms provided by Carrier contained in the writings shall be a valid offer for thirty (30) days, unless otherwise rescinded by the Carrier prior to receiving Shipper's acceptance. Carrier's receipt of Shipper's or Consignee's acceptance in writing constitutes final acceptance by Shipper or Consignee of this offer, and the terms of the NRA shall bind the parties. The effective date of the NRA shall be the date of Carrier's receipt of Shipper's and or Consignee's acceptance herein. All applicable origin and destination local terminal and/or port charges shall apply to all NRAs. Rates may not be modified in an NRA after the time the shipment is received by the Carrier or its agent (including originating carriers in the case of through transportation).

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PUBLISHED BY:
PETERSBERG SHIPPING LINES LIMITED
6<sup>TH</sup> FLOOR, FORTUNE CENTRE
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### TARIFF DETAILS

Tariff Number: 01

TARIFF TITLE: NRA GOVERNING RULES TARIFF

EFFECTIVE: 15MAR2017

THRU: None EXPIRES: None

PUBLISH: 15MAR2017

AMENDMENT TYPE: O

ORIGINAL ISSUE: 15MAR2017
WEIGHT RATING: 1,000KGS
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TARIFF TYPE: GOVERNING NRA RULES TARIFF

CERTIFICATION: ALL INFORMATION CONTAINED IN THIS TARIFF IS TRUE, ACCURATE AND NO UNLAWFUL

ALTERATIONS ARE PERMITTED.

### ORGANIZATION INFORMATION

FMC NUMBER: 026524

NAME: PETERSBERG SHIPPING LINES LIMITED

TRADE NAME:

TYPE: Non-Vessel Operating Common Carrier

HDQ. COUNTRY: HONG KONG

6<sup>TH</sup> FLOOR, FORTUNE CENTRE

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PETERSBERG SHIPPING LINES LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

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Rule 1:

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Rules and regulations published herein apply between United States Atlantic, Gulf, Pacific and Great Lakes Ports, U.S. Territories and Possessions, U.S. Inland Points and Worldwide Ports and Points as specified in Rule 1.A of this tariff:

#### U.S. ATLANTIC BASE PORTS (ACBP)

Baltimore, MD

Boston, MA

Chester, PA

Charleston, SC

Jacksonville, FL

Miami, FL

New York, NY

Newark, NJ

Norfolk VA

Philadelphia, PA

Savannah, GA

Wilmington, NC

U.S. GULF COAST BASE PORTS: (GCBP)

Houston, TX

Galveston, TX

New Orleans, LA

Tampa, FL

Mobile, AL

U.S. PACIFIC COAST BASE PORTS: (PCBP)

Port Hueneme, CA

Los Angeles, CA

Long Beach, CA

Oakland, CA

San Francisco, CA

Portland, OR

Seattle, WA

Tacoma, WA

GREAT LAKES BASE PORTS

Includes Chicago, IL

SUBSTITUTED SERVICE AND INTERMODAL SERVICE

### A. SUBSTITUTED SERVICE

This provision shall govern the transfer of cargo by trucking or other means of transportation at the expense of the Ocean Carrier. In no event shall any such transfer arrangements 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 cleared through the port originally intended.

### B. INTERMODAL SERVICE

Carrier will provide through intermodal service via all combinations of air, barge, motor and rail service. Intermodal Rates will be shown as single-factor through rates as specified in individual NRAs. Carrier's liability will be determined in accordance with the provisions indicated in their Bill of Lading (Rule 8 herein). Intermodal rates will apply via US Atlantic, Gulf or Pacific Coast Base Ports as specified in the individual NRA of this tariff. Intermodal rates will apply from locations specified in rule 1-B.

PETERSBERG SHIPPING LINES LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 1-A:

Worldwide Ports and Points

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Except as otherwise provided this tariff provides rules and regulations between USA Ports and Points, and Worldwide Ports and Points

AFGHANISTAN ALBANIA ALGERIA AMERICAN SAMOA ANDORRA ANGOLA ANGUILLA ANTARCTICA ANTIGUA AND BARBUDA ARGENTINA 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

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EGYPT EL SALVADOR EQUATORIAL GUINEA ETHIOPIA EUROPA ISLAND FALKLAND ISLANDS (ISLAS MALVIN FAROE ISLANDS FEDERATED STATES OF MICRONESIA

FINLAND FRANCE FRENCH GUIANA FRENCH POLYNESIA FRENCH SOUTHERN AND

ANTARCTIC GABON GAMBIA THE GAZA STRIP GERMANY GHANA GIBRALTAR GLORIOSO ISLANDS GREECE GREENLAND GRENADA GUADELOUPE

GUAM GUATEMALA GUERNSEY GUINEA GUINEA BISSAU GUYANA

HEARD ISLAND AND MCDONALD ISLA HONDURAS HONG KONG

HOWLAND ISLAND HUNGARY ICELAND INDIA INDONESIA IRAN IRAQ 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 PUERTO RICO OATAR 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

URUGUAY

TURKS AND CAICOS

ISLANDS TUVALU UGANDA UNION OF SOVIET SOCIALIST REPU UNITED ARAB EMIRATES UNITED KINGDOM

USA VANUATU VATICAN CITY VENEZUELA VIETNAM VIRGIN ISLANDS WAKE ISLAND WALLIS AND FUTUNA WEST BANK WESTERN SAHARA WESTERN SAMOA

YEMEN YUGOSLAVIA ZAIRE ZAMBIA ZIMBABWE

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020524 NRA RULES TARIFF NO. 01 - Between (US and World)
AMENDMENT NO. 0

Rule 1-B:

Intermodal Service

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Intermodal through rates applies between points in the U.S. and worldwide destinations.

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NRA RULES TARIFF NO. 01 - Between (US and World)

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Rule 2: Notice to Tariff Users

### Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

- a. Carrier has opted to be exempt from tariff publication requirements pursuant to 46 C.F.R. §520 and 532. In that respect Carrier has opted for use of both Negotiated Rate Arrangements ("NRAs") and tariff rate publications.
- b. NRA means the written and binding arrangement between an NRA shipper or consignee and eligible NVOCC to provide specific transportation service for a stated cargo quantity, from origin to destination on and after receipt of the cargo by the Carrier or its agent (originating carrier in the case of through Transportation).
- c. Carrier's Rules are provided free of charge to Shipper and Consignee at <a href="https://www.petersbergshippinglines.com">https://www.petersbergshippinglines.com</a> containing the terms and conditions governing the charges, classifications, rules, regulations and practices of Carrier.
- d. Carrier hereby is issuing this NRA quotation which if the Shipper or Consignee accepts it, the acceptance will be noted in a writing herein and shall also serve as a booking. The offer terms provided by Carrier contained in the writings shall be a valid offer for thirty (30) days, unless otherwise rescinded by the Carrier prior to receiving Shipper's acceptance. Carrier's receipt of Shipper's or Consignee's acceptance in writing constitutes final acceptance by Shipper or Consignee of this offer, and the terms of the NRA shall bind the parties. The effective date of the NRA shall be the date of Carrier's receipt of Shipper's and or Consignee's acceptance herein. All applicable origin and destination local terminal and/or port charges shall apply to all NRAs. Rates may not be modified in an NRA after the time the shipment is received by the Carrier or its agent (including originating carriers in the case of through transportation).
- e. Rates may not be modified in an NRA after the time the shipment is received by the Carrier or its agent (including originating carriers in the case of through transportation.
- f. All applicable origin and destination local terminal and/or port charges shall be for the account of the cargo. RETURN TO TABLE OF CONTENT

### Tariff Rule Information

026524 PETERSBERG SHIPPING LINES LIMITED

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 2A: Application of NRAs and Charges

### Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

1. NRAs are stated in terms of U.S. Currency and or local currencies, as applicable, and apply per 1 Cubic Meter (M) or 1,000 Kilos (W), as indicated, whichever basis 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. NRAs and other charges shall be based on the actual gross weight and/or overall measurement of each piece or package, except as otherwise provided.

NRAs indicated by W/M or WM are optional weight or measurement rates and the rate yielding the greater revenue will be charged.

2. Except as otherwise provided, all "Port" (i.e., Port-to-Port) rules published herein apply from/to places where the common carrier originates or terminates its actual ocean carriage of cargo. Tolls, Wharfage, Cost of Landing, and all other expenses beyond the port terminal area are for account of Owner, Shipper or Consignee of the cargo and all such expenses levied in the first instance against the Carrier will be billed in an equal amount to the Owner, Shipper or Consignee of the Cargo.

NRAs are applicable from Inland Points which lie beyond port terminal areas. Such NRAs will be shown as single-factor through NRAs.

Such NRAs shall be inclusive of all charges pertinent to the transportation of cargo and not including Customs clearance assessments or Forwarding Charges, except as provided in each individual NRA.

Alternatively, at shipper's or consignee's request, carrier will arrange for inland transportation as shipper's or consignee's agent. All associated costs will be for the account of the cargo. Overland carriers will be utilized on an availability of service basis and not restricted to any preferred Carriers, except as Ocean Carrier deems necessary to guarantee safe and efficient movement of said cargo. (See item 16, re: Advanced Charges.)

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

- 3. Any Additional Charges which may be imposed upon the cargo by Governmental Authorities will be for the account of the cargo.
- 4. NRAs do not include Marine Insurance or Consular fees.

- 5. Description of commodities shall be uniform on all copies of the Bill of Lading and MUST be in conformity with the validated United States Export Declaration covering the shipment. Carrier must verify the Bill of Lading description with the validated United States Export Declaration. Shipper amendments in the description of the goods will only be accepted if validated by United States Customs. Trade names are not acceptable commodity descriptions and shippers are required to declare their commodity by its generally accepted generic or common name.
- 6. Unless otherwise specified, when the NRAs 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 Import/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. The NRA shown except where predicated on specifically lower values or on an ad valorem basis, are subject to Bill of Lading limit of value
- 8. Except as otherwise provided, NRAs apply only to the specific commodity named and cannot be applied to analogous articles.
- 9. 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 in conformity with Federal Maritime Commission Regulations."
- 10. Any Tollage, Wharfage, Handling and/or other charges assessed against the cargo at Ports of Loading/Discharge will be for the account of the cargo. Any Tollage, Wharfage, Handling and/or Charges at Port of Loading in connection with storage, handling and receipt of cargo before loading on the vessel shall be for the account of the cargo.

