GREEN WORLDWIDE SHIPPING, LLC TARIFF NO. 3

ORIGINAL TITLE PAGE

FMC No.: 021625

Non-Vessel Operating Common Carrier Effective Date: 17NOV2015

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TITLE PAGE

TARIFF NO. 3

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)

Green Worldwide Shipping, LLC is a Non-Vessel Operating Common Carrier (NVOCC) licensed by the Federal Maritime Commission (FMC) operating under FMC license number 021625N.

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 shall issue quotation sheets, booking confirmations, e-mail communications and other writings with applicable rates and charges for the shipments subject of the NRA, and shipper's or consignee's response by e-mail or other writing (collectively "the writings") which will constitute an offer by Carrier and acceptance by Shipper or Consignee for transportation services pursuant to 46 C.F.R. §520.13 and §532. The terms contained in the writings shall be a valid offer for thirty (30) days from the booking date, unless otherwise rescinded by the Carrier prior to receiving Shipper's cargo.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. If the writing provided by shipper or consignee to accept the offer does not contain the legal name and address of the shipper or consignee and its affiliates agreeing to the NRA, the shipper or consignee must provide these by separate writing which shall be considered part of the NRA. All applicable origin and destination local terminal and/or port charges shall be for the account of the

Rates may not be modified in an NRA after the time the shipment is received by the Carrier or its agent (including originating carriers in the case of through transportation).

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TARIFF DETAILS

Tariff Number: 021625

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

ALTERATIONS ARE PERMITTED.

ORGANIZATION INFORMATION

NUMBER: **021625**

NAME: GREEN WORLDWIDE SHIPPING, LLC

TRADE NAME:

TYPE: Non-Vessel Operating Common Carrier

HDQ. COUNTRY: USA

HOME OFFICE: 619 EAST COLLEGE AVENUE, SUITE F

DECATUR, GA

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021625: GREEN WORLDWIDE SHIPPING, LLC

021625: NRA RULES TARIFF NO. 3 - Between (US and World)

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GREEN WORLDWIDE SHIPPING, LLC 021625:

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NRA RULES TARIFF NO. 3 - Between (US and World)

Rule 1: Scope

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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. RETURN TO TABLE OF CONTENT

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Rule 1-A: **Worldwide Ports and Points**

