### GREEN WORLDWIDE SHIPPING, LLC

**ORIGINAL TITLE PAGE** 

FMC No.: 021625

NON-VESSEL OPERATING COMMON CARRIER

EFFECTIVE DATE: 26OCT2018
PUBLISHED DATE: 26OCT2018

**EXPIRATION DATE:** 

CONTROLLED CARRIER STATUS: NONE

## TITLE PAGE

TARIFF NO. 4

NRA GOVERNING RULES TARIFF
NAMING RULES AND REGULATIONS ON CARGO MOVING
IN CONTAINERS AND BREAKBULK
BETWEEN
U.S. PORTS AND POINTS
AND

WORLD PORTS AND POINTS

GREEN WORLDWIDE SHIPPING, LLC is a licensed Non-Vessel Operating Common Carrier (NVOCC) by the Federal Maritime Commission (FMC), operating under FMC number 021625.

### NOTICE TO TARIFF USERS

Carrier has opted to publish its Tariff rates and charges or in the alternative to be exempt from tariff publication requirements pursuant to 46 CFR §\$520, 531 and 532. In that respect Carrier has opted for use of Negotiated Rate Arrangements ("NRAs").

NVOCC NRA means the written and binding arrangement between an NRA shipper or consignee and an eligible NVOCC to provide specific transportation service for a stated cargo quantity, from origin to destination on and after receipt of the cargo by the NVOCC or its agent or the originating carrier in the case of through transportation. The shipper is considered to have agreed to the terms of the NRA if the shipper: (1) Provides the NVOCC with a signed agreement; (2) Sends the NVOCC a written communication, including an e-mail, indicating acceptance of the NRA terms; or (3) Books a shipment after receiving the NRA terms from the NVOCC, if the NVOCC incorporates in the NRA terms the following text in bold font and all uppercase letters: "THE SHIPPER'S BOOKING OF CARGO AFTER RECEIVING THE TERMS OF THIS NRA OR NRA AMENDMENT CONSTITUTES ACCEPTANCE OF THE RATES AND TERMS OF THIS NRA OR NRA AMENDMENT." The effective date of the NRA shall be the date of Carrier's receipt of Shipper's and/or Consignee's acceptance herein. All applicable origin, destination local terminal and/or port charges shall apply to all NRAs and should be considered as a pass-through. The NRA may be amended after the time the initial shipment is received by the NVOCC, but such changes may only apply prospectively to shipments not yet received by the NVOCC. Carrier's Rules are provided free of charge to Shipper and Consignee at <a href="https://greenworldwide.com">https://greenworldwide.com</a> containing the terms and conditions governing the charges, classifications, rules, regulations and practices of Carrier.

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1

TARIFF DETAILS

Tariff Number: **004** 

TARIFF TITLE: NRA GOVERNING RULES TARIFF

EFFECTIVE: 26OCT2018
THRU: None
EXPIRES: None
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TARIFF TYPE: GOVERNING NRA RULES TARIFF

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

ALTERATIONS ARE PERMITTED.

ORGANIZATION INFORMATION

ORG NUMBER: **021625** 

NAME: GREEN WORLDWIDE SHIPPING, LLC

TRADE NAME:

TYPE: Non-Vessel Operating Common Carrier

HDQ. COUNTRY: USA

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GREEN WORLDWIDE SHIPPING, LLC NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