#### 11. TYPES OF SERVICE PROVIDED

CY/CY (Y/Y) - The term CY/CY means containers packed by Shippers off Carrier's premises, delivered to Carrier's CY, accepted by Consignee at Carrier's CY and unpacked off Carrier's premises, all at the risk and expense of the cargo.

CY/CFS (Y/S) - The term CY/CFS means containers packed by Shippers off Carrier's premises and delivered to Carrier's CY and unpacked by the Carrier at the destination port CFS, all at the risk and expense of the cargo.

CFS/CFS (S/S) - The term CFS/CFS means cargo delivered to Carrier's CFS to be packed by Carrier into containers and to be unpacked by the Carrier from the containers at Carrier's destination port CFS, all at the risk and expense of the cargo.

CFS/CY (S/Y) - The term CFS/CY means cargo delivered to Carrier's CFS to be packed by Carrier into containers and accepted by Consignee at Carrier's CY and unpacked by the Consignee off Carrier's premises, all at the risk and expense of the cargo.

DOOR (D) - Door Service pertains to the carrier providing inland transportation from/to the shipper's/consignee's designated facilities. 12. SERVICE OPTIONS:

a. The following service types are available and pertain to rates contained in this tariff.

Container Yard (Y)

The term Container Yard refers to the specific location designated by the carrier where the carrier assembles, holds or stores containers and where containers loaded with goods are received or delivered.

Container Freight Station (S)

The term Container Freight Station means the location designated by the carrier or his authorized agent for the receiving of goods to be stuffed into containers or for the delivery of goods stripped from the containers by the carrier or his agent.

Door Service pertains to the carrier providing inland transportation from/to the shipper's/consignee's designated facilities. Door Service is applicable only where specifically provided in the individual NRA or where specified in an Inland Rate Table.

Ocean Port (O)

Ocean Port rates published herein apply from/to places where the common carrier originates or terminates its actual ocean carriage of cargo at the origin and destination ports. Tolls, Wharfage, Cost of Landing, and all other expenses beyond the port terminal area are for account of the cargo.

- b. Any combination of the above services may be offered, i.e.: O/O, O/D, D/D, Y/S, Y/Y, etc.
- c. Carrier may also utilize the following terminology to describe its services:

IPI Service, from Asia to USA

The term IPI service means shipments from Ports and Points in Asia discharged by Carrier at US Pacific Coast Base Ports (PCBP) and moved via rail and/or truck to destination inland CFS, CY or Door points in the USA.

MLB Service (Mini Land Bridge), from Asia to USA

The term MLB service means shipments from Ports and Points in Asia discharged by Carrier at US Pacific Coast Base Ports (PCBP) and moved via rail and/or truck to destination CFS or CY at US Atlantic & Gulf Ports.

RIPI Service, from Asia to USA

The term RIPI service means shipments from Ports and Points in Asia discharged by Carrier at US Atlantic Coast Base Ports (ACBP) and moved via rail and/or truck to destination inland CFS, CY or Door points in the USA.

13. ADVANCED CHARGES

Advanced charges on bills of lading for collection from shipper/consignee will be accepted provided such charges do not exceed the amount of freight on the bill of lading, and provided they do not relate in any part to cargo cost and/or ocean freight thereon, but cover only carrying and other legitimate expenses from/to carrier's terminal at bill of lading origin/destination. Such charges accepted without carrier's responsibility and full risk is for the party requesting such advance.

PETERSBERG SHIPPING LINES LIMITED 026524

AMENDMENT NO. O

NRA RULES TARIFF NO. 01 - Between (US and World)

Rule 2-010:

**Packing Requirements** 

#### Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

- 1. Except as otherwise provided herein, articles tendered for transportation will be refused for shipment unless in such condition and so prepared for shipment as to render transportation reasonably safe and practicable. Provisions for the shipment of articles not enclosed in containers does not obligate the Carrier to accept an article so offered for transportation when enclosure in a container is reasonable necessary for protection and safe transportation.
- 2. Packages must be marked durably and legibly and must show the port of destination. All packages must be numbered, which number together with marks and destination must appear on the shipping receipts and Bill of Lading.
- 3. Gross weight in pounds, and/or Kos, and initials of port must be clearly and legibly shown on packages, and on original and copies of dock receipts tendered at time of delivery.
- 4. Each package, bundle or piece of freight must be plainly marked with the full or initials of consignee, and the destination must be shown in full to insure proper delivery. If necessary, corrections must be made by the shipper or his representative. RETURN TO TABLE OF CONTENT

### Tariff Rule Information

PETERSBERG SHIPPING LINES LIMITED 026524

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

**Diversion By Carrier** 

### Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

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

- 1. To ocean carrier's terminal (motor, rail or water), at port of destination declared on the bill of lading at the expense of the ocean carrier. Carrier may, at their convenience, deliver cargo to ports en-route between Carrier discharging terminal and carrier's delivery terminal provided the NRAs are already provided for such destinations in individual commodity items.
- 2. The ocean carrier may forward cargo direct to a point designated by the consignee, provided the consignee pays the cost which he would normally have incurred either by rail, truck or water, to such point if the cargo has been discharged at the terminal port named in the ocean bill of lading within any commercial zone, such payment by the consignee shall be the cost he would normally have incurred to such point of delivery.

NOTE: In the event of cargo being discharged at carrier's convenience at a port other than the port of destination named in the bill of lading, the NRA applicable to the port of destination named in the bill of lading shall be assessed. In no event shall any such transfer or arrangements under which it is performed by such as to result directly or indirectly in any lessening or would have borne had the shipment cleared through the port originally intended.

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### Tariff Rule Information

PETERSBERG SHIPPING LINES LIMITED 026524

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 2-030: **Container Weight Regulations (SOLAS)** 

### Effective: 01JUL2016 Thru: NONE Expires: NONE Publish: 01JUL2016

- 1. Upon tender of cargo to Carrier Shipper shall provide to Carrier a Shipper Actual Gross Mass Weight Verification ("VGM") which meets the requirements of the International Maritime Organization (IMO) per its Guidelines relating to the Safety of Life at Sea Convention (SOLAS) for the export of containerized cargo.
- 2. If a Shipper does not provide a satisfactory VGM to Carrier prior to tendering the cargo to Carrier, Carrier has the right to refuse to accept such cargo until one is provided to Carrier or if Carrier does accept container(s) from Shipper it may lawfully opt to not deliver the container(s) to the ocean terminals for loading on a vessel until it does receive a satisfactory VGM.
- 3. At Carrier's sole option, Carrier can arrange to obtain a VGM on Shipper's behalf provided that Carrier agrees to do so in writing and by Shipper providing an executed written authorization for Carrier to do so in a format acceptable to Carrier whereby Carrier agrees to act as an agent on Shipper's behalf solely for that purpose. Accepting that function shall not otherwise alter Carrier's relationship as an independent contractor as Carrier.
- 4. VGM's provided by the Shipper to Carrier shall have been obtained from either Method 1 as described by SOLAS, which requires that the full container load was weighed after it was packed, and/or Method 2 which requires weighing all the cargo and contents of the container and adding the tare weight of the container as indicated on the door of the container.
- 5. Whether Method 1 or Method 2 is utilized by the Shipper, for the shipper's weight verification to be compliant with the SOLAS requirement, it must be "signed", meaning a specific person representing the shipper is named and identified as having verified the accuracy of the weight calculation on behalf of the shipper. Identification of the person signing requires that their full name, address, and phone number/e-mail address be provided.
- 6. Method 2 shall not be allowed by Carrier for scrap metal, un-bagged grain and other cargo in bulk "that "do not easily lend themselves to individual weighing of the items to be packed in the container"
- 7. Carrier will not accept estimates of weight, and the weighing equipment used must meet national certification and calibration requirements. Further, the party packing the container cannot use the weight somebody else has provided, except that individual,

original sealed packages that have the accurate mass of the packages and cargo items (including any other material such as packing material and refrigerants inside the packages) are clearly and permanently marked on their surfaces.

- 8. If containers are delivered to the piers/terminals by the Carrier without a satisfactory VGM and the load port has appropriate weighing facilities, all charges, fees, and or penalties with respect to weighing subject container shall be for the account of the Shipper.
- 9. Carrier shall not be responsible for charges, fees, penalties or other claims for containers for which a verified weight was provided prior to loading in a preceding load port and which may be loaded in transshipment ports which may require another VGM whether or not the SOLAS Guidelines do not require such re-weighing.
- 10. Shippers who tender less-than-container load ("LCL"), whether beneficiary cargo owners, or non-vessel operating common carriers shall similarly provide VGMs for cargo tendered to Carrier loading facilities, and are subject to all weight regulations herein.
- 11. Shipper shall be responsible for all charges and fees from ocean carriers and/or terminals resulting from any VGMs provided by Shipper and/or third parties, or for any other reason whatsoever, including demurrage, detention, per diem, related to ocean carriers' and terminals' implementation of SOLAS.

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### Tariff Rule Information

026524 PETERSBERG SHIPPING LINES LIMITED

NRA RULES TARIFF NO. 01 - Between (US and World)

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NO. O

Rule 2-040: Container Capacity

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Where rules or NRAs make reference to capacity of containers, the standard capacity for purpose of freight rating shall be as indicated in each individual NRA.

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

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NO. O

Rule 2-050: Shipper Furnished Containers

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

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

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

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026524 PETERSBERG SHIPPING LINES LIMITED
NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

AMENDMENT NO. (

Rule 2-060: Measurement And Weight

### Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

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

- $1. \ All \ packages \ will \ be \ measured \ in \ CENTIMETRES \ and \ weight \ in \ KILOGRAMMES.$
- 2. Rounding off- Dimensions

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

3. Calculating Cubic Measurements

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

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

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

#### 4. OFFICIAL MEASURERS AND WEIGHERS

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

5. MISDESCRIPTION, UNDERWEIGHTS AND UNDERMEASUREMENT

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

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

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Rule 2-070: Overweight Containers

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Shipper/Consignee for CY origin shipments shall be jointly severally and absolutely liable for any fine, penalty or other sanction imposed upon carrier, its agent motor/rail carrier by authority for exceeding lawful over-the-weight limitations in connection with any transportation services provided under this tariff and occasioned by any act of commission or omission of the shipper/consignee, its agent or contractors, and without regard to intent, negligence or any other factor. When carrier pays any such fine or penalty and assumes any other cost or burden, arising from such an event, it shall be on behalf of and for benefit of the cargo interest and carrier, its agents or motor/rail carrier to resist, dispute or otherwise oppose the levy of such a fine, penalty or other sanction and carrier shall not have any liability to the cargo interest should it not do so. Any charges incurred in re-handling cargo to comply with maximum weight restrictions will be for the account of the cargo.