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

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

ARUBA ASHMORE AND CARTIER

ISLANDS AUSTRALIA AUSTRIA BAHAMAS THE BAHRAIN BAKER ISLAND BANGLADESH BARBADOS BASSAS DA INDIA BELGIUM

BELIZE BENIN BERMUDA BHUTAN BOLIVIA BOTSWANA BOUVET ISLAND BRAZIL

BRITISH VIRGIN ISLANDS BRUNEI

BULGARIA BURKINA BURMA

BURUNDI CAMBODIA CAMEROON CANADA CAPE VERDE CAYMAN ISLANDS CENTRAL AFRICAN

REPUBLIC CHAD CHILE CHINA

CHRISTMAS ISLAND CLIPPERTON ISLAND COCOS (KEELING) ISLANDS COLOMBIA COMOROS CONGO

COOK ISLANDS CORAL SEA ISLANDS COSTA RICA CUBA CYPRUS

CZECHOSLOVAKIA DENMARK DJIBOUTI DOMINICA

DOMINICAN REPUBLIC **ECUADOR**

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

FRANCE FRENCH GUIANA FRENCH POLYNESIA FRENCH SOUTHERN AND ANTARCTIC GABON

GAMBIA THE GAZA STRIP **GERMANY** GHANA GIBRALTAR GLORIOSO ISLANDS GREECE GREENLAND GRENADA GUADELOUPE GUAM GUATEMALA

GUERNSEY GUINEA GUINEA BISSAU GUYANA HAITI

HEARD ISLAND AND MCDONALD ISLA HONDURAS HONG KONG HOWLAND ISLAND HUNGARY

ICELAND INDIA INDONESIA IRAN **IRAQ**

IRAO SAUDI ARABIA NEUTRAL ZONE IRELAND ISRAEL ITALY IVORY COAST JAMAICA JAN MAYEN JAPAN JARVIS ISLAND

JERSEY JOHNSTON ATOLL JORDAN JUAN DE NOVA ISLAND KENYA KINGMAN REEF KIRIBATI KOREA DEMOCRATIC

PEOPLES REP KOREA REPUBLIC OF KUWAIT LAOS LEBANON LESOTHO LIBERIA LIBYA LIECHTENSTEIN LUXEMBOURG MACAU

MADAGASCAR MALAWI MALAYSIA MALDIVES MALI MALTA MAN ISLE OF MARSHALL ISLANDS

MARTINIQUE MAURITANIA MAURITIUS MAYOTTE MEXICO MIDWAY ISLANDS MONACO

MONGOLIA MONTSERRAT MOROCCO MOZAMBIQUE NAMIBIA NAURU

NAVASSA ISLAND NEPAL

NETHERLANDS NETHERLANDS ANTILLES NEW CALEDONIA NEW ZEALAND

NICARAGUA NIGER NIGERIA NIUE

NORFOLK ISLAND NORTHERN MARIANA ISLANDS NORWAY

OMAN PAKISTAN PALMYRA ATOLL PANAMA PAPUA NEW GUINEA

PARACEL ISLANDS PARAGUAY PERU PHILIPPINES PITCAIRN ISLANDS POLAND PORTUGAL PUERTO RICO OATAR REUNION ROMANIA

SAN MARINO SAO TOME AND PRINCIPE SAUDI ARABIA

SENEGAL

RWANDA

SEYCHELLES SIERRA LEONE SINGAPORE SOLOMON ISLANDS SOMALIA SOUTH AFRICA SOUTH GEORGIA AND

THE SOUTH SA SPAIN SPRATLY ISLANDS SRI LANKA ST HELENA

ST KITTS AND NEVIS ST LUCIA ST PIERRE AND MIQUELON

ST VINCENT AND THE

GRENADINES SUDAN SURINAME SVALBARD SWAZILAND SWEDEN SWITZERLAND

TAIWAN TANZANIA UNITED REPUBLIC OF THAILAND TOGO TOKELAU

TONGA TRINIDAD AND TOBAGO TROMELIN ISLAND

TRUST TERRITORY OF THE PACIFIC TUNISIA

TURKEY TURKS AND CAICOS ISLANDS

TUVALU UGANDA UNION OF SOVIET SOCIALIST REPU UNITED ARAB EMIRATES

UNITED KINGDOM

URUGUAY USA VANUATU VATICAN CITY VENEZUELA VIETNAM VIRGIN ISLANDS WAKE ISLAND WALLIS AND FUTUNA WEST BANK

WESTERN SAHARA WESTERN SAMOA YEMEN YUGOSLAVIA ZAIRE ZAMBIA ZIMBABWE

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Rule 1-B:

Intermodal Service

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

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Rule 2: Notice to Tariff Users

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

- 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 https://greenworldwide.com containing the terms and conditions governing the charges, classifications, rules, regulations and practices of Carrier.
- d. Carrier shall issue quotation sheets, booking confirmations, e-mail communications and other writings with applicable rates and charges for the shipments subject of the NRA, and shipper's or consignee's response by e-mail or other writing (collectively "the writings") which will constitute an offer by Carrier and acceptance by Shipper or Consignee for transportation services pursuant to 46 C.F.R. §520.13 and §532. The terms contained in the writings shall be a valid offer for thirty (30) days 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. If the writing provided by shipper or consignee to accept the offer does not contain the legal name and address of the shipper or consignee and its affiliates agreeing to the NRA, the shipper or consignee must provide these by separate writing which shall be considered part of the NRA.
- e. Rates may not be modified in an NRA after the time the shipment is received by the Carrier or its agent (including originating carriers in the case of through transportation.
- f. All applicable origin and destination local terminal and/or port charges shall be for the account of the cargo. RETURN TO TABLE OF CONTENT

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Rule 2A: Application of NRAs and Charges

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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.

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

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

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

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

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, 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 and pertain to rates contained in this tariff.

Container Yard (Y)

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

Container Freight Station (S)

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

Door (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)

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

b. Any combination of the above services may be offered, i.e.: O/O, O/D, D/D, Y/S, Y/Y, etc.

c. Carrier may also utilize the following terminology to describe its services:

IPI Service, from Asia to USA

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

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

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

RIPI Service, from Asia to USA

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

13. ADVANCED CHARGES

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

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Rule 2-010: Packing Requirements

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

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Rule 2-020: Diversion By Carrier

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

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

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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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Rule 2-040: Container Capacity

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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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Rule 2-050: Shipper Furnished Containers

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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
- B. Shipper furnished containers will be subject to inspection, approval and acceptance for carriage on the carrier's vessel prior to loading by the carrier's authorized personnel. Any containers found to be unsuitable will not be accepted for carriage.
- C. Each such container and its cargo will be subject to all rates, rules and regulations of this tariff.
- D. Shipper will be required by the carrier to submit documentary evidence of ownership or leaseholdership of the container offered for shipment.

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Rule 2-060: **Measurement And Weight**

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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 reweighting, 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. RETURN TO TABLE OF CONTENT

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625:

AMENDMENT NO. O

NRA RULES TARIFF NO. 3 - Between (US and World)

Rule 2-070: **Overweight Containers**

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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., 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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GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Shipper's Load And Count Rule 2-080:

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

No container will be accepted for shipment if the weight of the contents thereof exceeds the weight carrying capacity of the container.

Carrier will not be directly or indirectly responsible for:

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

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

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

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625: NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Diversion of Cargo (By Shipper or Consignee) Rule 2-090:

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

A. Definition of Diversion:

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

B. Conditions:

- 1. Requests must be received in writing by the carrier prior to the arrival of the vessel at Discharge Port. Carrier will make diligent effort to execute the request but will not be responsible if such service is operationally impractical or cannot be provided.
- 2. Cargo moving under a non-negotiable Bill of Lading may be diverted at the request of shipper or consignee. Cargo moving under a negotiable Bill of Lading may be diverted by any party surrendering the properly endorsed original Bill of Lading. Cargo moving under a negotiable Bill of Lading may also be diverted by the shipper or consignee at the carrier's sole discretion without receipt by the carrier of the original negotiable Bill of Lading so long as a new negotiable Bill of Lading is not requested or issued by the carrier. If a new negotiable Bill of Lading is requested by the shipper or consignee, the original negotiable Bill of Lading must be surrendered to the carrier prior to issuance of the new negotiable Bill of Lading.
- 3. This rule will apply to full Bill of Lading quantities or full container loads only.

- 4. A shipment may only be diverted once. Shipper may request cancellation of the original diversion request, resulting in delivery of the cargo to the original billed destination, provided that such request is received prior to arrival of vessel at Discharge Port, and provided that all diversion charges as set out in C. below, applicable to the original diversion request, are paid in full prior to the cancellation request being accepted by the carrier. In no instance will any refund of the diversion charges be made in the event of a cancellation. Any additional expenses incurred by the carrier will be for the account of the cargo.
- 5. Cargo, which, upon request of Merchant (stowage permitting), is diverted to a Port of Discharge within the Scope of this Tariff other than that shown in the Bill of Lading, shall be assessed the actual amount of expense incurred by Carrier, or as per carrier tariff at time of shipment, whichever is higher, plus, at the sole discretion of the Carrier, depending on the relevant administrative burdens resulting from the diversion, an administrative fee of up to \$50/BL for cargo received and diversion requested prior to vessel departure, or up to \$300/BL for cargo received and diversion requested post vessel departure, from origin port.