**Table of Contents** 

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

Trade Names utilized by Carrier

Rule 1 – Scope

Rule 1-A - Scope

Rule 1-B – Intermodal Service

Rule 2 – Notice to Tariff Users

Rule 2A – Application of NRAs and Charges

Rule 2-010 – Packing Requirements

Rule 2-020 – Diversion by Carrier

Rule 2-030 – Reserved for Future Use

Rule 2-040 – Container Capacity

Rule 2-050 – Shipper Furnished Container

Rule 2-060 – Measurement and Weight Rule 2-070 – Overweight Containers

Rule 2-080 – Shipper's Load & Count

Rule 2-090 – Diversion by Shipper or Consignee

Rule 2-100 – Security Fees

Rule 2-110 – Restricted Articles

Rule 2-120 – Freight All Kind

Rule 2-130 - Alternate Rate Service

Rule 2-140 – AES USA Export Shipments

Rule 2-150 – Documentation Fee

Rule 2-160 – AMS Charges

Rule 2-170 - Submission Cargo Declaration Data

Rule 2-180 – U.S. Customs Related Charges

Rule 2-190 – Lien Notice

Rule 2-200 – Cargo Roll-Over

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

Rule 3 – Rate applicability

Rule 4 – Heavy Lift
Rule 5 – Extra Length

Rule 7 – Payment of Freight Charges

Rule 8 – Bill of Lading

Rule 9 – Freight Forwarder Compensation

Rule 10 – Surcharges & Arbitraries

Rule 11 - Minimum Quantity Rate

Rule 12 – Ad Valorem

Rule 13 – Transshipment

Rule 14 – Co-Loading

Rule 15 – Open Rates

Rule 16 – Hazardous Cargo

Rule 17 – SOLAS VGM Regulations

Rule 18 – Returned Cargo

Rule 19 – Shippers Request or Complaints

Rule 20 – Overcharge Claims

Rule 21 — Use of Carrier Equipment

Rule 22 - Automobiles
Rule 23 - Carrier Terminal Rules and Charges

Rule 23-01 – Destination Terminal Handling Charge

Rule 24 – NVOCC Bond and Process Agent

Rule 25 Certification of Shippers Status

Rule 26 – Reserved for Future Use

Rule 27 Loyalty Contracts

Rule 28 – Definitions

Rule 29 – Abbreviations, Codes & Symbols

Rule 30 – Access to Tariff Information

Rules 31-200 – Reserved for Future Use

Rule 201 – NVOCC Service Arrangements (NSA)

Essential Terms

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GREEN WORLDWIDE SHIPPING, LLC

AMENDMENT NO. O

NRA RULES TARIFF NO. 4 - Between (US and World)

Rule 1:

Scope

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

03

GREEN WORLDWIDE SHIPPING, LLC 021625

AMENDMENT NO. O

NRA RULES TARIFF NO. 4 - Between (US and World)

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 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 COMORO