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

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Rule 2-080: Shipper's Load And Count

#### Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

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

No container will be accepted for shipment if the weight of the contents thereof exceeds the weight carrying capacity of the container. Carrier will not be directly or indirectly responsible for:

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

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

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

026524 PETERSBERG SHIPPING LINES LIMITED

NKA RUL AMENDMENT NO. O

NRA RULES TARIFF NO. 01 - Between (US and World)

Rule 2-090:

Diversion of Cargo (By Shipper or Consignee)

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

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

#### A. Definition of Diversion:

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

#### **B.** Conditions

- 1. Requests must be received in writing by the carrier prior to the arrival of the vessel at Discharge Port. Carrier will make diligent effort to execute the request but will not be responsible if such service is operationally impractical or cannot be provided.
- 2. Cargo moving under a non-negotiable Bill of Lading may be diverted at the request of shipper or consignee. Cargo moving under a negotiable Bill of Lading may be diverted by any party surrendering the properly endorsed original Bill of Lading. Cargo moving under a negotiable Bill of Lading may also be diverted by the shipper or consignee at the carrier's sole discretion without receipt by the carrier of the original negotiable Bill of Lading so long as a new negotiable Bill of Lading is not requested or issued by the carrier. If a new negotiable Bill of Lading is requested by the shipper or consignee, the original negotiable Bill of Lading must be surrendered to the carrier prior to issuance of the new negotiable Bill of Lading.
- 3. This rule will apply to full Bill of Lading quantities or full container loads only.
- 4. A shipment may only be diverted once. Shipper may request cancellation of the original diversion request, resulting in delivery of the cargo to the original billed destination, provided that such request is received prior to arrival of vessel at Discharge Port, and provided that all diversion charges as set out in C. below, applicable to the original diversion request, are paid in full prior to the cancellation request being accepted by the carrier. In no instance will any refund of the diversion charges be made in the event of a cancellation. Any additional expenses incurred by the carrier will be for the account of the cargo.
- 5. Cargo, which, upon request of Merchant (stowage permitting), is diverted to a Port of Discharge within the Scope of this Tariff other than that shown in the Bill of Lading, shall be assessed the actual amount of expense incurred by Carrier, or as per carrier tariff at time of shipment, whichever is higher, plus, at the sole discretion of the Carrier, depending on the relevant administrative burdens resulting from the diversion, an administrative fee of up to \$50/BL for cargo received and diversion requested prior to vessel departure, or up to \$300/BL for cargo received and diversion requested post vessel departure, from origin port.
- 6. Diversion charges or administrative charge are payable by the party requesting the diversion. RETURN TO TABLE OF CONTENT

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Rule 2-100: Security Fees

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017 Security Fees may be applicable on shipments and identified in each individual NRA.

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Rule 2-110: Restricted Articles

### Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Except as otherwise provided, the following articles will not be accepted for transportation:

- 1. Cargo, loose on platforms or pallets, except when prior arrangements have been concluded with Carrier.
- 2. Cargo which because of its inherent vice is likely to impregnate or otherwise damage Carrier's containers or cargo.
- 3. Bank bills, coin or currency; deeds, drafts, notes or valuable paper of any kind; jewelry including costume novelty jewelry, except where otherwise specifically provided, postage stamps or letters and packets of letters with or without postage stamps affixed; precious metals or articles manufactured therefrom; precious stones; revenue stamps; works of art; antiques or other related or unrelated old, rare or precious articles of extraordinary value except when prior arrangements have been concluded with carrier.
- 4. Corpses or cremated remains.
- 5. Animals, birds, fish, livestock.
- 6. Eggs, viz: Hatching.
- 7. Poultry or pigeons live (including birds, chickens, ducks, pheasants, turkeys, and any other fowl).
- 8. Silver articles or ware, sterling.
- 9. Except as otherwise provided herein or in tariffs making reference hereto, articles tendered for transportation will be refused for shipment unless in such condition and so prepared for shipment as to render transportation reasonably safe and practicable. Provisions for the shipment of articles not enclosed in containers does not obligate the carrier to accept an article so offered for transportation when enclosure in a container is reasonably necessary for protection and safe transportation.
- 10. Carrier, except as provided in tariffs making reference hereto, will not accept for transportation articles which, because of their length, weight or bulk cannot in carrier's judgment be safely stowed wholly within the trailer or containers dimensions.

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

12. Shipments containing cargo likely to contaminate or injure other cargo, including green salted hides. RETURN TO TABLE OF CONTENT

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Rule 2-120: Freight All Kinds (FAK)

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

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

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Rule 2-130: ALTERNATE RATE/SERVICE LEVELS: ECONOMY, REGULAR, PREMIUM

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Different levels of Service may be offered by the Carrier. Unless otherwise specify in the individual NRA, NRA's are applicable for Regular Service.

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Rule 2-140: AES USA EXPORT SHIPMENTS

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Carrier requires complete and accurate Automated Export System / Shippers Letter of Instructions no later than 48 hours prior to port cut-off date. U.S. Customs and Border Protection (CBP) may impose penalties for failure to comply with the U.S. Bureau of Census, Mandatory Automated Export System regulations. Description of commodities shall be uniform on all copies of the B/L and MUST be in conformity with a validated U.S. Export Declaration, EEI (Electronic Export Information) filings to the U.S. Customs Automated Export Systems (AES), and/or Consular Documents covering the shipment. The Carrier may verify the B/L description with any of the above shipping documents or information to insure accuracy. Amendments or corrections in the commodity description will be accepted ONLY if validated by U.S. Customs and in conformity with all other shipping documents. If shipments are NOT covered by a Shipper's Export Declaration, as permitted by Export Control Regulations, Shippers MUST insert he applicable commodity Schedule B number in the Line Copy of the B/L.

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Rule 2-150: DOCUMENTATION FEE

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Document fees are considered origin and destination local charges and shall be for the account of the cargo.

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Rule 2-160: AMS PROCESSING FEE

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Except as otherwise noted in each individual NRA, all Shipments are subject to the U.S. Manifest Processing Fee as specified in each individual NRA. If a correction and/or amendment is made to data that has already been filed with the U.S. Customs thru the Automated Manifest System, Carrier will assess a Correction Fee in addition to all other applicable charges.

PETERSBERG SHIPPING LINES LIMITED 026524

AMENDMENT NO. O

NRA RULES TARIFF NO. 01 - Between (US and World)

Rule 2-170:

SUBMISSION OF CARGO DECLARATION DATA

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

A. SUBMISSION OF CARGO DECLARATION DATA; DEADLINE FOR SAME.

Pursuant to Customs regulations effective December 2, 2002, Carrier is required to submit certain cargo declaration data for all cargo on board a vessel that will call in the United States (i.e., U.S. import cargo and foreign destination cargo remaining on board the vessel) to the U.S. Customs Service not later than 24 hours prior to the time the cargo is loaded on Carrier's vessel at each non-U.S. port of loading. In order to enable Carrier to comply with this requirement, except as provided in paragraph B of this rule, any person tendering cargo to Carrier that is to be transported to the United States or that will be on a vessel when that vessel calls in the United States must provide the following information regarding such cargo to Carrier in writing (including by electronic transmission) in sufficient time for Carrier to transmit the data to the Customs Service at least 24 hours prior to the loading of the cargo on Carrier's vessel. Failure to comply with these requirements will result in cargo not being loaded.

- 1. 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 (e.g., a container containing 10 pallets with 200 cases shall be described as 200 cases). Generic descriptions, including, but not limited to, 'FAK,' 'General Cargo,' 'Chemicals,' 'Foodstuffs,' and terms such as 'Said to Contain' are NOT acceptable descriptions.
- 2. 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').
- 3. Complete name and address of the consignee, owner or owner's representative, or its ACE identification number.
- 4. Internationally recognized hazardous material code when such materials are being shipped.
- 5. Seal numbers for all seals affixed to the container.
- B. TIME FOR SUBMISSION OF DATA BY SHIPPERS TO CARRIER.

Except as otherwise provided below, the time for shipper to submit data to Carrier shall be as follows:

1. Shippers who submit their shipping instructions in paper format will be required to submit their shipping instructions to Carrier no later than seventy-two (72) hours prior to vessel arrival at the foreign port of load. This applies to all U.S. destined cargo as well as cargo intended to be transshipped at a U.S. port and cargo that will remain on the vessel for carriage to a non-U.S. port.

#### C. 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 Customs bonds may submit the required inbound cargo declaration data directly to the U.S. Customs Service in accordance with Customs Service regulations and guidelines. For purposes of this provision, an NVOCC is registered with the FMC if it has been issued an Organization Number by the FMC, has published a valid and effective rules tariff, and has posted the required financial security with the FMC.

- 1. Certification. Any NVOCC that submits cargo declaration information directly to the Customs Service shall, unless notified by the Carrier pursuant to subparagraph C(1) above that it is not required to do so, in lieu of the information required to be submitted pursuant to paragraph A of this rule, provide the Carrier, not later than the deadline for shipper submission of cargo information under paragraph B of this rule, with a written certification stating that the required inbound cargo declaration data for its cargo has been transmitted to the U.S. Customs Service in a timely and accurate manner. Such certification shall describe the cargo tendered with sufficient specificity (including container number) that Carrier may readily identify such cargo.
- 2. NVOCC Co-Loading. For purposes of this paragraph, the term Master NVOCC shall mean the NVOCC that is the customer of the Carrier and tenders co-loaded cargo to the Carrier in its name. In the event the Master NVOCC submits cargo declaration data for coloaded cargo directly to the 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 Customs Service but NVOCCs with which it co-loads transmit cargo declaration data for their cargoes directly to the Customs Service, it shall be the obligation of the Master NVOCC to provide Carrier with the certification described in subparagraph C (1) with respect to all co-loaded cargo tendered to Carrier by the Master NVOCC.
- 3. All NVOCCs shall be subject to Paragraphs D and E of this rule.
- D. FAILURE TO PROVIDE INFORMATION; DENIAL OF PERMISSION TO LOAD CARGO.
- 1. In the event Carrier fails to provide the required inbound cargo declaration data to the U.S. Customs Service for all cargo to be loaded on its vessel within the time period required by Customs Service regulations it may, among other things, be assessed a civil penalty, denied permission to unload the cargo for which information was not timely provided, and/or denied permission to unload any cargo from the vessel on which the cargo is moving. Accordingly, Carrier may refuse to load any cargo tendered to it for which it has not received either (i) the data required by paragraph A of this rule by the deadline specified pursuant to paragraph B; or (ii) the certification required by paragraph C of this rule by the deadline specified therein.
- 2. Any and all costs incurred by Carrier with respect to cargo in its possession which is not loaded due to the non-provision of 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 redelivery 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 reasonable attorneys' fees and expenses) incurred in connection with such legal action.