6. Diversion charges or administrative charge are payable by the party requesting the diversion. RETURN TO TABLE OF CONTENT

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021625: GREEN WORLDWIDE SHIPPING, LLC

021025: NRA RULES TARIFF NO. 3 - Between (US and World)
AMENDMENT NO. O

Rule 2-100: Security Fees

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

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021625: GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 2-110: Restricted Articles

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

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

021625: GREEN WORLDWIDE SHIPPING, LLC

02102S: NRA RULES TARIFF NO. 3 - Between (US and World)
AMENDMENT NO. O

Rule 2-120: Freight All Kinds (FAK)

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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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GREEN WORLDWIDE SHIPPING, LLC

02102S: NRA RULES TARIFF NO. 3 - Between (US and World)
AMENDMENT NO. O

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

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

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021625: NRA RULES TARIFF NO. 3 - Between (US and World)
AMENDMENT NO. O

Rule 2-140: AES USA EXPORT SHIPMENTS

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

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021625: NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 2-150: DOCUMENTATION FEE

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Document fees are considered origin and destination local charges and shall be for the account of the cargo. RETURN TO TABLE OF CONTENT

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021625: GREEN WORLDWIDE SHIPPING, LLC
NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 2-160: AMS PROCESSING FEE

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Except as otherwise specifically provided in individual NRAs, all Shipments are subject to the U.S. Manifest

Processing Fee specified below in addition to all other applicable charges named herein:

\$ 40.00 per B/L

If a correction and/or amendment is made to data that has already been filed with the U.S. Customs thru the Automated Manifest System, Carrier will assess the Correction Fee named below in addition to all other applicable charges:

\$ 40.00 per B/L

021625: GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 2-170: SUBMISSION OF CARGO DECLARATION DATA

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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. RETURN TO TABLE OF CONTENT

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021625: GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

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

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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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021625: GREEN WORLDWIDE SHIPPING, LLC

02102S: NRA RULES TARIFF NO. 3 - Between (US and World)
AMENDMENT NO. O

Rule 2-190: LIEN NOTICE

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

The Carrier shall have a general lien on any and all property (and documents relating thereto) of the Merchant, in its possession, custody or control or en 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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021625: GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 2-200: Cargo Roll-Over Fee

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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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021625: GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 2-210: Free Time Detention / Demurrage / Storage

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Goods received at break-bulk terminal, CFS or CY are subject to free time and detention, demurrage, or storage provisions of the appropriate port terminal tariff or ocean common carrier tariff. In the absence of such tariff, the free time and charges contained in the closest public port terminal tariff will apply. Should there be no port terminal tariff or public port terminal tariff to apply, the free time allowed shall be as follows:

Export: Per Diem, free time for export is 5 working days from pick up of equipment, thereafter USD 150.00 per day Import: Demurrage, free time shall be 5 working days from availability of equipment at the port, thereafter USD 150.00 per day.

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021625: GREEN WORLDWIDE SHIPPING, LLC

021625: NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 3: Rate Applicability Rule

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

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021625: GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 4: Heavy Lift

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Not Applicable.

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021625: GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 5: Extra Length

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Not Applicable.

021625: GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 6:

Minimum Bill of Lading Charges

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

Tariff Rule Information

021625: GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 7: Payment of Freight Charges

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

A. CURRENCY

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

B. PAYMENT IN U.S. DOLLARS

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

C. METHODS OF PAYMENT

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

D. PREPAID FREIGHT

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

E. FREIGHT COLLECT

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

F. CURRENCY CONVERTABILITY:

1. Conversion Provisions:

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

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021625: GREEN WORLDWIDE SHIPPING, LLC

021625: NRA RULES TARIFF NO. 3 - Between (US and World)
AMENDMENT NO. O

Rule 8: Bill(s) of Lading Terms and Conditions

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

A copy of Carrier's bill of lading provided herein:

SHIPPER		B/L No.	Reference No.		
		BILL OF LADING			
CONSIGNEE: Order of			©		
NOTIFY ADDRESS (Carrier not to be responsible for failure to notify)		greenworldwide			
NOTIFY ADDRESS (Carrier not to be responsible for failure to notify)					
		GREEN WORLD	WIDE SHIPPING LLC		
, ,		Address: 619 E College Ave Tel. +1 404 974 2 E-mail: info@greenworldwide	e, Suite F, Decatur, GA 30030 - USA 2910 - Fax +1 404 974 2915 c.com - web: www.greenworldwide.com Nbr 021625NF		
Precarriage by	Place of Receipt	Point and Country of Origin			
Vessel / Voyage No	Port of Loading	Forwarding Agent - References	012391-00		
Port of Discharge	Place of Delivery				
Containers, Marks, and Numbers No. of Ctrs or Pkgs Kind of packages/De		escription of goods	Gross Weight Volume		

Received by the Carrier from Shipper in apparent good order and condition (unless noted herein) the total number or quantity of Containers or packages or units indicated, stated by the Shipper to comprise the Goods specified above, for Carriage subject to all the items hereof (INCLUDING THE TERMS OF THE CARRIER'S APPLICABLE TARIFF) from the Place of Receipt of the Port of Loading, whichever is applicable, to the Port of Discharge or the Place of Delivery, whichever is applicable. In accepting this Bill of Lading, the Merchant expressly accepts and agrees to all its terms, conditions and exceptions, whether printed, stamped or written, or otherwise incorporated of which the Merchant is fully aware notwithstanding the non-signing of the Bill of Lading by the Merchant. Goods in containers, vans or trailers or portable tanks may be carried on deck at the Carrier's option in accordance with Clause 16(4). These commodities, technology or software were exported from the United States in accordance with the export administrative regulations. Diversion contrary to U.S. law prohibited.

