

**AWOT GLOBAL LOGISTICS (USA) CORP
TARIFF NO. 031397-001**

ORIGINAL TITLE PAGE

**FMC Org. No.: 031397
Non-Vessel Operating Common Carrier**

**Effective Date: 1APR2022
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Controlled Carrier Status: NONE

TITLE PAGE

TARIFF NO. 031397
NRA Governing Rules Tariff
NAMING RULES AND REGULATIONS ON CARGO MOVING
IN CONTAINERS AND BREAKBULK
BETWEEN
U.S. PORTS AND POINTS
(AS SPECIFIED IN RULE 1)
AND
WORLD PORTS AND POINTS
(AS SPECIFIED IN RULE 1-A)

AWOT Global Logistics (USA) Corp. is an NVOCC licensed by the Federal Maritime Commission, FMC License No. 031397 and operating under FMC Organization No. 031397.

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 exclusive use of Negotiated Rate Arrangements ("NRAs").

NVOCC 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). Carrier may issue written quotations, booking confirmations, e-mail communications and other writings with applicable rates and charges for the shipments subject of the NRA, and shipper must provide the Carrier with a signed agreement, or send carrier a written communication, including an email, indicating acceptance of the NRA terms, or book a shipment after receiving the NRA terms from the Carrier. **NOTE: "THE SHIPPER'S BOOKING OF CARGO AFTER RECEIVING THE TERMS OF THIS NRA OR NRA AMENDMENT CONSTITUTES ACCEPTANCE OF THE RATES AND TERMS OF THIS NRA OR NRA AMENDMENT."** The terms contained in the NRA writings shall be a valid offer for 30 days (or a date agreed to by the parties) from the booking date, unless otherwise rescinded by the Carrier prior to receiving Shipper's cargo. Carrier's or Carrier's agent's receipt of cargo for the shipment constitutes final acceptance by Shipper or Consignee of the NRA offer, and the terms of the NRA shall bind the parties. All applicable origin and destination local terminal and/or port charges shall be for the account of the cargo. The NRA may be amended after the time the initial shipment is received by the NVOCC, but such changes may only apply prospectively to shipments not yet received by the NVOCC. For any pass-through charge for which a specific amount is not included in the NRA or the rules tariff, the NVOCC may invoice the shipper for charges the NVOCC incurs, with no markup. The NRA may list the additional surcharges or assessorial charges, including pass-through charges, or reference specific surcharges or assessorial charges in the NVOCC's rules tariff.

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TARIFF DETAILS

Tariff Number: **031397-001**
TARIFF TITLE: **NRA GOVERNING RULES TARIFF**
EFFECTIVE: 1APR2022
THRU: 1APR2022
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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

NUMBER: **031397**
NAME: AWOT GLOBAL LOGISTICS (USA) CORP
TRADE NAME: AWOT GLOBAL LOGISTICS USA
TYPE: NON-VESSEL OPERATING COMMON CARRIER
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Tariff Rule Information

FMC ORG. NO. 031397: AWOT GLOBAL LOGISTICS (USA) CORP.
NRA RULES TARIFF NO. 031397-001-Between (US and World)
AMENDMENT NO.: 0
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Tariff Rule Information

FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001- Between (US and World) AMENDMENT NO. 0
Rule 1: Scope	Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001- Between (US and World) AMENDMENT NO. 0
Rule 1-A: Worldwide Ports and Points	Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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