#### E. INDEMNIFICATION OF CARRIER.

If Carrier is assessed a civil penalty or fine or is denied permission to unload cargo, because of the failure of any and all shippers, consignees, cargo owners, NVOCCs, shippers' associations and their agent(s) to provide the information required by this rule and/or

by the regulations or guidelines of the U.S. Customs Service in a complete and accurate manner, then such shippers, consignees, cargo owners, NVOCCs, shippers' associations and their agent(s)shall be jointly and severally liable to indemnify and reimburse Carrier for any such penalty or fine and any and all costs, damages or liability, direct, indirect, special or consequential, incurred by the Carrier as a result of the denial of permission to unload cargo or any delays related thereto. 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.

F. CONFIDENTIALITY. Carrier acknowledges that the information required by the Customs Service may constitute confidential information that is not generally available to the public. Carrier, in accordance with the requirements of Section 10(b)(13) of the Shipping Act of 1984, as amended, will keep confidential, to the extent permitted by law, all Shipper bill of lading information, including information related to underlying shippers and commodities in respect of containers of less than container load cargo containing shipments by more than one Shipper.

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Rule 2-180: U.S. CUSTOMS RELATED CHARGES

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Shippers must comply with all customs and consular regulations. Any fine or penalty imposed by government authorities for failure to comply with customs or consular regulations shall be at the expense of shipment, or merchant. Goods which are not cleared through customs for any reason may be cleared by Carrier at the expense of the shipment or merchant and may be warehoused at the risk and expense of the shipment or merchant or may be turned over to the Customs authorities without any further responsibility on the part of the Carrier.

NRAs are not inclusive of U.S. Customs related charges, such as, but not limited to, Customs clearance assessments, USDA/FDA/US customs examination, X-ray, insurance, storage, forwarding charges, drayage, demurrage, bonded warehousing, formal customs entry, if required, or tax and duties. Any such accrued U.S. Customs related charges shall be at the expense of the shipment, cargo or merchant.

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Rule 2-190: LIEN NOTICE

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

The Carrier shall have a general lien on any and all property (and documents relating thereto) of the Merchant, in its possession, custody or control or enroute, for all claims for charges, expenses or advances incurred by the Carrier in connection with any shipments of the Merchant and if such claim remains unsatisfied for thirty (30) days after demand for its payment is made, the Carrier may sell at public auction or private sale, upon ten (10) days written notice (counting from sending of the notice) by registered mail to the Merchant, the Goods, wares and/or merchandise or so much necessary to satisfy such lien, and apply the net proceeds of such sale to the payment of the amount due the Carrier. Any surplus from such sale shall be transmitted to the Merchant, and the Merchant shall be liable for any deficiency in the sales.

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Rule 2-200: Cargo Roll-Over Fee

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Carrier will require complete and accurate shipping instructions by the "Document Due by Date" mentioned on the NRA, Booking Confirmation / Rate Confirmation document. If not received by the "Document Due By date", cargo will be rolled/postponed to the next available vessel and all costs associated with the postponement (handling, storage, demurrage, etc.) will be billed to the Shippers/Owners Account.

PETERSBERG SHIPPING LINES LIMITED

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 2-210:

Free Time Detention / Demurrage / Storage

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

The term "Demurrage" indicates a daily charge assessed to the shipper/consignee for the use of space, the occupation of land at marine terminals and/or services provided at the carrier's load/discharge port, rail ramp or inland container yard (CY) facility when the cargo remains in or on carrier's containers, tanks or trailers and/or such facilities beyond the permitted free-time as stipulated per tariff or contract of the vessel operator or the marine terminal after the expiration of free time. The term "Detention" indicates a charge for the use of equipment. The term "Free time" indicates the grace period for which neither of these charges will be incurred. Any charges for storage, detention or demurrage of freight or containers, as a result of being in excess of the free time prescribed or agreements, assessed by vessel operators on whose vessel cargo is/was transported or terminal operator at origin point or port or destination point or port due to some default or oversight of shipper or consignee or holder of bill of lading is for the account of such shipper, consignee or holder of a relevant bill of lading ("holder"). The shipper, consignee, holder hereof, and owner of the goods shall be jointly and severally liable to Carrier for the payment of all detention, demurrage or storage charges before, during and after the carriage of the cargo.

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Rule 3: Rate Applicability Rule

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

The rules and charges applicable to a given shipment must be those in an NRA and in effect when the cargo is received by the ocean carrier or its agent (including originating carriers in the case of NRAs for through transportation). A shipment shall not be considered as "received" until the full bill of lading quantity has been received. RETURN TO TABLE OF CONTENT

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PETERSBERG SHIPPING LINES LIMITED 026524 NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

**Heavy Lift** 

Rule 4: Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Not Applicable.

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Rule 5: Extra Length

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Not Applicable.

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AMENDMENT NO. O

Rule 6: Minimum Bill of Lading Charges

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Any applicable bill of lading charge shall be for the account of the cargo and shall be included in the individual NRA, if any. RETURN TO TABLE OF CONTENT

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020524 NRA RULES TARIFF NO. 01 - Between (US and World)
AMENDMENT NO. 0

Rule 7: Payment of Freight Charges

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

#### A. CURRENCY

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

#### B. PAYMENT IN U.S. DOLLARS

Except as otherwise provided, freight and charges shall be prepaid in the United States in US currency

#### C. METHODS OF PAYMENT

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

#### D. PREPAID FREIGHT

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

#### E. FREIGHT COLLECT

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

#### F. CURRENCY CONVERTABILITY:

1. Conversion Provisions:

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

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AMENDMENT NO. O

Rule 8: Bill(s) of Lading -

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

A sample copy of Carrier's bills of lading provided herein:



# Petersberg Shipping Lines Ltd.

### **ORIGINAL**

Ocean or Combined Transport Bill of Lading

(1) CHIPDED / EVDODTED				(4) DOCUMENT NUMBER (5) B/L NUMBER			
(1) SHIPPER/ EXPORTER				(4) DOCUMENT NUMBER (5) B/L NUMBER			
				(C) DEFENDING NOC.			
				(6) REFERENCE NOS:			
(2) CONSIGNEE or ORDE	R			(7) FORWARDING AGENT (Name and address – references) FMC NO.			
(3) NOTIFY PARTY (See CI	21)			(8) FOR DELIVERY OF THE GOODS APPLY TO:			
(3) NOTIFT PARTI (See CI	ause 21)			(8) FOR DELIVERY OF THE GOODS APPLY TO:			
(9) VESSEL / VOYAGE				(10) PLACE OF RECEIPT (for Combined Transport only)			
(5) (25522) (5) (10)				(10) I EACE Of RECEIPT (to combined transport only)			
(11) PORT OF LOADING		(12) PORT OF DISCHARGE		(13) FINAL DESTINATION (for Combined Transport only)			
BELOW PARTICU		D BY SHIPPER- C	ARRIER NOT RESPONSI	BLE – FOR MERCHANT'S USE ONLY AND NOT PART OF THE BILL OF LADING CONTRACT			
(14) MKS. & NOS. CTR & SEAL NO.	(15) NOS. OF PACKAGES	(:	16) DESCRIPTION OF PA	ACKAGES AND GOODS (17) GROSS WEIGHT (18) MEASUREMENT			
CITI & SEAL NO.	TACKAGES			WEIGHT			
(19) CARRIER'S RECEIPT	: Total number o	of containers or	packages received by	Carrier's standard terms and conditions are applicable to this bill of lading. They are available on Carrier's			
Carrier:				website at www.petersbergshippinglines.com.			
(20) FREIGHT CHARGES	PAYABLE AT:			RECEIVED by the Carrier in external apparent good order and condition unless otherwise herein stated the number or quantity of containers, packages or other customary freight units to be transported from and to such place			
	TA			as agreed, authorized or permitted herein and subject to all the terms and conditions appearing on the front and reverse of this Bill of Lading either written, printed or stamped or otherwise incorporated			
(21) FREIGHT	(22) PREPAII	D	(23) COLLECT	by which the Merchant agrees to be bound in accepting this Bill of Lading. The particulars given above as stated by the Merchant and the weight, measure, quantity, marks, condition, contents and value			
DETAILS, CHARGES, ETC.				of the Goods considered unknown by the Carrier. In witness whereof the number of original Bills of Lading stated on this side have been signed and wherever one original Bill of Lading has been			
				surrendered any others shall be void.			
				surrendered any others shall be void.			
				(24) DECLARED CARGO VALUE (25)NUMBER OF ORIGINAL BILLS OF LADING			
				surrendered any others shall be void.			
				(24) DECLARED CARGO VALUE  (25) NUMBER OF ORIGINAL BILLS OF LADING  (26) PLACE AND DATE OF ISSUE OF B/L			
TOTAL CHARGES				(24) DECLARED CARGO VALUE (25)NUMBER OF ORIGINAL BILLS OF LADING			