SHIPPER DECLARED VALUE (USD)

If Shippers enter a value, Carrier's package limitation of liability does not apply and the ad valorem rate will be charged. No value shall be deemed declared unless specifically approved in writing by the Carrier or his agent on the face of this B/L and extra freight actually paid.

Specification of freight and charges	Prepaid	Collect	Freight payable at	Place and Date of Issue
				/
			Number of Original B/L's.	Signed as Carrier
Totals (USD)			3	Green Worldwide Shipping, LLC
For release of Goods apply to:			1	IN WITNESS of the contract herein contained the number of original stated opposite have been issued each one being of the same contents and date, one which being accomplished the other(s) to be void.
				Dated Reference No.

Bill of Lading Terms and Conditions

Received by the carrier from the Merchant in apparent good order and condition unless otherwise indicated herein the Goods, or the Container(s) or other package(s) or unit(s) said by the Merchant to contain the cargo herein mentioned, to be carried subject to all the terms and conditions contained or incorporated in this Bill, including both front and back pages where issued in pager form and Carrier? 8 Tarriff rules and regulations by the vessel named herein or any backing port to the port of discharder or have been delivered to the port of discharder or backer of delivery shown herein and there to be delivered when to the port of discharder or backer of delivery shown herein and there to be delivered when to the port of discharder or backer of delivery shown herein and there to be delivered when to the port of discharder or backer of delivery shown herein and there to be delivered when to the port of discharder or backer of delivery shown herein and there to be delivered when to the port of discharder or backer of delivery shown herein and there to be delivered when to delivery or the port of decivering the pages of the carrier of the bill did yellow and the page of electronic form, the Merchant agrees to be to delivered when the delivery of the Carrier of the bill of the Carrier of the bill of the Carrier of the bill whether or any other contract of the Carrier of the bill whether or the bill of the Carrier of the bill of the Carrier of the bill whether or the bill of the Carrier of the bill whether or the bill of the Carrier of the bill whether or the bill of the Carrier of the bill whether or the bill of the Carrier of the bill whether or the bill of the Carrier of the bill whether or the bill of the Carrier of the bill whether or the bill of the Carrier of the bill whether or the bill of the Carrier of the bill whether or the bill of the Carrier of the bill whether or the

of any other part or term shall not be affected.
Agents aging its Bill on Behalf of the Carrier have only the limited authority in common law of the Vessel?s Master Signing a Bill.

1. Definitions

1. Definitions

1. Carrier* includes Green Worldwide Shipping, LLC, the Vessel, its owner, operator, charterer (whether demise, time, voyage, space or slot), the master, and any connecting or substitute water carrier. it. Merchant* includes the Shipper, Consignes, Receiver, Holder of the Bill of Lading, Owner of the cargo or or Definitions of the cargo or having a present or future interest in the Goods and the servants and good or all the servants and servants of the present of

Warranty
 The Merchant warrants that in agreeing to the Terms and Conditions hereof, including the Applicable Tariff(s), it is, or has the authority of, the Person owning or entitled to the possession of the Goods and/or Container and this Bill of Lading, and that all prior agreements and Freight arrangements are merged in and superseded by the provisions of this Bill of Lading.

or entitled to the possessarior in the control and in the possessarior in the posses

. Bill of Lading is a Port-to-Port Shipment, the Carrier's liability, if any, shall be restricted to the period when the Goods are iil discharged therefrom or transshipped to another Vessel tackle-to-tackle, to be determined in accordance with the provisions

of Clause 6 hereof.
ii. COMBINED TRANSPORT
a. If the Carriage called for b

ii. COMBINED TRANSPORT

a. If the Carriage called for by this Bill of Lading is a Combined Transport Shipment, the Carrier undertakes to perform and/or procure in its own name, parformance of the Carriage from the Place of Receipt or the Port of Loading, to the Port of Discharge or the Place of Delivery, whichever is applicable, and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 6 hereof.

b. During the period prior to loading onto the Vessel and after discharge from the Vessel, the Carrier shall be entitled as against the Merchant to all rights, defenses, immunities, exemptions, limitations of or exonerations from liability, liberties and benefits contained or incorporation of the Carriage and Person whomsoever by whom the Carriage is procured, performed or undertaken, whether directly or indirectly (and including such Persons mentioned in Clause 4 is hereof) and who would have been liable to the Merchant if the Merchant had contracted directly with who Person or contained in any compulsory legislation applicable to such Person. However, in no event shall the Carrier's liability exceed that determined in accordance with the provisions of Clause 6 hereof.

largues of hereof.

If cannot be proven where or when or at what stage of the Carriarge the Goods or Containers or other packages were lost or damaged, it shall be a feared to proven where or when or at what stage of the Carriarge the Goods or Containers or other packages were lost or damaged, it shall be carrier stability if any, shall be determined in accordance with the provisions of Clause 6 hereof.

If Carrier does not undertake that the Goods or Containers or other packages shall arrive at the Port of Discharge or Place of Delivery at any particular market or use, and the Carrier shall in no circumstances be liable for any direct, indirect or consequential loss or damage caused y delay or any other cause.