AFGHANISTAN	COSTA RICA	INDONESIA	NETHERLANDS
ALBANIA	CUBA	IRAN	ANTILLES
ALGERIA	CYPRUS	IRAQ	NEW CALEDONIA
AMERICAN	CZECHOSLOVAKI	IRAQ SAUDI	NEW ZEALAND
SAMOA	A	ARABIA NEUTRAL	NICARAGUA
ANDORRA	DENMARK	ZONE	NIGER
ANGOLA	DJIBOUTI	IRELAND	NIGERIA
ANGUILLA	DOMINICA	ISRAEL	NIUE
ANTARCTICA	DOMINICAN	ITALY	NORFOLK ISLAND
ANTIGUA AND	REPUBLIC	IVORY COAST	NORTHERN
BARBUDA	ECUADOR	JAMAICA	MARIANA
ARGENTINA	EGYPT	JAN MAYEN	ISLANDS
ARUBA	EL SALVADOR	JAPAN	NORWAY
ASHMORE AND	EQUATORIAL	JARVIS ISLAND	OMAN
CARTIER ISLANDS	GUINEA	JERSEY	PAKISTAN
AUSTRALIA	ETHIOPIA	JOHNSTON ATOLL	PALMYRA ATOLL
AUSTRIA	EUROPA ISLAND	JORDAN	PANAMA
BAHAMAS THE	FALKLAND	JUAN DE NOVA	PAPUA NEW
BAHRAIN	ISLANDS (ISLAS	ISLAND	GUINEA
BAKER ISLAND	MALVIN	KENYA	PARACEL
BANGLADESH	FAROE ISLANDS	KINGMAN REEF	ISLANDS
BARBADOS	FEDERATED	KIRIBATI	PARAGUAY
BASSAS DA INDIA	STATES OF	KOREA	PERU
BELGIUM	MICRONESIA	DEMOCRATIC	PHILIPPINES
BELIZE	FIJI	PEOPLES REP	PITCAIRN
BENIN	FINLAND	KOREA REPUBLIC	ISLANDS
BERMUDA	FRANCE	OF	POLAND
BHUTAN	FRENCH GUIANA	KUWAIT	PORTUGAL
BOLIVIA	FRENCH	LAOS	PUERTO RICO
BOTSWANA	POLYNESIA	LEBANON	QATAR
BOUVET ISLAND	FRENCH	LESOTHO	REUNION
BRAZIL	SOUTHERN AND	LIBERIA	ROMANIA
BRITISH VIRGIN	ANTARCTIC	LIBYA	RWANDA
ISLANDS	GABON	LIECHTENSTEIN	SAN MARINO
BRUNEI	GAMBIA THE	LUXEMBOURG	SAO TOME AND
BULGARIA	GAZA STRIP	MACAU	PRINCIPE
BURKINA	GERMANY	MADAGASCAR	SAUDI ARABIA
BURMA	GHANA	MALAWI	SENEGAL
BURUNDI	GIBRALTAR	MALAYSIA	SEYCHELLES
CAMBODIA	GLORIOSO	MALDIVES	SIERRA LEONE
CAMEROON	ISLANDS	MALI	SINGAPORE
CANADA	GREECE	MALTA	SOLOMON
CAPE VERDE	GREENLAND	MAN ISLE OF	ISLANDS
CAYMAN ISLANDS	GRENADA	MARSHALL	SOMALIA
CENTRAL	GAUDELOUPE	ISLANDS	SOUTH AFRICA
AFRICAN	GUAM	MARTINIQUE	SOUTH GEORGIA
REPUBLIC	GUATEMALA	MAURITANIA	AND THE SOUTH
CHAD	GUERNSEY	MAURITIUS	SA
CHILE	GUINEA	MAYOTTE	SPAIN
CHINA	GUINEA BISSAU	MEXICO	SPRATLY ISLANDS
CHRISTMAS	GUYANA	MIDWAY ISLANDS	SRI LANKA
ISLAND	HAITI	MONACO	ST HELENA
CLIPPERTON	HEARD ISLAND	MONGOLIA	ST KITTS AND
ISLAND	AND MCDONALD	MONTSERRAT	NEVIS
COCOS (KEELING)	ISLA	MOROCCO	ST LUCIA
ISLANDS	HONDURAS	MOZAMBIQUE	ST PIERRE AND
COLOMBIA	HONG KONG	NAMIBIA	MIQUELON
COMOROS	HOWLAND	NAURU	ST VINCENT AND
CONGO	ISLAND	NAVASSA ISLAND	THE GRENADINES
COOK ISLANDS	HUNGARY	NEPAL	SUDAN
CORAL SEA	ICELAND	NETHERLANDS	SURINAME
ISLANDS	INDIA		SVALBARD

SWAZILAND	TRINIDAD AND	UNION OF SOVIET	WALLIS AND
SWEDEN	TOBAGO	SOCIALIST REPUBLIC	FUTUNA
SWITZERLAND	TROMELIN	UNITED ARAB	WEST BANK
SYRIA	ISLAND	EMIRATES	WESTERN
TAIWAN	TRUST	UNITED KINGDOM	SAHARA
TANZANIA	TERRITORY OF	URUGUAY	WESTERN SAMOA
UNITED REPUBLIC OF	THE PACIFIC	USA	YEMEN
THAILAND	TUNISIA	VANUATU	YUGOSLAVIA
TOGO	TURKEY	VATICAN CITY	ZAIRE
TOKELAU	TURKS AND	VENEZUELA	ZAMBIA
TONGA	CAICOS ISLANDS	VIETNAM	ZIMBABWE
	TUVALU	VIRGIN ISLANDS	
	UGANDA	WAKE ISLAND	

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP.
	NRA RULES TARIFF NO. 031397-001-Between (US and World)
Rule 1-B:	AMENDMENT NO. 0

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

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP.
	NRA RULES TARIFF NO. 031397-001-Between (US and World)
Rule 2:	AMENDMENT NO. 0

Effective: 1APR2022

Expire Date: NONE

Published: 1APR2022

- 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 exclusive use of Negotiated Rate Arrangements (“NRAs”).
- b. NVOCC 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 www.awotglobal.com containing the terms and conditions governing the charges, classifications, rules, regulations and practices of Carrier.
- d. Carrier may issue written quotations, booking confirmations, e-mail communications and other writings with applicable rates and charges for the shipments subject of the NRA, and shipper must provide the Carrier with a signed agreement, or send carrier a written communication, including an email, indicating acceptance of the NRA terms, or book a shipment after receiving the NRA terms from the Carrier. **NOTE: “THE SHIPPER’S BOOKING OF CARGO AFTER RECEIVING THE TERMS OF THIS NRA OR NRA AMENDMENT CONSTITUTES ACCEPTANCE OF THE RATES AND TERMS OF THIS NRA OR NRA AMENDMENT.”** The terms contained in the writings shall be a valid offer for 30 days (or a date agreed to by the parties) from the booking date, unless otherwise rescinded by the Carrier prior to receiving Shipper’s cargo. Carrier’s or Carrier’s agent’s receipt of cargo for this shipment constitutes final acceptance by Shipper or Consignee of this offer, and the terms of the NRA shall bind the parties. All applicable origin and destination local terminal and/or port charges shall be for the account of the cargo.
- e. The NRA may be amended after the time the initial shipment is received by the NVOCC, but such changes may only apply prospectively to shipments not yet received by the NVOCC.
- f. All applicable origin and destination local terminal and/or port charges shall be for the account of the cargo.

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Tariff Rule Information

FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP.
	NRA RULES TARIFF NO. 123456-Between (US and World)
Rule 2A:	AMENDMENT NO. 0

Application of NRAs and Charges

Effective: 1APR2022

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- 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 and agreed.

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.

Unless otherwise agreed to, 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.

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. Packages containing articles of more than one description shall be rated on the basis of the NRA provided for the highest rated articles contained therein.

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, natural disasters, 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.