# Petersberg Shipping Lines Ltd.

# Non-Negotiable OCEAN WAYBILL for Ocean or Combined Transport

(1) SHIPPER/ EXPORTER			(4) DOCUMENT NUMBER (5) WAYBILL NUMBER			
			(6) REFERENCE NOS:			
(2) CONSIGNEE or ORDER			(7) FORWARDING AGENT (Name and address – references) FMC NO.			
(3) NOTIFY PARTY (See Clause	21)		(8) FOR DELIVERY OF THE GOODS APPLY TO:			
(9) VESSEL / VOYAGE			(10) PLACE OF RECEIPT (for Combined Transport only			
(11) PORT OF LOADING		(12) PORT OF DISCHARGE	(13) FINAL DESTINATION (for Combined Transport only)			
1		BY SHIPPER- CARRIER NOT RESPONSIE	BLE – FOR MERCHANT'S USE ONLY AND NOT PART OF THE BILL OF LADING CONTRACT			
	5) NOS. OF PACKAGES	(16) DESCRIPTION OF PA	CKAGES AND GOODS (17) GROSS WEIGHT (18) MEASUREMEN	NT		
	•					
			M/AYBIII			
(19) CARRIER'S RECEIPT: To Carrier:	tal number of	containers or packages received by	Carrier's standard terms and conditions as per NEWCO Bill of Lading Terms & Conditions are applicable. They are available on Carrier's website at <a href="https://www.petersbergshippinglines.com">www.petersbergshippinglines.com</a> .			
(20) FREIGHT CHARGES PAY	ABLE AT:		The particulars given above as stated by the merchant and the weight, measure, quantity, marks, contents and value of the Goods considered unknown by the Carrier. RECEIVED by the Carrier from			
			the shipper, as far as ascertained by reasonable means of checking in apparent good order and condition unless otherwise stated herein, the total number of quantity of Containers or other packages or units indicated in the box above entitled "Carrier's Receipt". This contract is subject to			
(21) FREIGHT DETAILS, CHARGES, ETC.	(22) PREPAID	(23) COLLECT	the terms and conditions, including the law & jurisdiction clause and limitation of liability & declared value clauses, of the current NEWCO Bill of Lading, which are applicable with logical amendments (mutatis mutandis). To the extent necessary to enable the Consignee to see and be sued under this			
			contract, the Shipper on entering into this contract does not so on his own behalf and as agent for and on behalf of the Consignee and warrants that he has authority to do so. The Shipper shall be			
			entitled to change the Consignee at any time before delivery of the goods provided he gives the Carrier reasonable notice in writing. Delivery will be made to the Consignee or his authorized agent on production of reasonable proof of identity (and, in the case of an agent, reasonable proof of			
			authority) without production of this Waybill. The Carrier shall be under no liability whatsoever for misdelivery unless caused by the Carrier's negligence.			
			(24) DECLARED CARGO VALUE	$\dashv$		
			(25) PLACE AND DATE OF ISSUE OF B/L			
			(26) SIGNED AND ISSUED AS AGENTS FOR AND ON BEHALF OF PETERSBERG SHIPPING LINES LTD.	_		
TOTAL CHARGES			AS CARRIER BY:			

### Petersberg Shipping Lines Ltd. - BILL OF LADING - Terms & Conditions

- laws of Hong Kong.

  Any china ngainst Currier under this Bill of Lading or otherwise arising from the Carriage or in relation to the Goods shall be determined exclusively by the Coarts of Hong Kong to which jurisdiction Merchant hereby irrevocably submit.

  Merchant agrees that it shall not institute legal proceedings in any other Coarts and shall Indemnify Carrier for all legal cocts and expenses incurred by Carrier to tay or remove as unified in another forum.
- Carrier shall be entitled to bring any legal proceedings against Merchant in the Courts of Hong Kong or in any other jurisdiction (including jurisdiction) (and the proceedings against Merchant has a place of business or assets) and legal proceedings by Carrier in any one or more intridictions stall not nereclude learl proceedings by it in any other jurisdictions, whether concurrent

ocuan octarret up proue campy in extints in the Goods occord by this Bill of Lading.

"Cartier" means Ference Sphoping lines List Artinding as Perceived Sphoping Lines List, A. 6th Boor, Fortune Centre,
No.44-43 Yan Ping Boad, Charescry Bay, Hong Kong or whose behalf this Bill of Lading has been appear.

"Farther Group", mean Centre and never open company which from the to their in the Secure as a shidding or holding

"Environment Centre and never open company which from the to their in the Secure as a shidding or helding

teem "wholding" and "holding company" shall have the meanings given to them by Companies Ordinance (Chapter 22 of the Laws of Blong Kong).

of the Law of Hing Kong).

"Combined Transpare" arises if either or both of the Place of Receipt and the Place of Delivery are duly indicated in the relevant box is on the face beneef (groviding that the address in the relevant box is not simply the name of a port).

"Combined" includes any type of container, transparent that suplation, lift van the, last, skid, and up order articles used to consolidate or transpare goods and including any ancillary or associated equipment.

"Fredsh" includes the freight and all charges, chemurge, desteration costs and all expenses and other mostary obligations, including (without limitation) dates, tases and dies payable by Merchant to Carrier in accordance with Carrier's applicable Larier's or the Bill of Lading.

monthly trained ministroin patter, taxes and deep payable by Merchant to Carrier in accordance with Carrier, applicable Tarrier for the Build Leading.

Jacob and Carrier for the Build Leading and the Carrier for Mechanic for Carrier for the Steath of C

Seed for the hunce or nature and horsecover supports.

\*\*Sub-Contraction\*\* to this best contract, the transport operators, consolidators, contons besters, and operation of Vessels, discusdors, the transport operators, forwards, prougate operators, consolidators, contons besters, wardsonemes, road, rail and air transport operators, forwards and sub-contracts and sub-contracts of all deposes engloyed or engaged develoy induced to induced by Carrier for or in produced to the contract and sub-contracts of all deposes engloyed or engaged develoy induced by the contract for or an industry of the contract of the contraction of the contract

"Bull" has the same menning at Package, sever that in relation to US COGSA the term shall mean encommany freight unit.

3. NITEPRETATION AND GENERAL

3. NITEPRETATION AND GENERAL

3. All the procose within the elfertition of Merchant shall be jointly and severally lable to Carrier, in agens, severants and Sale-Contractors (together "conventuees") for all representations, warrantse, undertakings, agreements, obligations, inhalities, and indemninest (together "conventuees") for all representations to be made, prior or anional by Merchant in inhalities, and indemnines (together "conventuees, but the second of the conventue of the contractors of the contr

causes whatoever.

No servant or agent of Carrier shall have any authority to waive or vary any term of this Bill of Lading, unless such waiver or variation is specifically authorized in writing by a director or other authorized officer of Carrier.

Any right or remody herein conference on Carrier is in addition to and without prejudice to all other rights and remedies

convenience only and do not affect the contraction of the terms and conditions herein.

SER-CONTEX-CUTE or substances the substance of the terms and conditions herein the substances the shade or any part of the Cariage Carter shad the entired and/or date is not affect to the substances of terms and conditions of transport, including without limitation Sub-Contractors' Shift of Indiago or other agreements or terms and conditions of transport, including without limitation Sub-Contractors' Shift of Indiago or other substances of terms and conditions of transport, including without limitation Sub-Contractors' Shift of Indiago or other substances of terms and conditions for transport, including without limitation Sub-Contractors' Shift of Indiago or other contractors of terms and conditions of transport, including without limitation Sub-Contractors' Shift of Indiago or other contractors of terms and conditions of transport, including without limitation Sub-Contractors' Shift of Indiago or other contractors of terms and conditions of transport in the substances of terms and conditions of transport in the substances of terms and conditions of transport in the substances of terms and conditions of transport in the substances of terms and conditions of transport in the substances of terms and conditions of transport in the substances of terms and conditions of transport in the substances of terms and conditions of transport in the substances of terms and conditions of terms and conditions of the substances of terms and conditions of transport in the substances of terms and conditions and conditions and conditions and conditions and conditions and conditions and

company accounts, whose west content or naive conferred extensive Rights and Defences on third parties in respect of the Check and order factors and content accounts of the Carriery by Month the Carriery bears of the Carriery by Month the Month

set up in this usuang surface. For the set of the set o

5.2 Carrier shall be under no liability whatsoever for loss or damage to Goods before loading or after discharge, howsoever caused. Any services rendered to or in repect of the Goods prior to loading or after discharge shall be services rendered by others procured by Carrier as agree only of Merchant, and in respect of such services. Carrier shall have no liability.

whatoocers. Newightanding Clause 5.2, if and to the extent that any compulsory applicable law provides for any additional responsibility for those part(s) of Carriage before loading or after discharge, Carrier shall have the benefit of all Rights and Declerous under water compulsorily applicable law, and, subject thereo, all the Rights and Declerous under water compulsorily applicable law, and, subject thereo, all the Rights and Declerous through the Charles State of the Charles Charles (and the Charles Charles

Defines under such computationly applicable law, and, subject theories, all the Rights and Defences presumes to or under Clean's Xijo during those additional parts of the Curriage and the Contract of the Curriage and Curria

Rights and Defences of Carirer provided in this Bill of Lading shall apply in any action or claim against Carirer any loss or dunings whatever and however cocuring (and without rentricing the generality of the foregoing, and the provided of the provided of the provided provided or the bill of shalling aday, land without provided or of the bill of shalling whether the management of the bill of the shall be sh

action of culin be founded in contract, str., bullener, trust, breach of express or implied warrany or otherwise and contributating any profigence, uneservedence, deviation, or any hadronized beach of contract on the part of The Curries shall be centiled to and activities on the high contribution of the c

y, Consequental Loss fre does not understate that the Goods or any documents relating thereto shall arrive or be available at any point or during the Carriage or at the Port of Discharge or Place of Delivery at any particular time (whether absented or any described or any of the Carriage or at the Port of Discharge or Place of Delivery at any particular time (whether absented or any any direct to risk incharge or any of the Carriage of th

thant warrants to Carrier as follows: in accepting this Bill of Lading, Merchant agrees to be bound by all signalations, exceptions, terms and conditions on the face and back theseof, whether writes, typed, nameped or printed, as fully as if signed by Merchant; in accepting this Bill of Lading, Merchant accepts and is authorized to accept the said signalations, exceptions, terms and conditions for hear and not all other preserves within the meaning "Merchant".

the particulars relating to the Goods set out on the front hereof have been checked by Merchant on receipt of this Bill of Lading, and that such particulars and all other information relating to the Goods or otherwise provided by Merchant for the Carriage are complete, accurate and true:

guidelines of customs, port, import, export and other authorities.