The terms of this Bill of Islaing shall govern all responsibilities of the Carrier in connection with or arising out of the supply of a Container to the Merchant hether before or after the Goods are received by the Carrier for transportation or delivered to the Merchant hether before or after the Goods are received by the Carrier for transportation or delivered to the Merchant hereoff the Container, the Merchant entering the Container, and the owner or lessee, as the case may be, is bound by the Terms and Conditions of this Bill of Lading as a result. The rights, defenses, immunities, exemptions, limitations of and exonerations from liability, iberties and benefits shall apply in any action or proceeding hastosever brought against the Carrier and/or any Person encompassed in Clause 4 ii) hereof, whether in contract, tort, equity or other theory of recovery.

An interrupts, deterines, minutines, exemptions, minatories of an opportunition of an observation and interrupts of the control of the contro

its all the control of the control o

7. Package Limitation i. Neither the Carrier nor the Vessel shall in any event become liable for any loss of or damage to or in connection with the Carriage of Goods in an amount exceeding US\$500 (which is the package or shipping unit limitation under U.S. COGSA) per package or in the case of Goods not shipped in packages per customary freight unit.
ii. Notwithstanding Clause 7 i, where the nature and value of Goods have been declared by the Shipper in writing to the Carrier shipment and inserted in this Bill of Lading and the Shipper has paid additional Freight on such declared values, the Carriers liability if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro-rata on the basis of such declared value.
iii. Shipping unit in this Clause 7 includes customary freight unit and the term 7 unit? as used in the Hague Rules.
This clause applies in addition to and shall not be construed as derogating from any defense or exclusion, restriction or limitation or liability available to the Carrier under the terms of this Bill of Lading or otherwise.

This clause applies in addition to and shall not be constru Carrier under the terms of this Bill of Lading or otherwise.

Carrier under the terms of this bill of Lading or County asset.

8. Notice of Loss, Time Bar

i. The Carrier shall be deemed prima facie to have delivered the Goods as described in the Bill of Lading unless notice of loss or damage to the Goods, indicating the general nature of such loss or damage, shall have been given in writing to the Carrier at the time of removal of the Goods dhis oth custody of the Person entitled to delivery thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

ii. The Carrier shall in any event be discharged from all liability whatsoever in respect of the Goods, unless suit is brought in the proper forum and written notice thereof received by the Carrier within twelve months after delivery of the Goods or the date when the Goods should have been delivered. In the event that such time period shall be found to be contrary to any law compulsorily applicable, the period prescribed by such law shall then apply but in that professional properties. event that suc

scrumsance only.

9. Shipper-Packed Containers, i. If a Container has not been filled, packed, stuffed, or loaded by the Carrier, the Carrier shall not be liable for loss of or damage to the Goods and the Merchant shall indemnify the Carrier against any loss, damage, liability or expense incurred by the Carrier, if such loss, damage, liability or expense has been cause by: a. the manner in which the Container has been filled, packed, stuffed or loaded; or b. the unsutability of the Goods for Carriage in Container; or c. the unsutability or defective condition of the Container aring without any work of due diligence on the part of the Carrier to make the Container reasonably fit for the purpose for which it is intended; or d. the unsutability or defective condition of the Container supplied by the Shipper is. The Shipper shall inspect Containers before stuffing them and its use of the Containers shall be prima facie evidence of their being suitable and not in a defective condition.

10. Carrier's Containers.

I. Each Merchant shall assume full responsibility and indemnify the Carrier for any loss of or damage howsoever caused to any Container or other equipment furnished by or on behalf of the Carrier which occurs while such Container or equipment is in the possession of any Merchant or any servant or agent of or contractor engaged by or on behalf of any Merchant.

II. The Carrier shall not in any event be liable for and each Merchant shall be severally liable to indemnify and hold the Carrier harmless from and against any loss of or damage to property of other Persons or injuries to other Persons caused by Container(s) furnished by or or of the Carrier or contents thereof while in the use or gossession of any Merchant or any servant or agent of or contractor engaged by or on behalf of any Merchant.

Inspection of Goods
 The Carrier shall be entitled, but under no obligation, to open any package or Container at any time and to inspect the contents.
 If by order of the authorities at any place, a Container has to be opened for the Goods to be inspected, the Carrier will not be liable for any loss or damage curred as a result of any opening, unpacking, inspection or repacking. The Carrier shall be entitled to recover the cost of such opening, unpacking, appection and repacking from the Merchant.

12. Description of Goods

12. Description of Goods
i.
i. No representation is made by the Carrier as to the weight, contents, measure, quantity, quality, description, condition, marks, numbers or value of the
Goods, and the Carrier shall be under no responsibility whatsoever in respect of such description or particulars furnished or made by or on behalf of the
Shinner

Sology, and the Calmer strain of under no responsibility ministence in respect of such description to provide and/or leading and the Shipper.

ii. If any particulars of any Letter of Credit and/or Import License and/or Sale Contract and/or Invoice or Order number and/or details or any contract to which the Carrier is not a party are shown on the face of this Bill of Lading, such particulars are included solely at the request of the Merchant for its convenience. The Merchant agrees to the fundamental particulars shall not be regarded as a declaration of value and in no way affects the Carrier's liability under this Bill of Lading, in the Merchant acknowledges that, except when the provision of Clause 7 iii) apply, the values of the Goods is unknown to the Carrier.

3. Shipper? Merchant? Responsibility

i. The Shipper warrants to the Carrier that the particulars relating to the Goods as set out overleaf have been checked by the Shipper on receipt of this Bill of Lading and that such particulars and any other particulars furnished by or on behalf of the Shipper are correct.

ii. The Merchant shall indemnify the Carrier against all loss, damage, liability and expenses arising or resulting from inaccuracies in or inadequacy of such particulars.

and the methods a management of the properties of the particulars.