Any Additional Charges which may be imposed upon the cargo by Governmental Authorities will 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 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 (D)

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)

If applicable, Ocean Port rates may 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.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 2-010:	Packing Requirements

Effective: 1APR2022

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1. Except as otherwise provided herein, articles tendered for transportation will be refused for shipment unless it is packed 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.

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NRA RULES TARIFF NO. 031397-001-Between (US and World)
AMENDMENT NO. 0

Rule 2-020: Diversion By Carrier

Effective: 1APR2022

Expire Date: NONE

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

1. To ocean carrier's terminal (motor, rail or water), at port of destination declared on the bill of lading at the expense of the ocean carrier. Carrier may, at their convenience, deliver cargo to ports in 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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AMENDMENT NO. 0

Rule 2-030: Mixed Commodity Rates

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When mixed shipments contain commodities subject to different rates named in an NRA governed by this Tariff, the separate rate applicable for each commodity will be assessed, subject to the highest minimum quantity provided for any commodity in the shipment.

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NRA RULES TARIFF NO. 031397-001-Between (US and World)
AMENDMENT NO. 0

Rule 2-040: Container Capacity

Effective: 1APR2022

Expire Date: NONE

Published: 1APR2022

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 over-the-road weight limitation in various States of the U.S.A.

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FMC ORG. NO. 03139717	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0 Rule 2-050: Shipper Furnished Containers
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Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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 lease holder of the container offered for shipment.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0 Rule 2-060: Measurement And Weight
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Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0 Rule 2-070: Overweight Containers
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Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

Shipper/Consignee for CY origin shipments shall be jointly severally and absolutely liable for any fine, penalty or other sanction imposed upon carrier, its agent motor/rail carrier by authority for exceeding lawful over-the-weight limitations in connection with any transportation services provided under this tariff and occasioned by any act of commission or omission of the shipper/consignee, its agent or contractors, and without regard to intent, negligence or any other factor. When carrier pays any such fine or penalty and assumes any other cost or burden, arising from such an event, it shall be on behalf of and for benefit of the cargo interest and carrier shall be entitled to full reimbursement therefore upon presentation of an appropriate invoice. Nothing in this rule shall require carrier, its agents or motor/rail carrier to resist, dispute or otherwise oppose the levy of such a fine, penalty or other sanction and carrier shall not have any liability to the cargo interest should it not do so. Any charges incurred in re-handling cargo to comply with maximum weight restrictions will be for the account of the cargo.

The party responsible (i.e., merchant, 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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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0 Rule 2-080: Shipper's Load And Count
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Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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 noted, 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.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 2-090:	Diversion of Cargo (By Shipper or Consignee)

Effective: 1APR2022

Expire Date: NONE

Published: 1APR2022

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.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 2-100:	Security Fees

Effective: 1APR2022

Expire Date: NONE

Published: 1APR2022

Security Fees may be applicable on shipments and identified in each individual NRA.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 2-110:	Restricted Articles

Effective: 1APR2022

Expire Date: NONE

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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.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 2-120:	Freight All Kinds (FAK)

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 2-130:	Alternate Rate/Service Levels: Economy, Regular, Premium

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

Different levels of Service may be offered by the Carrier. Unless otherwise specified in the individual NRA, NRAs are applicable for Regular Service. The following are the various levels of rate service:

1. Regular - Shipper accepts transit time as provided by the carrier on a regular basis as per carrier's advertised sailing schedules and/or actual vessel carrier's sailing schedules. Regular service rates are shown in this tariff, unless otherwise specified.
2. Premium - Shipper/Consignee requests carrier-provided premium service, in which case cargo will be delivered not less than 4 days faster than if shipped by regular service. Rates applicable to premium service will be noted "Premium Service" in the individual tariff line items. Shipper/Consignee must specifically request premium service at the time of shipment, or Shipper/Consignee must instruct carrier to provide premium service for all shipments of specific tariff line items.
3. Economy - Shipper/Consignee requests carrier to provide economy service, in which case shipments will be delivered not less than 4 days slower than if shipped by carrier's regular service. Rates applicable to economy service will be noted with "Economy Service" in the individual tariff line rate items. Shipper/Consignee requests for economy service must be made at the time of shipment. Shipper/Consignee must instruct carrier to provide economy service for all shipments of a specific tariff line item.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 2-140:	ACE USA Export Shipments

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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 Commercial Environment (ACE) regulations. Description of commodities shall be uniform on all copies of the Bill of Lading and MUST be in conformity with a validated U.S. Export Declaration, EEI (Electronic Export Information) filings to the U.S. Customs via ACE, and/or consular documents covering the shipment. The Carrier may verify the Bill of Lading 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 the applicable commodity Schedule B number in the Line Copy of the Bill of Lading.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 2-150:	Documentation Fee

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 2-160:	AMS Processing Fee

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

If applicable, all AMS filing fees for shipments will be provided in individual NRA's. Except as otherwise specifically provided in individual NRAs, all shipments are subject to the all applicable U.S. Manifest Processing Fee assessed by the Vessel Carrier and/or the NVOCC, and payable by the Shipper.

If a correction and/or amendment is made to data that has already been filed with the U.S. Customs thru the AMS system, an applicable correction/amendment charge (in addition to all other applicable charges) will be assessed by the Vessel Carrier and/or the NVOCC Carrier named in this Tariff, which shall be paid by the Shipper.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 2-170:	Submission of Cargo Declaration Data

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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 co-loaded 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 re-delivery costs, shall be for the account of the cargo. Carrier shall have a lien on cargo in its possession for amounts due hereunder and may hold cargo until such amounts (and any other unpaid freights or charges) are paid or sell such cargo after a reasonable period. In the event Carrier is forced to take legal action to collect amounts due hereunder, Carrier shall be entitled to recover all costs (including 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.