Menchant stall Infeations (Currie from and guiden any and all Liabilities incurred due to a breach of any of Merchant's obligations, undertakings, representations and warranties contained in this fill of Lading.

DESCRIPTION OF GOODS

This Bill of Lading shall be prima facile evidence of the receipt by Carrier from the Merchant in appurent good order and conditions, except a notwork most off, but for the total number of Constances or other Packages or Ulinis indicated on the front hereof as TOTAL NUMBER OF CONTAINERS OF PACKAGES OR UNITS RECEIVED BY THE CARRIERS.

See as provided in Clause 91, Carrier makes no representation or non-low-degenerate anames no responsibility condition of the Goods (all of which are unknown to 1).

Any information on the Goods (all of which are unknown to 1).

condition of the Goods (all of which are unknown to 1). Any information on the forth berred relating any involves, export or import license, documentary credit, order, contract, or like natures is included solely as the respons of Merchant and is not verified by Centrer. No such information shall constitute any declimate of value of the Goods, beforetant or an any superinces Carrier's litably hereador. The term's appearing good order of conditions when used in the fill for Lading with reference to Goods which require as the long at the dissipated carrier does not consider when used to make the first Good when recentled we were wellful by Carriers as the long at the dissipated carrier does not consider the conditions of the

as being at the designated carrying temperature.

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

Where an "On Board" endorsement is made on the front hereof it means that the Goods are loaded either on board (i) the Vessel, or (ii) rail cars, rucks, lorries, feeder ships, barges or other means of transportation, and are in the custody of an inland or ocean enarier for transportation in accordance with the terms of this Bill of Lading.

dated by Carrier in or on Containers and Goods may be consolidated with other goods. Except rrier in writing, Carrier is not obliged to provide any Container of a particular type or quality.

Any Container released into the cure of Merchant for packing, suppacking or any other purposes shall be deemed to be in countries of the container substitute of the container of the container of the container of the container to Currier within the time, at the place and in the condition prescribed by Currier and empty Containers shall be re-delivered with their interiors properly brushed and cleaned. Until proper re-deliver Carrier the Containers shall be at the sole risk of Merchaut. If the Container is not through and properly re-turned, Merchant shall pay. Carrier all applicable denurrage, detention and other charges and expenses and shall Indemnify Carrier for all Liabilities arising therefrom.

upon resonable inspection by Merchant controlled Goods that are not at the correct temperature for Carriage.

(e) the packing in the Container of temperature controlled Goods that are not at the correct temperature for Carriage.

Merchant warmen that all Merchant Packed Containers (i) which are not provided by Carrier) more all ISO and/or other of packing and to the render to the control or be in good or other of packing and to see from four to be in good and the Carriage, and (ii) the packing and oscillage thereof are proper, safe and satisfies for the Carriage and the seal number shall be communicated in virtual by Merchant to Carrier.

Delivery of a Merchant Packed Container by Carrier with its original seal intact shall be deemed to be a full and complete develop when the full of allogs, Carrier and not be taked for any shortage of Goods.

NONECTRON OF GOODS

INSPECTION OF GOODS

Carrier and any person authorized by it may (but is not obliged to), without notice or liability to Merchant, open and/or scan any Container or package at any time and at any place and inspect, examine, weigh or measure the contents thereof. All related expenses shall be borne by Merchant.

All related expenses shall be borne by Merchant. If by the order of any proper authorities, the Goods or a Container in which the Goods are stuffed has to be opened for inspection, Carrier shall not be liable for any loss, damage or delay incurred to the Goods, the Carriage or the carrying Vessel. The cost of opening, unstuffing, inspection, repeaking and any other costs shall be recoverable by Carrier from

PERISHABLE GOODS/TEMPERATURE CONTROLLED CARGO

Goods of a perishable nature will be carried in ordinary Containers without special protection, services or other measures (i) otherwise expressly agreed in swring by Carrier before receipt of the Goods, (ii) there is noted on the most hereof that the Goods will be carried in a refrigerated or heated or electrically ventilated or other specially equipped Cortainer, and (iii) any applicable extra freight and charges have been paid by Merchaut.

Cortainer, and (iii) any applicable extra friegit and charges have been just by Merchant and Contract for Carriage any Goods which require temperature commod or refrigeration without Carrier's prior written connear. Where Carrier is it sole discretion agrees to accept sock Goods, Merchant warrants and undertakes that (i) Merchant has accepted Carrier is written (of the nature of the Goods and the required temperatures senting of the completed and will state the nature of the Goods and the practical respectation of the conference of the Goods and the practical respectation of the conference of the Goods and the practical respectation of the conference of the Goods and the practical respectation of the Conference of the Goods and the particular respectation of the Conference of the Goods and the particular respectation of the Conference of the Goods and the particular respectation of the Conference of the Goods and the particular respectation of the Conference of the Goods and the particular respectation of the Conference of the Goods and the particular respectation of the Conference of the Goods and the particular respectation of the Goods and the Goods and the particular respectation of the Goods and the particular r

MCATTER does not justified the militerance of any particular hundrity level mode any Container.

MEANY LIFT

Any single package with a weight exceeding 1,000 Magnams grow weight most be defured in writing by Merchan before teaching to Carmier for Carriage. The weight of cash such package must be clearly and attainly marked by Merchan to Merchant undertakes to comply with all laws and regulations that may be applicable during the Carriage concerning overweight Cardinars on any other keeps villa enterior and package of the control and the carriage concerning overweight Cardinars on any other keeps villa enterior and package of the cardinary of the Cardinary of the Cardinary of the Cardinary of Cardinary and the Carriage concerning overweight Cardinars of the Merchant Cardinary of the Cardinary of

which are stated on the front hereof to be carried on deck and which are so carried (and livestock, whether on deck) are carried at the sole risk of Merchant without any responsibility on the part of Carrier for loss or of or any matter of whatsoever nature whether or not caused by measurcontiness or negligence or any other vert. The Hague Rules, the Hague-Visby Rules and the US COGAs shall not apply to such Carriage. Me demnity Carrier against all and any sext not internrel for any reason whatsoever in connection with Carrie.

This Bill of Lading is a FCL Middigle Bills of Lading if the tithy acknowledged overfuel brain the qualification to the effect than the Goods is "one of ... part cargo in the Container." The special arrangement of receiving Goods on based of FCL Middigle Bills of Lading being Issued (receiving Goods in FCL. and delivering them in LCL is to more than one event he lading for any borings; low, damage of developments of Goods which are found upon participated to any other containes which Carter may simplise when accepting such special arrangement. Whether projectice to say other containes which Carter may simplise when accepting such special arrangement. Morehant course of the projectice is say other containes which Carter may simplise when accepting such special arrangement. Morehant course of the participate are unknown to and not verified by Carter and Carter makes no representation or acknowledgement in respect thereof.

(b) the Goods will be delivered in the Container to Merchant only if the originals of all the bild of helioge coverage and delivers for common how been morehanded without the fulling coverage and delivers for common how the some instructions and before the common for when the common for the container and delivers for common for when to compare and delivers for common for when to compare and delivers for common for when to compare and delivers for common for when the common for the common for

complete this contact and may at its sole discretion and without notice and failably to Merchanic extent good content for the following:

(a) cury the Goods to the Port of Dischange of Place of Dischery by an alternative rose or means; or

support the Carriage of the Goods and some them ashow or add to subject to the terms of this Bill of Lading and (of
practical) use reasonable endoscore to flow and them to the Port of Discharge or Place of Delivery; or

i admost the Carriage and where reasonable possible place the Goods on any partner due to the Merchanic disposal

such Goods shall cease.

Whole projudice to Service other Rights and observations, wherepos the responsibility of the Carriae is respect of

Whole projudice to Service other Rights and observations, wherepos the repossibility of the Carriae is respect of

METHODS AND ROUTE OF TRANSPORTATION

Currier may a my time and without notice to Merchanic and for whistever purposes whether or not connected with

Carriage.

(a) use any means of transport or storage whistoneous;

b) transfer the Goods from one conveyages to underthe including transhipping or carrying the same on a Vessel other

than the Vessel named on the front Bered of by any other means of transport shutterer and even though

the many of the proposed whether or not connected with

transfer the Goods from one conveyages us underthe including transhipping or carrying the same on a Vessel other

than the Vessel named on the front hereof or by any other means of transport of stronger or thousand to the proposes of the contract of the contract of the propose of the proposes of the proposes of the propose of the proposes of the proposes of the propose of the proposes of the proposes

toglical same operations to the contract of th

ALANDONINEN OF GOODS, ETC.

Whitton projection Control where Rights and Defences, in the event that (a) Merchant fails to take delivery of the Goods within 30 days from the fined date the Goods are smallable for collection persuant to Clause 20.2, or (b) Curier reasonably conducted to half were as you been by Merchant of any of Merchant's outsine to order to day consider been been as on the conduction half were as you been by Merchant of any of Merchant's outsine to order takes (or considerated to the conduction of the Cooks of the goods of g

herenade.

Mechaet stall take delivery of the Goods (notwitheatading any loss or damage or any other matter whatsoever) within the time and art the place for collection provided in Carrier's ageliades Traffit, or otherwise notified to Merchaet or the Notify delivery of the Goods with the prescribed time at the prescribed place. The Goods shall be deemed to have been did delivery of the Goods with the prescribed time at the prescribed place, the Goods shall be deemed to have been did delivered to Merchaet under this little of Lading upon exparison of such time.

If an accordance with the applicable custom or greate or far for regulation or parsuant to orders or instruction, of any other prescribed and the second of the se

operator of the vessel. an architecture of the vessel and any subsegue and special and testing the vessel and t

General Average contribution due to Merchant.

CARRIENT STARTS, PERCHITT AND CHARGES

The provisions of Carrier's applicable Traffit, which can be found at www.peter-bergabilities.com before. Perchitar traction is down to the provision therein regime to free storage time and to control demarrage. Copies of the Tariff's are obtainable from the Carrier upon request, In the case of inconsiste Bill of Lading and the applicable Tariff, that Bill of Lading shall presunt.