CONGO COOK ISLANDS CORAL SEA ISLANDS COSTA RICA

CUBA CYPRUS CZECHOSLOVAKIA DENMARK DJIBOUTI

DOMINICA DOMINICAN REPUBLIC ECUADOR

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

FINLAND FRANCE FRENCH GUIANA FRENCH POLYNESIA FRENCH SOUTHERN AND

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

GREENLAND GRENADA GUADELOUPE GUAM **GUATEMALA** GUERNSEY GUINEA GUINEA BISSAU

GUYANA HAITI HEARD ISLAND AND MCDONALD ISLA HONDURAS HONG KONG HOWLAND ISLAND

HUNGARY ICELAND INDIA INDONESIA

IRAN IRAQ IRELAND ISRAEL ITALY IVORY COAST JAMAICA JAN MAYEN

JAPAN JARVIS ISLAND JERSEY JOHNSTON ATOLL JORDAN JUAN DE NOVA ISLAND KENYA

KINGMAN REEF KIRIBATI KOREA DEMOCRATIC PEOPLES REP KOREA REPUBLIC OF

KUWAIT LAOS LEBANON LESOTHO LIBERIA LIBYA LIECHTENSTEIN LUXEMBOURG MACAU MADAGASCAR MALAWI MALAYSIA

MALDIVES MALI MALTA MAN ISLE OF MARSHALL ISLAND MARTINIQUE MAURITANIA MAURITIUS

MAYOTTE MEXICO MIDWAY ISLANDS MONACO MONGOLIA

MONTSERRAT MOROCCO MOZAMBIQUE NAMIBIA

NAVASSA ISLAND NEPAL NETHERLANDS

NETHERLANDS ANTILLES NEW CALEDONIA NEW ZEALAND NICARAGUA NIGER

NIGERIA NIUE

NORFOLK ISLAND

NORTHERN MARIANA ISLANDS NORWAY OMAN PAKISTAN PALMYRA ATOLL

PANAMA PAPUA NEW GUINEA PARACEL ISLANDS PARAGUAY PERU PHILIPPINES PITCAIRN ISLANDS

POLAND PORTUGAL PUERTO RICO OATAR REUNION ROMANIA RWANDA SAN MARINO

SAO TOME AND PRINCIPE SAUDI ARABIA

SENEGAL SEYCHELLES SIERRA LEONE SINGAPORE SOLOMON ISLANDS SOMALIA SOUTH AFRICA SOUTH GEORGIA AND THE SOUTH SA

SPAIN SPRATLY ISLANDS SRI LANKA ST HELENA ST KITTS AND NEVIS

ST LUCIA ST PIERRE AND MIQUELON ST VINCENT AND THE GRENADINES

SUDAN SURINAME SVALBARD SWAZILAND SWEDEN SWITZERLAND SYRIA TAIWAN

TANZANIA UNITED REPUBLIC OF THAILAND TOGO TOKELAU TONGA

TRINIDAD AND TOBAGO TROMELIN ISLAND TRUST TERRITORY OF THE PACIFIC

TUNISIA TURKEY

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

GREEN WORLDWIDE SHIPPING, LLC 021625

AMENDMENT NO. O

NRA RULES TARIFF NO. 4 - Between (US and World)

Rule 1-B:

**Intermodal Service** 

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 2:

**Notice to Tariff Users** 

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

Carrier has opted to publish its Tariff rates and charges or in the alternative to be exempt from tariff publication requirements pursuant to 46 CFR §§§520, 531 and 532. In that respect Carrier has opted for use of Negotiated Rate Arrangements

NVOCC NRA means the written and binding arrangement between an NRA shipper or consignee and an eligible NVOCC to provide specific transportation service for a stated cargo quantity, from origin to destination on and after receipt of the cargo by the NVOCC or its agent or the originating carrier in the case of through transportation. The shipper is considered to have agreed to the terms of the NRA if the shipper: (1) Provides the NVOCC with a signed agreement; (2) Sends the NVOCC a written communication, including an e-mail, indicating acceptance of the NRA terms; or (3) Books a shipment after receiving the NRA terms from the NVOCC, if the NVOCC incorporates in the NRA terms the following text in bold font and all uppercase letters: "THE SHIPPER'S BOOKING OF CARGO AFTER RECEIVING THE TERMS OF THIS NRA OR NRA AMENDMENT CONSTITUTES ACCEPTANCE OF THE RATES AND TERMS OF THIS NRA OR NRA AMENDMENT." The effective date of the NRA shall be the date of Carrier's receipt of Shipper's and/or Consignee's acceptance herein. All applicable origin, destination local terminal and/or port charges shall apply to all NRAs and should be considered as a pass-through. The NRA may be amended after the time the initial shipment is received by the NVOCC, but such changes may only apply prospectively to shipments not yet received by the NVOCC. 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.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC
NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

**Application of NRAs and Charges** 

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

- 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 shall be inclusive of all charges pertinent to the transportation of cargo and not including Customs clearance assessments or Forwarding Charges, except as provided in each individual NRA. Alternatively, at shipper's or consignee's request, carrier will arrange for inland transportation as shipper's or consignee's agent. All associated costs will be for the account of the cargo. Overland carriers will be utilized on an availability of service basis and not restricted to any preferred Carriers, except as Ocean Carrier deems necessary to guarantee safe and efficient movement of said cargo. Carrier shall not be obligated to transport the goods in any particular type of container or by any particular Vessel, Train, Motor, Barge or Air Carrier, or in time for any particular market or otherwise than with reasonable dispatch. Selection of Water Carriers, Railways, Motor, Barge or Air Carrier used for all or any portion of the transportation of the goods shall be within the sole discretion of the Ocean Carrier.
- 3. Any Additional Charges which may be imposed upon the cargo by Governmental Authorities will be for the account of the cargo.
- 4. NRAs do not include Marine Insurance or Consular fees.
- 5. Description of commodities shall be uniform on all copies of the Bill of Lading and MUST be in conformity with the validated United States Export Declaration covering the shipment. Carrier must verify the Bill of Lading description with the validated United States Export Declaration. Shipper amendments in the description of the goods will only be accepted if validated by United States Customs. Trade names are not acceptable commodity descriptions and shippers are required to declare their commodity by its generally accepted generic or common name.