G. DOCUMENTATION CHARGES. See Rule Nos. 2-150 for charges to apply.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 2-180:	U.S. Customs Related Charges

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 2-190:	Lien Notice

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

The Carrier shall have a general lien on any and all property (and documents relating thereto) of the Merchant (shipper, consignee, consignee, exporter, importer, the holder of the Bill of Lading and/or the receiver or the owner of the Goods, any person entitled to possession of the Goods, any Person having a present or future interest in the Goods or any Person acting on behalf of any of the above-mentioned Persons, including a Factor or Lender) in its possession, custody or control or in route, 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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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 2-200:	Cargo Roll-Over Fee

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0	
Rule 2-210:	Free Time Detention / Demurrage / Storage	
Effective: 1APR2022	Expire Date: NONE	Published: 1APR2022

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” (includes Tank Demurrage) 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 “Merchant” as defined by the carrier’s bill of lading and 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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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0	
Rule 3:	Rate Applicability Rule	
Effective: 1APR2022	Expire Date: NONE	Published: 1APR2022

The rules and charges applicable to a given shipment must be those in an NRA and this Tariff in effect when the cargo is received by the 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.

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Tariff Rule Information

FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0	
Rule 4:	Heavy Lift and Empty Lifts	
Effective: 1APR2022	Expire Date: NONE	Published: 1APR2022

All applicable chargers for heavy and empty lift shipments will be provided in individual Negotiated Rate Arrangements (NRAs) and shall be for the account of the cargo.

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Tariff Rule Information

FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0	
Rule 5:	Extra Length	
Effective: 1APR2022	Expire Date: NONE	Published: 1APR2022

Not Applicable.

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Tariff Rule Information

FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 6:	Minimum Bill of Lading Charges

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

Any applicable bill of lading charge shall be for the account of the cargo and may be included in the individual NRA, if any.

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Tariff Rule Information

FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 7:	Payment of Freight Charges

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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. Unless otherwise agreed in an NRA, 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.

G. FREIGHT CHARGES: Freight charges must be paid to the carrier before release of the cargo, unless prior arrangement to the contrary has been made with the carrier. In the event the Merchant, shipper, consignee or his agent refuses to pay freight and other charges, and merchandise remains undeliverable thereby, Merchant, Shipper and Consignee jointly and severally guarantee and remain liable for full payment of freight and other charges, together with any expense incurred while awaiting disposition of the cargo.

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Tariff Rule Information

FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 8:	Bill(s) of Lading Terms and Conditions

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

A copy of Carrier's bill of lading Terms and Conditions are provided herein:

TERMS AND CONDITIONS

1. DEFINITIONS:

"Carrier" means AWOT GLOBAL LOGISTICS (USA) CORP DBA AWOT GLOABAL LOGISTCS USA, on whose behalf this Bill of Lading has been signed. "COGSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16 April 1936. "Merchant" means and includes the shipper, the consignee, and the holder of this Bill of Lading and the owner of the goods. "Goods" means the cargo received from the Merchant and includes goods, wares, merchandise and articles of every kind whatever; and any container, trailer, tank or pallet (including similar articles of transport used to store or consolidate goods) not supplied by or on behalf of the Carrier. "Dangerous Goods" includes goods which are of dangerous, explosive, inflammable, radioactive or damaging nature. "Hague

"Rules" means the International Convention for the Unification of certain Rules of Law relating to Bills of Lading signed at Brussels on 25 August 1924. "Hague-Visby Rules" means The Hague Rules as amended by the Protocol signed at Brussels on 23 February 1968. "Services" means the whole or any part of the operations and services of whatsoever nature undertaken by or performed by or on behalf of the Carrier in relation to the Goods covered by this Bill of Lading including but not limited to the loading, transport, unloading, storage, warehousing, and handling of the goods. "Combined transport" means carriage of the Goods under this bill of lading from place of receipt from Merchant to the place of delivery to Merchant by the Ocean Carrier plus one or more inland Carriers. "Port to Port Transportation" means carriage of the Goods under this bill of lading other than combined transport.

2. PARAMOUNT CLAUSE:

- 2.1. If at any time one or more of the terms of this Bill of Lading becomes invalid or illegal, the validity or legality of the remaining terms of this Bill of Lading shall not in any way be affected.
- 2.2. The Carrier shall be entitled to all the rights, immunities, exceptions and limitations conferred on the carrier or the owner of the vessel by any applicable law or legislation.
- 2.3. Carriage of goods by sea or inland waterway covers the period from the time when the goods are loaded on to the time they are discharged from the vessel. As far as carriage of goods by sea or inland waterway is concerned, the Carrier's liability shall be determined by the Hague Rules or any legislation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COGSA) to this Bill of Lading. Without prejudice to Clause 3.2 and solely for the purpose of applying the Hague Rules, this Bill of Lading shall be deemed as a document of title as required by Article I (b) of the Hague Rules. The Hague or the Hague-Visby Rules shall prevail in so far as they are inconsistent with any other terms of this Bill of Lading. The limitation amount in Article IV (5) of the Hague Rules is deemed to be the nominal value of 100 pounds sterling. Article IX of the Hague Rules is deemed to be deleted. The limitation amount according to COGSA is US\$500 per package or customary freight unit, unless the nature and value of the goods have been declared by the shipper before shipment and inserted in this Bill of Lading.
- 2.4. Regarding the responsibility and liability of the Carrier for loss or damage to, or in connection with, the custody and care and handling of the goods prior to the loading on, and subsequent to the discharge from the vessel, such shall be determined by the terms of this Bill of Lading.
- 2.5. The Services are subject to the terms of this Bill of Lading.