Quotations as to Freight, rates of duty, insurance premiums or other charges or fees given by Carrier are for int only and are subject to changes without notice and shall not under any circumstances be binding upon Carrier.

payable to Carrier shall be paid in last warous serious, securious to conscious to the centalist to require Mechan to Freight conducted to solve operational membed by or far Mexicust Carrier shall be centaled to require Mechan to Freight conducted to the Cook of other evidence of their value and to import, exweight, no consume and re-volution for the particular similated in solution for the control bread to the control of the Right and Defences. Merchant shall por Carrier the control bread to the incorrect purious for the control bread to the control bread to the control bread to the control bread to the incorrect purious for control bread to the control bread to the control bread to the control bread to the incorrect purious for the control bread to the control to the control bread to the control bread to the control bread to the control to the control bread to the control t

Curier shall have a general lien on the Goods (and documents relating thereto) and any other property belonging to Merchant, derectly or indirectly in Curier's possession, country of control or or mone, for all monies due to Curier and/or Curier Goog from Merchant and the document or in produce or mone, for mone and or curier or part of the side and control or control or

026524 MARITIME UNITED OPERATOR SL

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 9: Freight Forwarder Compensation

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Carrier may pay compensation as negotiated in the individual NRA on the applicable ocean freight charges to base ports, on cargo loaded, including heavy lift and extra length revenue, but excluding all other charges, except as provided below, subject to the following conditions and exceptions.

A. Compensation to be paid only to Freight Forwarders who are licensed or otherwise authorized by the Federal Maritime Commission

- B. Compensation shall be paid only if the freight forwarder has performed, in addition to the solicitation and securing of the cargo for the ship or the booking of, or otherwise arranging for space for such cargo, two or more of the following services:
- 1) The coordination of the movement of the cargo to shipside
- 2) The preparation and processing of the ocean Bill of Lading
- 3) The preparation and processing of dock receipts or delivery orders
- 4) The preparation and processing of consular documents or export declarations
- 5) The payment of the ocean freight charges on the cargo
- C. Compensation shall be paid upon presentation of a duly certified invoice and may not be deducted from ocean freight and other charges due in accordance with rates and conditions in this Tariff.
- D. Bills for compensation will not be honored unless presented to carrier within sixty days of the date of clearance of vessel.
- E. Compensation will not be paid on through Bill of Lading cargo originating at port of loading beyond the application of this tariff.
- F. No compensation shall be paid to anyone at port or ports of destination.
- G. Freight Forwarders who are also Licensed Custom House Brokers shall be paid compensation as specified below based on the aggregate of all NRAs and charges applicable under this tariff, subject to the above conditions and exceptions.
- H. Freight Forwarder Compensation shall be as specified in each individual NRA, if any.

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### Tariff Rule Information

026524 MARITIME UNITED OPERATOR SL

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 10: Surcharges, Assessorial and Arbitraries

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

All surcharges applicable to shipments are provided in individual Negotiated Rate Arrangements NRA's. RETURN TO TABLE OF CONTENT

### Tariff Rule Information

026524 MARITIME UNITED OPERATOR SL

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 11: Minimum Quantity Rates

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Carrier may charge minimum quantity rates in each individual NRA.

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### Tariff Rule Information

026524 MARITIME UNITED OPERATOR SL

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 12: Ad Valorem Rates

#### Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

A. The liability of the Carrier as to the value of shipments at the NRAs herein provided shall be determined in accordance with the clauses of the Carrier's regular Bill of Lading form attached in rule 8.

- B. If the Shipper desires to be covered for a valuation in excess of that allowed by the Carrier's regular Bill of Lading form, the Shipper must so stipulate in Carrier's Bill of Lading covering such shipments and such additional liability only will be assumed by the Carrier at the request of the Shipper and upon payment of an additional charge based on the total declared valuation in addition to the stipulated NRAs 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 five (5%) percent of the value declared in excess of the said Bill of Lading limit of value and is in addition to the base NRA.

026524 MARITIME UNITED OPERATOR SL

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 13: Transshipment

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Not Applicable.

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026524 MARITIME UNITED OPERATOR SL

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 14: Co-Loading in Foreign Commerce

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Definition: Pursuant to 46 CFR §520.2, "Co-Loading" means the combining of cargo by two or more NVOCCs for tendering to an ocean common carrier under the name of one or more of the NVOCCs.

- (1) The Carrier from time to time tenders cargo for co-loading.
- (2) The Carrier enters into carrier-to-carrier relationships for the co-loading of cargo with the following NVOCCs from time to time:
- (3) If Carrier enters into a co-loading arrangement which results in a shipper-to-carrier relationship as a tendering NVOCC Carrier shall be responsible to pay any charges for the transportation of the cargo.
- (4) A shipper-to-carrier relationship shall be presumed to exist where Carrier issues a bill of lading to the tendering NVOCC for carriage of the co-loaded cargo unless Carrier and the tendering NVOCC enter a Carrier-to-Carrier Agreement in which case the presumption of a formation of a Carrier to Shipper relationship is rebutted. Carrier's NRA procedures shall be applicable to all co-loading NVOCCs tendering cargo to Carrier as a shipper.
- (5) In case of co-loading, under either a carrier-to-carrier or shipper-to-carrier relationship, Carrier shall notify shipper of such co-loading action and shall annotate each Bill of Lading with the identity of any other NVOCC with which its shipment has been co-loaded. Such annotation shall be shown on the face of the applicable Bill of Lading issued by Carrier.
- (6) If cargo is accepted by Carrier from another NVOCC which tenders that cargo in the capacity of a shipper, NRA procedures shall apply.

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### Tariff Rule Information

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AMENDMENT NO. O

Rule 15: Open Rates in Foreign Commerce

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Not Applicable.

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### Tariff Rule Information

026524 MARITIME UNITED OPERATOR SL NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 16: Hazardous Cargo

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Except as otherwise provided in paragraph below, hazardous, explosive, flammable or dangerous cargo, as defined in the publications named below, will be accepted by the Carrier for transportation under the rules, charges and rates named in NRAs governed by this Tariff:

- 1. ONLY after prior booking and arrangements have been made with and accepted by the Ocean Carrier;
- 2. ONLY when local regulations, ordinances and lawful authorities at origin, destination or transshipment ports/points permit the handling of such cargo at Carrier's or port terminals and facilities;
- 3. ONLY when U.S. Coast Guard and/or local authority permits have been obtained and complied with by Shipper and/or Consignee.
- 4. Carrier reserves the right to refuse to accept or transport cargo which, in the judgment of the Carrier, is opprobrious or likely to injure vessel, docks, terminals, rail cars, trucks or other cargo, or for which the Carrier CANNOT provide or obtain safe and suitable terminal space or stowage. Further Carrier will refuse any shipment of hazardous, explosive, flammable, dangerous or objectionable cargo when shipping containers, marking, labels, certifications, packing or packaging of such cargo is NOT in accordance, and strict compliance, with the rules, regulations and provisions in the publications named below.
- 5. All commodities required to be carried on-deck of transporting vessel, either in the open or under cover, or which if stowed below deck must be stowed in a "magazine", or which cannot be loaded or unloaded without a permit from the U.S. Coast Guard, shall be considered, for Tariff purposes, hazardous or dangerous cargo, and will be rated accordingly.
- 6. The hazardous cargo named below will NOT be accepted for transportation by the Carrier or its connecting Carriers for transportation under the rules, regulations governed by this Tariff:

Classes A and B Explosives

Radioactive Substances (IMCO Class No. 7)

- 7. All hazardous, explosive, flammable or dangerous cargo, when accepted by the Carrier for transportation MUST be packed, labeled, placarded, marked, stowed and secured (when in containers) and delivered in strict accordance with:
  - A. U.S. Coast Guard Regulations (46 CFR §§146-179);
  - B. U.S. Department of Transportation Regulations (49 CFR §§170-179);
  - C. the International Maritime Dangerous Goods Code (IMCO published by the Inter-Governmental

Maritime Consultative Organization);

- D. All rules and regulations promulgated by applicable local, municipal, state or foreign governments or authorities;
- E. MUST have all Certifications, as required by law, annotated on the B/L, Shipping Order and Cargo Receipt;
- F. MUST have Shipper's attestation, when required, on the B/L and Shipping Orders that the shipment contains no mix of non-compatible hazardous materials and no hazardous waste as defined in the regulations named above.
- 8. When booking hazardous cargo, Shipper and/or his agent MUST inform Carrier accurately and completely of the true character of the cargo together with the information noted below in writing, or it MUST be confirmed in writing when arrangements and booking has been made verbally:
  - A. The proper shipping name, including trade or popular name, of the commodity followed by the technical name of the
  - B. The hazardous class, IMCO Code Number and UN Number (if any);
  - C. The flash point or flash point range (when applicable);
  - D. The applicable label(s) or placard(s) that must be placed on each package or container, including labels communicating secondary and tertiary hazards (when required);
  - E. Identification of the type of packaging (e.g. drums, cylinders, barrels, etc.);
  - F. The number of pieces of each type of package;
  - G. The gross weight of each type of package or the individual gross weight of each package;
  - H. The Harmonized Code, SITC or BTN number of the commodity;
  - I. The types of certifications and Emergency Response Data required by the regulations named in the publications listed
- 9. At the time hazardous cargo is tendered for transportation, all documentation, certifications, transfer shipping papers (as required by 49 CFR §§100-199 when applicable), and the Bill of Lading annotations required under the regulations and provisions noted in the publications listed above, MUST be furnished to originating carrier, unless such documents have already been provided prior to tendering of cargo. Carrier will compare declarations on all documentation provided at the time of shipment for possible errors; however, it is, and shall remain, the sole responsibility of the Shipper to insure that all such documentation is correct and complete. Further, it is the Shipper's responsibility to insure that all pieces, packages and units in the shipment are clearly and properly marked with the required labels and placards.
- 10. When a shipment has been accepted by the Carrier for transportation and subsequently an error is found in the required certifications, packaging, labeling, placarding or other required notice or marking requirement(s) and regulation(s), all damages, fines or penalties, actual or consequential, shall be for the account of the party required to provide such certifications, packaging, labels,
- 11. When required by law, governmental regulations, the regulations specified in the publications listed above or by underlying VOCC utilized, it is necessary to forward hazardous cargo separately from non-hazardous cargo, the hazardous cargo will be considered and handled as a separate shipment and rated accordingly. Additionally, when a shipment contains 2 (two) or more hazardous articles which, under the provisions of the regulations specified in the publications listed above, are prohibited from being loaded or stored together, each article or group of incompatible articles in the shipment will be considered and handled as a separate shipment and rated accordingly.
- 12. All shipments of Hazardous cargo as defined in this Rule, when accepted and transported by Carrier will be subject to the Hazardous Cargo Surcharge named in the NRA governed by this Tariff (if any), which charge shall be in addition to all other applicable charges.