II. The Merchant shall comply with all regulations or requirements of customs, port and other authorities, and shall bear and pay all duties, taxes, fines, imposts, expenses or losses (including, without prejudice to the generality of the foregoing, the full return Freight for the Goods if returned, or if on-carried, the full Freight from the Port of Discharge or the Place of Delivery) incurred or suffered by reason of any failure to so comply or by reason of any failure to so comply or by reason of any failure to so comply or by reason of any failure of addressing of the Goods, and shall indemnify the Carrier in respect of any such failure to comply or by reason of any such marking, numbering or addressing of the Goods

14. Freight. Including Charges

or suineted by reason or any failure to so comply or by reason or any liegal, incorrect or insulment marking, numbering or addressing or the Goods, a indemnity the Carrier in respect of any such failure to comply or by reason of any such marking, numbering or addressing or the Goods 14. 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. if 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 of package or unit in order to reveible, remeasure or revalue the contents and if the particulars furnished by or on behalf of the Shipper are incorrect, it 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 charged, whichever sum is the smaller, and the expenses incurred in determining the correct particulars, shall be payable as iliquidated damag the Carrier, iii. Full Freight hereunder shall be due and payable at the place where this Bill of Lading is issued, by the Merchant without deduction on ect Freight less the

10. Luen

The Carrier shall have a lien on all Goods, Containers and any documents relating thereto for all sums due under this contract or any other contract of undertaking to which the Merchant was party or otherwise involved, which lien shall also extend to general average contributions, salvage and the cost of recovering such sums, inclusive of attorney fees, and shall survive delivery. Such lien may be enforced by the Carrier by public auction or private treaty, without notice to the Merchant.

without notice to one necessaries.

16. Optional Stowage and Deck Cargo
1. By tendering Goods for Carriage without any written request for Carriage in a specialized Container, or for Carriage otherwise than in a Container, the Pytendering Goods for Carriage without any written request for Carriage in a specialized Container or similar article of transport used to consolidate Goods.

1. Goods may be stowed by the Carriar in Containers, and Containers whether stowed by the Carriar or received fully stowed, may be carried on or under deck without notice unless on the face hereof it is pecifically stipulated that the Containers or Goods will be carried under deck. The Merchant expressly agrees that cargo stowed in Containers and carried on deck is considered for all legal purposes to be cargo stowed under deck. Goods stowed in Containers and carried on deck is considered for all legal purposes to be cargo stowed under deck. Goods stowed in Containers and existing the carried on deck shall be subject to the legislation referred to in Clause 6 hereof and will contribute to General Average, as the case may be.

18. Goods (not being Goods stowed in Containers other than flats, pallets, or similar units) which are stated herein to be carried on deck and which are starried, are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during Carriage by sea whether cause by unseaworthines or negligency or any other cause whatsoever.

by unsawortniness or negigerice or any orner cause whateverve.

T. Melhods and Robuste of Transportation i. The Carrier may at any time and without notice to the Merchant: a. use any means of transport or storage whatsoever; b. transfer the Goods from one conveyance to another; c. transship the Goods, d. undertake the Carriage of the Goods on a Vessel or Ves and a Container or otherwise. It proceed by any route in its discretion (whether or not the one which have been packed into Container and forward the same speed, and proceed to or stay at any place or port whatsoever once or more often and in any order; g. load or unload the Goods at any place or port (whether or not such port is named overleaf as the Port of Loading or Port of Discharge) and store the Goods at any place or port; h. comply with a corders or recommendations given by any government or authority, or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions; i. permit the Vesse to proceed with or without plots, to tow or be towed, or to be dry-docked; ii. The liesteries set out in Clause 17) may be theody by the Carrier for any purpose whatsoever, whether or not connected with the Carriage of the Goods, including loading or unloading other Goods, bunkering, undergoing repail adjusting instruments, picking up or landing Persons involved with the operation or maintenance of the Vesse in all situants. Anything done in accordar with Clause 17) or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation.

Name of the contract of Carriage of the Contract of Carriage of the Carriage o

iii. If the Carrier elects to suspend the Carriage under Clause 18 i.b., this shall not prejudice the Carrier?a rights subsequently to abandon Carriage under Clause 18 i.b., this shall not prejudice the Carrier?a rights subsequently to abandon Carriage under Clause 18 i.b., this area or may become inflammable, explosive, corrosive, noxious, hazardous, dangerous or damaging (including radio-active materials), which are or may become liable to damage any property whatsoever, shall be tendered to the Carrier for Carriage without its express consent in writing a without the Container or other covering in which the Goods are to be carried as well as the Goods themselves being disting warked on the outsides o a indicate the nature and character of any such Goods and so as to comply with any applicable laws, regulations or requirements. If any such Goods are delivered to the Carrier shall be under not almit plot on the Carrier shall be under not almit plot on the Carrier shall be under not almit plot on the Carrier shall be under not lability to make any general average contributed to become of a dangerous roxibus nature, the same may at any time be destroyed, disposed of, abandoned or rendered harmless without compensation to the Merchant and without projected to the Carrier's right to Tengelt and the Carrier shall be under not lability to make any general average contributed to express the Carrier's and the compensation of the Carrier's and average contributed of carrier's and the compensation of the Carrier's and the carrier's and the compensation of the Carrier's and the carrier's account of the Carrier's account of

Conds within the Container.

21. Delivery

1. Delivery

1. Any mention herein of parties to be notified of the arrival of the Goods is solely for information of the Carrier, and failure to give such notification shall r involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder notwithstanding any custom or agreement to the contrary.

3. If no Place of Delivery is named on the face hereof, the Carrier shall be at liberty to discharge the Goods at the Polichscharge, without notice at or onto any wharf, craft or place, on any day and at any time, whereupon the liability of the Carrier (if any) in respect of the Goods discharged as aforesald wholly cease, notwithstanding any charges, dues or other expenses that may be or become payable, unless and to the extent that any applicable compute of the contract of the contract of the contract of the contract of the extent that any applicable compute of the contract of the c

Lading.