3. NEGOTIABILITY AND TITLE TO THE GOODS

- 3.1. This Bill of Lading, if consigned to order, is negotiable and constitutes title to the goods. The holder, by endorsement of this Bill of Lading, is entitled to receive or transfer the goods.
- 3.2. This Bill of Lading, if consigned to a named consignee, is not negotiable. The Carrier is entitled to deliver the goods to the named consignee without production of any original of this Bill of Lading.
- 3.3. This Bill of Lading is *prima facie* evidence of receipt of the goods by the Carrier. However, proof to the contrary is not admissible when this Bill of Lading has been transferred to a third party acting in good faith.

4. MERCHANT'S RESPONSIBILITY:

- 4.1. The Merchant shall indemnify the Carrier against all claims, liability, losses, damages, costs and expenses arising out of the Carrier acting in accordance with the Merchant's instructions, or arising from a breach of warranty or obligation on the part of the Merchant, or arising from the inaccurate information or the insufficient instructions provided by the Merchant, or arising from the negligence of the Merchant.
- 4.2. The Merchant undertakes that no claim shall be made against any servant, agent or sub-contractor of the Carrier if such claim imposes upon them any liability in connection with any Services provided by the Carrier. If any such claim should nevertheless be made, the Merchant shall indemnify the Carrier against all consequences. Every such servant, agent and sub-contractor shall have the benefit of all the terms herein benefiting the Carrier as if such terms were expressly provided for his or its benefit. For these purposes, the Carrier contracts for itself and also as agent and trustee for each such servant, agent and sub-contractor.
- 4.3. The Merchant shall defend, indemnify and hold harmless the Carrier from and against all claims, costs and demands whatsoever and by whomsoever made or preferred in excess of the liability of the Carrier under the terms of this Bill of Lading, and such indemnity shall include all claims, costs and demands arising from the negligence of the Carrier, its servants, agents or sub-contractors.
- 4.4. The Merchant shall defend, indemnify and hold harmless the Carrier in respect of any General Average claim that may be made against the Carrier and the Merchant shall provide such security as may be required by the Carrier. General Average shall be adjusted according to the York-Antwerp Rules 1974 or any amendment thereto or the York-Antwerp Rules 1994 or any modification thereof at the option of the Carrier.
- 4.5. If the vessel carrying the goods (the carrying vessel) collides with any other vessel (the non-carrying vessel) as a result of the negligence of both the vessels, the Merchant undertakes to defend, indemnify and hold harmless the Carrier against any liability to any other party in so far as such liability relates to any claim whatsoever made against the non-carrying vessel by the Merchant.
- 4.6. In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which or for the consequence of which, the Carrier

is not responsible, by Statute, contract or otherwise, the cargo, Shipper, Consignee or owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or its agent, may deem sufficient to cover the estimated contribution of the cargo and any salvage and special charges thereon shall, if required, be made by the cargo, Shipper, Consignee or owners of the cargo to the Carrier before delivery.

5. MERCHANT'S WARRANTY:

51. The Merchant entering into any business with the Carrier warrants to the Carrier that the Merchant is either the owner of the goods or the authorized agent of the owner of the goods and that it is authorized to accept the terms of this Bill of Lading not only for itself but also for the owner of the goods.

5.2. The Merchant further warrants that:

- a. All the goods have been properly and sufficiently packed and that the Carrier has no liability for any loss of, damage to or any other claims relating to the goods which are improperly or insufficiently packed; and
- b. The goods are fit and suitable for the carriage, storage and any other handling in accordance with the Merchant's instructions; and
- c. It shall fully comply with applicable laws and regulations of ports, Customs or other authorities.

6. DANGEROUS GOODS: Except under special arrangements previously made in writing, the Merchant warrants that the goods are not Dangerous Goods, nor are goods of comparable hazard, nor are goods otherwise likely to cause damage. Should the Merchant nevertheless deliver any such goods to the Carrier or cause the Carrier to handle any such goods otherwise than under special arrangements previously made in writing, then whether or not the Carrier is aware of the nature of such goods, the Merchant shall be liable for all expenses, losses or damage whatsoever caused by or to or in connection with such goods and howsoever arising, and shall indemnify the Carrier against all penalties, claims, damages, costs, expenses and any other liability whatsoever arising in connection with such goods, and such goods may be destroyed or otherwise dealt with at the risk and expenses of the Merchant in the sole discretion of and without any liability to the Carrier. If such goods are handled by the Carrier under arrangements previously made in writing, they may nevertheless be destroyed at the risk and expenses of the Merchant in the sole discretion of and without any liability to the Carrier on account of risk to other goods, property, life or health. The goods that are likely to cause damage include goods that are likely to encourage vermin or other pests.

7. LIEN: The Carrier shall have a general lien on all property (and documents relating thereto) of Merchant, in its possession, custody or control or in route, for all claims for Charges, expenses or advances incurred by Carrier in connection with any shipments of Merchant. If such claim remains unsatisfied for 30 days after demand for its payment is made, Carrier shall be entitled to sell the goods privately or by auction, without prior notice to the Merchant, as may be necessary to satisfy such lien and the costs of recovery and apply the net proceeds of such sale to the payment of the amount due Carrier. Any surplus from such sale shall be transmitted to Merchant, and Merchant shall be liable for any deficiency in the sale. The carrier's general lien shall be in addition to any other rights the carrier has or may acquire under other agreements and/or applicable law, and carrier's general lien shall survive delivery or release of any specific property of the shipper, consignee and merchant as defined in carrier's bill of lading.