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# Tariff Rule Information

MARITIME UNITED OPERATOR SL 026524

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Reserved for Future Use

**Rule 17:** Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Reserved for future use

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# Tariff Rule Information

MARITIME UNITED OPERATOR SL 026524

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

**Rule 18: Returned Cargo in Foreign Commerce** 

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Merchant shall be liable for return freight and charges on the goods if they are refused export or import by any government or for any other reason whatsoever.

026524 MARITIME UNITED OPERATOR SL

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 19: Shippers Requests in Foreign Commerce

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

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

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026524 MARITIME UNITED OPERATOR SL NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 20: Overcharge Claims

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

A. Bill of Lading Commodity Description

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

B. Overcharges

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

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

In cases of claims by shipper or consignee of overcharge in weight certified invoice or weight certificate to be considered evidence of proper weight. Written claims for adjustment will be acknowledged by the carrier within twenty (20) days of receipt by written notice to the claimant of the tariff provisions actually applied and the claimant's rights under the Shipping Act of 1984. Claims seeking the refund of freight overcharges may be filed in the form of a complaint with the Federal Maritime Commission, Washington, D.C, 20573, within three years of the date of cause of action occurs.

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NRA RULES TARIFF NO. 01 - Between (US and World)

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Rule 21: Use of Carrier Equipment

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

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

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### Tariff Rule Information

026524 MARITIME UNITED OPERATOR SL NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 22: Automobile Rates in Domestic Offshore Commerce Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Not Applicable.

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### Tariff Rule Information

026524 MARITIME UNITED OPERATOR SL NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 23: Carrier Terminal Rules and Charges

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Carrier does not operate terminals at origin or destination. Except as otherwise provided in the individual NRA all shipments that are subject to origin, destination, terminal, local or foreign charges shall be for the account of the cargo.

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MARITIME UNITED OPERATOR SL

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 23-01:

Destination Terminal Handling Charges (DTHC)

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

In destination countries where DTHC are required to be prepaid, Carrier shall require the same prior to shipment.

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026524 MARITIME UNITED OPERATOR SL

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 24: NVOCCs in Foreign Commerce: Bonds and Agents Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

A. Bonding of NVOCC

1. Carrier has furnished the Federal Maritime Commission a bond in the amount required by 46 CFR §§ 515, 521 to ensure the financial responsibility of Carrier for the payment of any judgment for damages or settlement arising from its transportation related activities or order for reparations issued pursuant to Section 11 of the Shipping Act, 1984 or penalty assessed pursuant to Section 13 of the Act

#### 2. Bond No. 2017130001

3. Issued By: American Alternative Insurance Corporation

555 College Road East, Princeton, NJ 08543

Agent for Service of Process

- 1. Carrier's legal agent for the service of judicial and administrative process, including subpoenas is Carlos Rodriguez, Esq., 750 17<sup>th</sup> Street, NW, Suite 900, Washington, DC 20006.
- 2. In any instance in which the Carrier cannot be served because of death, disability or unavailability, the Secretary of the Federal Maritime Commission will be deemed to be the Carrier's legal agent for service of process.
- 3. Service of administrative process, other hand subpoenas, may be effected upon the Carrier by mailing a copy of the documents to be served by certified or registered mail, return receipt requested.

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### Tariff Rule Information

026524 PETERSBERG SHIPPING LINES LIMITED

020524 NRA RULES TARIFF NO. 01 - Between (US and World)
AMENDMENT NO. 0

Rule 25: Certification of Shipper Status in Foreign Commerce Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

If the shipper or a member of a shipper's association tendering cargo to the Carrier is identified as an NVOCC, the carrier shall obtain documentation that the NVOCC has a tariff and a bond on file with the US Federal Maritime Commission as required by Sections 8 and 19 of the Shipping Acts of 1984 and 1998 before the Carrier accepts or transports cargo for the account of the NVOCC.

A copy of the tariff rule published by the NVOCC and in effect under 46 CFR §§ 520, 531 and 532 will be accepted by the Carrier as documenting the NVOCC's compliance with the FMC tariff and bonding requirements of the Acts.

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NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

**Rule 26:** 

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Reserved for future use

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026524 PETERSBERG SHIPPING LINES LIMITED

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 27: Loyalty Contracts in Foreign Commerce

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Not Applicable.

026524 PETERSBERG SHIPPING LINES LIMITED

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 28:

Definitions

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

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

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

CONTAINER FREIGHT STATION (CFS) - (Service Code S) -

a) At Origin - The location designated by the carrier where the carrier will receive cargo to be packed into containers by the carrier, or his agent.

b) At Destination - The location designated by the carrier for the delivery of containerized cargo to be unpacked from said containers. **CONTAINER LOAD - (CL)** - Means all cargo tendered to carrier in shipper-loaded containers.

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

**CONTROLLED TEMPERATURE** - means the maintenance of a specific temperature or range of temperatures in carrier's trailers. **DRY CARGO** - means cargo other than that requiring temperature control.

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

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

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

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

LOADING OR UNLOADING - means the physical placing of cargo into or the physical removal of, cargo from containers.

MIXED SHIPMENT - means a shipment consisting of articles described in and rated under two or more NRAs.

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

**NVOCC SERVICE ARRANGEMENT (NSA)** means a written contract, other than a bill of lading or receipt, between one or more NSA shippers and an individual NVOCC or two or more affiliated NVOCCs, in which the NSA shipper makes a commitment to provide a certain minimum quantity or portion of its cargo or freight revenue over a fixed time period, and the NVOCC commits to a certain rate or rate schedule and a defined service level. The NSA may also specify provisions in the event of nonperformance on the part of any party.

NSA SHIPPER - means a cargo owner, the person for whose account the ocean transportation is provided, the person to whom delivery is to be made, a shippers' association, or an ocean transportation intermediary, as defined in section 3(17)(B) of the Act (46 U.S.C. 40102(16)), that accepts responsibility for payment of all applicable charges under the NSA.

**NEGOTIATED RATE ARRANGEMENT (NRA)** - means the written and binding arrangement between an NRA shipper and eligible NVOCC to provide specific transportation service for a stated cargo quantity, from origin to destination on and after receipt of the cargo by the Carrier or its agent (originating carrier in the case of through Transportation).

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

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

**ONE COMMODITY** - means any or all of the articles described in any one-NRA.

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

**PUBLISHING CARRIER** - means Petersberg Shipping Lines Limited, a registered Non-Vessel Operating Common Carrier (NVOCC) with the U.S. Federal Maritime Commission under FMC License No. 026524.

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

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

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

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

PETERSBERG SHIPPING LINES LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O **Rule 29:** 

ABBREVIATIONS, CODES AND SYMBOLS

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

EXPLANATION OF ABBREVIATIONS

Ad Val Ad Valorem Kilograms Kilos All Inclusive Kilo Ton ΑI K/T

Less than Container Load BF Board Foot or Board Feet LCL or LTL

Bill of Lading Lumpsum B/L LS

BAF Bunker Adjustment Factor L/T Long Ton (2240 Lbs)

BM **Board Measurement** Measure M Change in tariff Item Maximum C Max

1,000 Feet Board Measure CAF Currency Adjustment Factor MBF or MBM

CBM, CM or M3 Cubic Meter Min Minimum CC Cubic Centimeter MM Millimeter

Container Freight Station Minimum Quantity Commitment CFS MQC

Cubic Foot or Cubic Feet CFT N/A Not Applicable

CLD Chilled NRA Negotiated Rate Arrangements **NVOCC Service Arrangements** CM Centimeter NSA

CU Cubic NHZ Non-Hazardous

**CWT** Cubic Weight NOS Not otherwise specified

Container Yard CYOT Open Top D Door Ρ Pier

Pkg DDC Destination Delivery Charge Package or Packages People's Republic of China Ε Expiration PRC ET **Essential Terms** PRVI Puerto Rico and U.S. Virgin Islands

Etc Et Cetera Reduction R

FAK Freight All Kinds RE Reefer / Refrigerated Free Alongside Ship FAS R/T Revenue Ton

FΒ Flat Bed RY Rail Yard

**FCL** Full Container Load SL&C Shipper's Load and Count FEU Forty Foot Equivalent Unit Sq. Ft Square Foot or Square Feet FΙ Free In Short Ton (2000 lbs.) S/T

FIO Free In and Out SU or S/U Set Up

**FIOS** Free In, Out and Stowed TEU Twenty Foot Equivalent Unit FO Free Out Terminal Handling Charge THC

**FOB** Free On Board TRC Terminal Receiving Charge **FMC** Federal Maritime Commission United States of America USA FR Flat Rack United States Dollars

USD Feet or Foot Ft VEN Ventilated GOH Garment on Hanger VIZ Namely Η House VOL Volume HAZ Hazardous Weight W

New or Initial Tariff Matter W/M Weight/Measure I

K/D Knocked Down KDF Knocked Down Flat

# Tariff Rule Information 026524 PETERSBERG SHIPPING LINES LIMITED NRA RULES TARIFF NO. 01

AMENDMENT NO. O Rule 30: **Access to Tariff Information** 

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

This tariff is published on the Internet web site of Petersberg Shipping Lines Limited at

https://www.petersbergshippinglines.com.

Please refer to the tariff profile or title page for additional contact information.

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AMENDMENT NO. O

Rule 31-200: Reserved for Future Use

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PETERSBERG SHIPPING LINES LIMITED NRA RULES TARIFF NO. 01 026524

AMENDMENT NO. O Rule 201: NVOCC SERVICE ARRANGEMENT (NSA) ESSENTIAL TERMS (ET)

Effective: 15MAR2017 Thru: NONE Expires: NONE Publish: 15MAR2017

Pursuant to 46 CFR § 531.9 (a), Carrier hereby give public notice in tariff format the following essential terms of each NSA it has entered into with shippers as on file at the Federal Maritime Commission:

NSA – ET NO.	DURATION	COMMODITY	SCOPE	MQC
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\*\*\*\*\* End of Rule Text \*\*\*\*\*\*