Lading.

Vii. Failure by the Merchant to take delivery of the Goods in accordance with the terms of this Clause, notwithstanding his having been notified of the availability of the Goods for delivery, shall constitute a waiver by the Merchant to the Carrier of any claim whatsoever relating to the Goods or the Carriag-

thereof.

viii. In the vent of the Carrier agreeing, at the request of the Merchant, to any change of destination, the terms of this Bill of Lading shall continue to appund the Goods are delivered by the Carrier to the Merchant at the amended Port of Discharge or Place of Delivery, whichever is applicable, unless the Carrier specifically agrees in writing to the contrary.

ix. The Merchant's attention is drawn to the stipulations concerning free storage time and demurrage contained in the Applicable Tarriff.

ix. The Merchant's attention is drawn to the stipulations concerning free storage time and demurrage contained in the Applicable Tarriff.

ix. In the event that the consigned/receivers of the cargo require the Carrier to deliver the cargo at a port or place beyond the place of delivery originally designated in this Bill of Lading and the Carrier in its absolute discretion agrees to such further carriage, such further carriage will be undertaken on the basis that the Bill of Lading terms and conditions are to apply to such carriage irrespective of whether this Bill of Lading terms and conditions are to apply to such carriage irrespective of whether this Bill of Lading as the place of delivery and its birtedy considered to be the place of delivery for the purposes of the clauses on the reverse effort this Bill of Lading as the place of delivery and is birtedy considered to be the place of delivery for the purposes of the clauses on the reverse effort this Bill of Lading as the place of delivery the considered to the bill of Lading as the place of delivery the considered to the place of delivery the considered to the bill of Lading as the place of delivery the considered to the bill of Lading as the place of delivery the considered to the bill of Lading as the place of delivery the considered to the bill of Lading as the place of delivery the considered to the bill of Lading as the place of delivery the considered to the bill of Lading the considered to the place of delivery the considered to the bill of Ladi

22. Transshipment Bills of Lading
If the Goods are to be transshipped via a connecting carrier to a destination point beyond the place of delivery stated on the face hereof, Carrier may, on behalf of the Merchant and acting solely as their agent, arrange for such beyond Carriage consistent with instructions received from the Merchant at their risk and expense. In such event, the Carrier may deliver the Goods to the connecting carrier without surrender of the Carrier's original, properly endorse Bill of Lading and upon request by the Merchant, shall obtain the connecting carrier's acknowledgment that delivery of the Goods shall be made only upc surrender of the Carrier's original, properly endorsed Bill of Lading.

Bill of Lading and upon request by the Merchant, shall obtain the connecting carrier?'s acknowledgment that delivery of the Goods shall be made only upo surrender of the Carrier's roriginal, properly endorsed Bill of Lading.

28. Both-to-Blame Collision

The Both-to-Blame Collision

The Both-to-Blame Collision

The Both-to-Blame Collision

The Both-to-Blame Collision

All General Average & Salvage

All General Average & Salvage

All General Average & Salvage

All General Average shall be adjusted at any port or place at the option of the Carrier and subject to Clause 16 ii) in accordance with the York Antwerp Ri.

1994, provided that where an adjustment is made in accordance with the law and practice of the United States of America or of any other country having same or similar law or practice the following clauses shall apply:

a. in the event of accident, damage, peril or disaster, before or after the commencement of the voyage resulting from any cause whatsoever, whether where the commencement of the orange of the Carrier in the Mercha shall jointly and severally contribute with the Carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature way be made or incurred and ashall pay salvage and special charges incurred in respect of the Goods.

b. If a salving Vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the sald salving Vessel monded to such contributions and the provide such carrier shall reasonably require.

iii. The Carrier shall be under no obligation to exercise any lien for general average contribution, the Netherlant by taking delivery of the Goods, undertake personal responsibility to ap a such contributions as the Carrier shall reasonably require.

iii. The Carrier shall be under no obligation to exercise any lien for general average contribution to the the Merchant.

iv. In the event of the Master in his sole discretion or in consultation with owners considering that salvage services are needed, the merchant agree

25. War Risk; Governmental Orders
The Carrier shall have liberty to carry Goods declared by any belligerent to be contraband and persons belonging to or intending to join the armed forces
governmental service of any belligerent, to sail airmed or unarmed and with or without convoy; and to comply with any orders, requests or directions as to
loading, departure, arrival, routes, ports of call, stoppage, clickharge, destination, delivery or otherwise, howsoever given by the government of any natior
department thereof or any Person acting or purporting to act with the authority of such government or of any department thereof, or by any committee or
Person having, under the terms of the varieties insurance on the Vessel, the right to give such orders, requests or directions. Delivery or other disposition
to Goods in accordance with such orders, requests or directions ahal constitute performance of the Carrier's delivery obligations under the terms of this
of Lading, and all responsibility of the Carrier, in whatever capacity, shall terminate upon such delivery or other disposition.

25. Variation of the Contract.

co. Variation of the Contract.

No servant or agent of the Carrier shall have the power to waive or vary any term of this Bill of Lading unless such waiver or variation is in writing and is specifically authorized or ratified in writing by the Carrier.

27. Validity spe 27.

In the event that anything herein contained is inconsistent with any applicable international conventional or national law which cannot be departed from by private contract, the provisions hereof shall to the extent of each inconsistency but no further be null and void.