8. WAREHOUSEMAN LIEN: If Goods go into demurrage, Carrier shall assume all rights of a warehouseman, and this Bill of Lading shall constitute a warehouseman's non-negotiable receipt. Goods will be delivered to the consignee or other Person(s) entitled to receipt of the goods upon payment of all Charges due. If Goods are not claimed within ten (10) days after demurrage commences, Carrier may exercise its warehouseman's right to sell or auction such Goods. Carrier may assert a general lien for Charges and expenses in relation to other Goods, whether or not these Goods have been delivered by Carrier.

9. PRECIOUS GOODS: Except under special arrangements previously made in writing, the Carrier will not deal with bullion, bank notes, coins, cheques, bonds, negotiable documents and securities, precious stones, precious metal objects, jewelry, valuables, antiques, valuable works of art, live animals or plants. Should the Merchant deliver any such goods to the Carrier or cause the Carrier to handle any such goods otherwise than under special arrangements previously made in writing, the Carrier shall be under no liability whatsoever in connection with such goods (including any loss, damage, misdelivery, misdirection or delay howsoever caused) and notwithstanding that the value of any such goods may be shown or declared on any documents accompanying such goods.

10. OPTIONS OF THE CARRIER:

10.1. The Carrier shall be entitled to sub-contract on any terms the whole or any part of the Services whatsoever undertaken by the Carrier.

10.2. The Carrier reserves to itself absolute discretion as to the means, the routes and the procedures to be followed in the carriage, the storage and the other handling of the goods. The Carrier has liberty to use any means, routes or

procedures, including using any vessel whether or not named on the front page of this Bill of Lading or stowing the goods on or under deck. Anything done in accordance with the aforesaid discretion or liberty shall not be a deviation of whatsoever nature or degree.

11. FREIGHT INCLUDING CHARGES:

11.1. Freight including charges shall be deemed fully earned on receipt of the goods by the Carrier and shall be paid and non-returnable in any event.

11.2. The freight has been calculated on the basis of particulars furnished by or on behalf of the Shipper. The Carrier may at any time open any container or other package or unit in order to reweigh, remeasure or revalue the contents and if the particulars furnished by or on behalf of the Shipper are incorrect, it is agreed that a sum equal to either five times the difference between the correct freight and the freight charged or to double the correct freight less the freight charged, whichever sum is smaller and the expenses incurred in determining the correct particulars, shall be payable as liquidated damage to the Carrier.

11.3. Full freight hereunder shall be due payable at the place where this Bill of Lading is issued, by the Merchant without deduction on receipt of the Goods or part thereof by the Carrier for shipment. All charges due hereunder together with freight (if not paid at the port of loading as aforesaid) shall be due from and payable by on demand by the Merchant (who shall be jointly liable to the Carrier therefore) at such port or place as the Carrier require, vessel or cargo lost or not lost from any cause whatsoever.

11.4. All other charges shall be paid to the Carrier before delivery of the Goods in full without offset, counterclaim or deduction, in the currency as specified on the applicable tariff or, if no currency is specified, the lawful currency of the United States of America.

11.5. The Merchant shall remain responsible for all freight and charges regardless whether Bill of Lading be marked, in words or symbols, prepaid or collect.

12. CARRIER'S RESPONSIBILITY:

12.1. The Carrier does not guarantee any arrival time and shall not be liable for any delay. The Carrier shall not be liable for any damage to, loss, misdirection or misdelivery of goods or any other claims, unless it is proved that such damage, loss, misdirection, misdelivery or any other claims are caused by the negligence of the Carrier, its servants, agents or sub-contractors. In any event, the liability of the Carrier shall not exceed those limits as set out in Clause 11.3.

12.2. Notwithstanding any other terms in this Bill of Lading to the contrary but subject to Clause 2.3, the Carrier shall not in any event be liable whatsoever for:

- a. any indirect, consequential or economic loss (including loss of market, profit, revenue, business or goodwill); or
- b. any loss, damage, expense or claim arising from fire, flood, storm, typhoon, explosion or strike; or
- c. any loss of or damage to the goods (which are stated on the front page of this Bill of Lading to be carried on deck and which are so carried) howsoever caused and whether or not resulting from any act or omission or default or neglect on the part of the Carrier, its servants, agents or sub-contractors.

12.3 LIMITATION OF LIABILITY: ocean Carrier's liability is subject to

a. The Merchant agrees that the value of the Goods is the Merchant's net invoice cost, plus freight and insurance premium, if paid. The ocean Carrier shall not be liable for any loss of profit or any consequential loss.

b. Insofar as the loss of or damage to or in connection with the Goods was caused during the part of the custody or carriage to which the applicable version of the Hague version of the Hague Rules applies.

i. The Ocean Carrier shall not be liable for loss or damage in an amount exceeding the minimum allowable per package or unit in the applicable version of the Hague Rules, which when U.S. COGSA is applicable an amount not exceeding U.S.\$500 per package or customary freight unit, unless the value (and nature) of Goods higher than this amount has been declared in writing by the Merchant before receipt of the Goods by the ocean Carrier and inserted on the face of this Bill of Lading and extra freight has been paid as required. If the actual value of the Goods per package or unit exceeds such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability if any, shall not exceed the declared value. Any partial loss or damage shall be adjusted prorata on the basis of such declared value. If the declared value has been willfully misstated or is markedly higher than the actual value, the ocean Carrier shall not be liable to pay any compensation.

ii. Where the cargo has been packed into a container or unitized into a similar article of transport by or on behalf of the Merchant, it is expressly agreed that the number of such containers or similar article of transport shown on the face of this Bill of Lading shall be considered as the number of the packages or units for the purpose of the application of the limitation of liability.

12.4. All and any Services provided by the Carrier gratuitously are provided on the basis that the Carrier will not accept any liability whatsoever.

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

13. NOTICE OF CLAIM AND TIME BAR: Any claim against the Carrier must be in writing and delivered to the Carrier within Three days from the date of delivery of the goods or the date the goods should have been delivered or the date of the event giving rise to the claim, whichever is the earliest. Otherwise, the Carrier shall be discharged of all liability whatsoever in respect of any claim.

14. DELIVERY OF THE GOODS: If the Services are or are likely to be affected by any risk, delay, hindrance, difficulty or disadvantage of any kind whensoever and howsoever arising, the Carrier may abandon the Services and place the goods at any place for the Merchant to dispose of the goods, whereupon the Carrier's liability and responsibility in respect of the goods shall cease.

15. GENERAL AVERAGE:

General average shall be adjusted at Los Angeles, California, or any other port at Carrier's option, according to the York-Antwerp Rules of 1974. The General Average statement shall be prepared by adjusters appointed by Carrier. The Amended Jason Clause as approved by BIMCO is incorporated herein, and the Merchant shall provide such security as may be required by the carrier in this regard. Notwithstanding the above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any claim, whether due to negligence or not, (and any expense rising therefrom) of a carrier in this connection. If a salving vessel is owned or operated by Carrier, salvage shall be paid for as fully as if the salving vessel or vessel belonged to strangers. The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

16. BOTH-TO-BLAME COLLISION

The both-to-blame Collision Clause published by the Baltic and International Maritime Council which is obtainable from the Carrier is available upon request, is incorporated as part of this Terms and Conditions.

17. CARRIER'S TARIFF

This Bill of Lading is subject to the Carrier's applicable Tariff, copy of which is available upon request.

18. HIMALAYA CLAUSE

All exceptions, exemptions, defenses, immunities, limitations on liability, privileges, and conditions granted or provided by this Bill of Lading or by applicable tariff or by statute or for the benefit of the Carrier shall also apply to and for the benefit of the officers and employees of the Carrier and the agents, officers and crew of the vessel and to and for the benefit of all parties performing services in connection with the Goods as agents or contractors of the Carrier and employees of each of them.

19. LAW AND JURISDICTION:

Any claim or dispute arising under this Bill of Lading shall be determined exclusively according to the laws of the United States and the Merchant agrees that any suits against the Carrier shall be brought in the United States District Court for the Central District of California, which shall have exclusive jurisdiction. The Carrier shall be entitled to avail itself of all the terms and conditions of onward carriers, including such Carriers' forum selection and limits of liability. Carrier reserves the right to bring suit against the Merchant for the collection of freight or other charges in any venue having jurisdiction over Merchant.

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Tariff Rule Information

FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP.
	NRA RULES TARIFF NO. 031397-001-Between (US and World)
Rule 9:	AMENDMENT NO. 0

Rule 9: Freight Forwarder Compensation

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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. 1.25% OF BASIC OCEAN FREIGHT

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 10:	Surcharges, Assessorial and Arbitraries

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

All surcharges applicable to shipments are provided in individual Negotiated Rate Arrangements NRA's.

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Tariff Rule Information

FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 11:	Minimum Quantity Rates

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

Carrier may charge minimum quantity rates in each individual NRA.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 12:	Ad Valorem Rates

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 13:	Transshipment

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

Transshipments are allowed pursuant to the Carrier's bill of lading Terms and Conditions referenced in Rule 8.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World)
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Rule 14:	AMENDMENT NO. 0 Co-Loading in Foreign Commerce
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Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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 may tender 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

FMC ORG. NO. 031397:	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World)
Rule 15:	AMENDMENT NO. O Open Rates in Foreign Commerce

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

Not Applicable.

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Tariff Rule Information

FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World)
Rule 16:	AMENDMENT NO. 0 Hazardous Cargo

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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 materials;
- 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 above.

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, placards, etc.

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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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 17:	Free Time and Demurrage

Effective: 1APR2022

Expire Date: NONE

Published: 1APR2022

Any charges for storage, detention or demurrage of freight or containers, as a result of being in excess of the free time prescribed in ocean carrier's tariffs 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 will be for the account of the cargo without in any way affecting the liability of the carrier for the condition of cargo.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 18:	Returned Cargo in Foreign Commerce

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 19:	Shippers Requests in Foreign Commerce

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 20:	Overcharge Claims

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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 misdeclaration 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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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 21:	Use of Carrier Equipment

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

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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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 22:	Automobile Rates in Domestic Offshore Commerce

Effective: 1APR2022

Expire Date: NONE

Published: 1APR2022

Not Applicable.

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FMC ORG. NO. 031397

AWOT GLOBAL LOGISTICS (USA) CORP.

NRA RULES TARIFF NO. 031397-001-Between (US and World)

AMENDMENT NO. 0

Rule 23:

Carrier Terminal Rules and Charges

Effective: 1APR2022

Expire Date: NONE

Published: 1APR2022

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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AWOT GLOBAL LOGISTICS (USA) CORP.

NRA RULES TARIFF NO. 031397-001-Between (US and World)

AMENDMENT NO. 0

Rule 23-01:

Destination Terminal Handling Charges (DTHC)

Effective: 1APR2022

Expire Date: NONE

Published: 1APR2022

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

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NRA RULES TARIFF NO. 031397-001-Between (US and World)

AMENDMENT NO. 0

Rule 24:

NVOCCs in Foreign Commerce: Bonds and Agents

Effective: 1APR2022

Expire Date: NONE

Published: 1APR2022

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. 8942152

3. Issued by:

American Alternative Insurance Corporation

555 College Rd E

Princeton, NJ 08540

Agent for Service of Process

1. Carrier's legal agent for the service of judicial and administrative process, including subpoenas is not applicable; Carrier is domiciled in the U.S. (See Title Page and/or Tariff Record).