28. Law of Jurisdiction

1. Governing Law
Insofar as anything has not been dealt with by the terms and conditions of this Bill of Lading, United States and Georgia law shall in any event apply in
interpreting the terms and conditions hereof.

ii. Jurisdiction

All disputes relating to this Bill of Lading shall be determined by the state or federal courts in Atlanta, Georgia to the exclusion of the jurisdiction of the country, state or country provided always that the Carrier may in its absolute and sole discretion invoke or voluntarily submit to the jurisdiction of

021625: GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 9: Freight Forwarder Compensation

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

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

Tariff Rule Information

021625: GREEN WORLDWIDE SHIPPING, LLC

021625: NRA RULES TARIFF NO. 3 - Between (US and World)
AMENDMENT NO. O

Rule 10: Surcharges, Assessorial and Arbitraries

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Tariff Rule Information

021625: GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 11: Minimum Quantity Rates

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Carrier may charge minimum quantity rates in each individual NRA.

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Tariff Rule Information

021625: GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Ad Valorem Rates

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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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Tariff Rule Information

021625: GREEN WORLDWIDE SHIPPING, LLC
NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O

Rule 13: Transshipment

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Not Applicable.

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Tariff Rule Information

021625: GREEN WORLDWIDE SHIPPING, LLC

021625: NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O Rule 14:

Co-Loading in Foreign Commerce

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

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

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Rule 15: Open Rates in Foreign Commerce

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Not Applicable.

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021625: GREEN WORLDWIDE SHIPPING, LLC

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AMENDMENT NO. O

Rule 16: Hazardous Cargo

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Except as otherwise provided in paragraph c. 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 <u>MUST</u> 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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GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O
Rule 17:

Free Time and Demurrage

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Any charges for storage, detention or demurrage of freight or containers, as a result of being in excess of the free time prescribed in their 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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AMENDMENT NO. O

Rule 18: Returned Cargo in Foreign Commerce

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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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AMENDMENT NO. O

Rule 19: Shippers Requests in Foreign Commerce

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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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AMENDMENT NO. 0

Rule 20: Overcharge Claims

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

A. Bill of Lading Commodity Description

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

B. Overcharges

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

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

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

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AMENDMENT NO. O

Rule 21: Use of Carrier Equipment

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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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Rule 22: Automobile Rates in Domestic Offshore Commerce

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Not Applicable.

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AMENDMENT NO. O

Rule 23: Carrier Terminal Rules and Charges

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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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AMENDMENT NO. O

Rule 23-01: Destination Terminal Handling Charges (DTHC)

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

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GREEN WORLDWIDE SHIPPING, LLC 021625:

NRA RULES TARIFF NO. 3 - Between (US and World)

AMENDMENT NO. O **Rule 24:**

NVOCCs in Foreign Commerce: Bonds and Agents

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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. KMS52005

3. Issued By: Great American Insurance Company

301 E. Fourth Street, 5th Floor

Cincinnati, OH 45202B.

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. RETURN TO TABLE OF CONTENT

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AMENDMENT NO. O

Certification of Shipper Status in Foreign Commerce

Rule 25: Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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. RETURN TO TABLE OF CONTENT

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AMENDMENT NO. O

Rule 26:

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Reserved for future use

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AMENDMENT NO. O

Loyalty Contracts in Foreign Commerce Rule 27:

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

Not Applicable.

021625: GREEN WORLDWIDE SHIPPING, LLC

AMENDMENT NO. O

NRA RULES TARIFF NO. 3 - Between (US and World)

Rule 28:

Definitions

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PUBLISHING CARRIER - means Green Worldwide Shipping, LLC, a Non-Vessel Operating Common Carrier (NVOCC) licensed by the U.S. Federal Maritime Commission under FMC License No. 021625NF.

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.

GREEN WORLDWIDE SHIPPING, LLC 021625:

NRA RULES TARIFF NO. 3 - Between (US and World) AMENDMENT NO. O

Rule 29:

ABBREVIATIONS, CODES AND SYMBOLS

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

EXPLANATION OF ABBREVIATIONS

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

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

Bill of Lading Lumpsum B/L LS

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

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

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

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

Container Freight Station Minimum Quantity Commitment CFS MQC

Cubic Foot or Cubic Feet CFT N/A Not Applicable

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

CU Cubic NHZ Non-Hazardous CWTCubic Weight NOS Not otherwise specified

Container Yard CYOT Open Top

D Door Р Pier

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

Etc Et Cetera Reduction R

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

FΒ Flat Bed RY Rail Yard

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

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

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

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

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

New or Initial Tariff Matter W/M Weight/Measure

I K/D Knocked Down

KDF Knocked Down Flat

GREEN WORLDWIDE SHIPPING, LLC 021625: NRA RULES TARIFF NO. 3

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

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

This tariff is published on the Internet web site of Green Worldwide Shipping, LLC at https://greenworldwide.com. Interested parties should contact Thomas Jorgensen by email at tnj@greenworldwide.com concerning access to Carrier's tariff. Please refer to the tariff profile or title page for additional contact information. RETURN TO TABLE OF CONTENT

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GREEN WORLDWIDE SHIPPING, LLC NRA RULES TARIFF NO. 3 021625:

AMENDMENT NO. O

Rule 31-200: Reserved for Future Use

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Rules 31-200 reserved for future use. RETURN TO TABLE OF CONTENT

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021625: GREEN WORLDWIDE SHIPPING, LLC
NRA RULES TARIFF NO. 3

AMENDMENT NO. O Rule 201:

NVOCC SERVICE ARRANGEMENT (NSA) ESSENTIAL TERMS (ET)

Effective: 17NOV2015 Thru: NONE Expires: NONE Publish: 17NOV2015

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

NSA – ET NO.	DURATION	COMMODITY	SCOPE	MQC

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******* End of Rule Text ******