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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AWOT GLOBAL LOGISTICS (USA) CORP.

NRA RULES TARIFF NO. 031397-001-Between (US and World)

AMENDMENT NO. 0

Rule 25:

Certification of Shipper Status in Foreign Commerce

Effective: 1APR2022

Expire Date: NONE

Published: 1APR2022

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 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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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP.
	NRA RULES TARIFF NO. 031397-001-Between (US and World)
	AMENDMENT NO. 0
Rule 26:	Container Weight Regulations (SOLAS)

Effective: 1APR2022

Expire Date: NONE

Published: 1APR2022

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. In the event that Carrier agrees to provide this service Carrier shall charge Shipper a VGM fee as stated in each individual NRA.
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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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP.
	NRA RULES TARIFF NO. 031397-001-Between (US and World)
	AMENDMENT NO. 0
Rule 27:	Loyalty Contracts in Foreign Commerce

Effective: 1APR2022

Expire Date: NONE

Published: 1APR2022

Not Applicable.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 28:	Definitions

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

CARRIER - means publishing carrier

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 least 33 1/3 percent from its normal shipping cubage when set up or assembled.

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

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.

MERCHANT- means any Person who at any time, in relation to the Goods, has been or becomes the shipper, consignor, consignee, exporter, importer, the holder of the Bill of Lading and/or the receiver or the owner of the Goods, any person entitled to possession of the Goods, any Person having a present or future interest in the Goods or any Person acting on behalf of any of the above-mentioned Persons, including a Factor or Lender.

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 AWOT GLOBAL Logistics (USA) Corp dba AWOT Global Logistics USA., a Non-Vessel Operating Common Carrier (NVOCC) licensed by the U.S. Federal Maritime Commission under FMC License No. 031397-001.

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

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

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

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

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0				
Rule 29:	Abbreviations, Codes & Symbols				
Effective: 1APR2022 Expire Date: NONE Published: 1APR2022					
EXPLANATION OF ABBREVIATIONS					
Ad Val	Ad Valorem	Kilos	Kilograms		
AI	All Inclusive	K/T	Kilo Ton		
BF	Board Foot or Board Feet	LCL or LTL	Less than Container Load		
B/L	Bill of Lading	LS	Lumpsum		
BAF	Bunker Adjustment Factor	L/T	Long Ton (2240 Lbs)		
BM	Board Measurement	M	Measure		
C	Change in tariff Item	Max	Maximum		
CAF	Currency Adjustment Factor	MBF or MBM	1,000 Feet Board Measure		
CBM, CM or M3	Cubic Meter	Min	Minimum		
CC	Cubic Centimeter	MM	Millimeter		
CFS	Container Freight Station	MQC	Minimum Quantity		
CFT	Cubic Foot or Cubic Feet	Commitment			
CLD	Chilled	N/A	Not Applicable		
CM	Centimeter	NRA	Negotiated Rate Arrangements		
CU	Cubic	NSA	NVOCC Service Arrangements		
CWT	Cubic Weight	NHZ	Non-Hazardous		
CY	Container Yard	NOS	Not otherwise specified		
D	Door	OT	Open Top		
DDC	Destination Delivery Charge	P	Pier		
E	Expiration	Pkg	Package or Packages		
ET	Essential Terms	PRC	People's Republic of China		
Etc	Et Cetera	PRVI	Puerto Rico and U.S. Virgin		
FAK	Freight All Kinds	Islands			
FAS	Free Alongside Ship	R	Reduction		
FB	Flat Bed	RE	Reefer / Refrigerated		
FCL	Full Container Load	R/T	Revenue Ton		
FEU	Forty Foot Equivalent Unit	RY	Rail Yard		
FI	Free In	SL&C	Shipper's Load and Count		
FIO	Free In and Out	Sq. Ft	Square Foot or Square Feet		
FIOS	Free In, Out and Stowed	S/T	Short Ton (2000 lbs.)		
FO	Free Out	SU or S/U	Set Up		
FOB	Free On Board	TEU	Twenty Foot Equivalent Unit		
FMC	Federal Maritime Commission	THC	Terminal Handling Charge		
FR	Flat Rack	TRC	Terminal Receiving Charge		
Ft	Feet or Foot	USA	United States of America		
GOH	Garment on Hanger	USD	United States Dollars		
H	House	VEN	Ventilated		
HAZ	Hazardous	VIZ	Namely		
I	New or Initial Tariff Matter	VOL	Volume		
K/D	Knocked Down	W	Weight		
KDF	Knocked Down Flat	W/M	Weight/Measure		

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 30:	Access to Tariff Information

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

This tariff is published on the Internet web-site of AWOT Global Logistics USA at: <http://www.awotglobal.com>
interested parties should contact: Stevie Chan by email at stevie_chan@awotglobal.com concerning access to Carrier's tariff. Please refer to the tariff profile or title page for additional contact information.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 31-200:	Reserved for Future Use

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

Rules 31-200 reserved for future use.

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FMC ORG. NO. 031397	AWOT GLOBAL LOGISTICS (USA) CORP. NRA RULES TARIFF NO. 031397-001-Between (US and World) AMENDMENT NO. 0
Rule 31-201:	NVOCC Service Arrangement (NSA) Essential Terms (ET)

Effective: 1APR2022 Expire Date: NONE Published: 1APR2022

Pursuant to 46 CFR § 531.9 (a), Carrier hereby give public notice in tariff format that it may also elect to be exempted from the FMC's rate publication requirements by entering NSAs with one or more shippers.

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End of Rule Text