- 6. Unless otherwise specified, when NRAs are based on the value of the commodity, such commodity value will be the F.O.B. or F.A.S. value at the port of loading as indicated on the Commercial Invoice, the Custom Entry, the Import/Export Declaration or the Shipper's Certificate of Origin. The F.O.B. value and the F.A.S. value include all expenses up to delivery at the Loading Port.
- 7. The NRA shown except where predicated on specifically lower values or on an ad valorem basis, are subject to Bill of Lading limit of value.
- 8. Except as otherwise provided, NRAs apply only to the specific commodity named and cannot be applied to analogous articles.
- 9. FORCE MAJEURE CLAUSE: "Without prejudice to any rights or privileges of the Carrier's under covering Bills of Lading, dock receipts, or booking contracts or under applicable provisions of law, in the event of war, hostilities, warlike operations, embargoes, blockades, port congestion, strikes or labor disturbances, regulations of any governmental authority pertaining thereto or any other official interferences with commercial intercourse arising from the above conditions and affecting the Carrier's operations, the Carrier reserves the right to cancel any outstanding booking or contract in conformity with Federal Maritime Commission Regulations.'
- 10. Any Tollage, Wharfage, Handling and/or other charges assessed against the cargo at Ports of Loading/Discharge will be for the account of the cargo. Any Tollage, Wharfage, Handling and/or Charges at Port of Loading in connection with storage, handling and receipt of cargo before loading on the vessel shall be for the account of the cargo.

#### 11. TYPES OF SERVICE PROVIDED

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

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

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

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

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

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

#### Container Yard (Y)

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

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

GREEN WORLDWIDE SHIPPING, LLC 021625

AMENDMENT NO. O

NRA RULES TARIFF NO. 4 - Between (US and World)

Rule 2-010:

**Packing Requirements** 

### Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 2-020: **Diversion By Carrier** 

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

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

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

NRA RULES TARIFF NO. 4 - Between (US and World)

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

AMENDMENT NO. O

Rule 2-030: Reserved for Future Use

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

Reserved for future use

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

**Container Capacity** 

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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.



021625 GREEN WORLDWIDE SHIPPING, LLC NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 2-050:

**Shipper Furnished Containers** 

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

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

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 2-060: Measurement And Weight

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

- 1. All packages will be measured in Centimetres and weight in Kilogrammes
- 2. Rounding off- Dimensions

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

3. Calculating Cubic Measurements

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

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

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

4. Official Measurers and Weighers

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

- 5. Misdescription, Underweights and Undermeasurement
- A. The carrier at loading port will assess freight on the shipments on the basis of the gross weights and/or measurements declared or deemed to have been declared by Shippers. Such assessment is subject to the terms and conditions of the carrier's Bill of Lading. Notwithstanding the foregoing Carrier may arrange at the port/point of destination for the verification of the description, measurement or weights of all such shipments as they, at their sole discretion, may decide and in all such cases the description, measurements or weights so obtained shall be used for determining the correct amount of freight which has to be paid and expense incurred should be for account of cargo.
- B. If the gross weights and/or measurements declared by the Shippers are less than those ascertained and if the Shippers, by notification to the Carrier, within seven (7) days of the vessels sailing from port of loading or the consignees, by notification to the Carrier prior to the shipment leaving the custody of the Carrier, maintain that the gross weights and/or measurements stated by them are correct, freight shall be assessed provisionally on the controllers' figures and subsequently adjusted, if necessary, after an outturn reweighing and/or re-measuring. If such outturn re-weighting, re-measuring and/or resurveying shows that the gross weights, measurements and/or description were understated and/or misdeclared by the Shippers, re-measuring and/or resurveying shall be for the account of the cargo.

GREEN WORLDWIDE SHIPPING, LLC 021625

AMENDMENT NO. O

NRA RULES TARIFF NO. 4 - Between (US and World)

Rule 2-070:

**Overweight Containers** 

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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). RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 2-080: **Shipper's Load And Count** 

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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 article

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

Except as otherwise provided, materials, including special futings, 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. 4 - Between (US and World)

AMENDMENT NO. O

Diversion of Cargo (By Shipper or Consignee)

Effective: 260CT2018 Thru: NONE Expires: NONE Publish: 260CT2018

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:

- I. 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

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC
NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 2-100: Security Fees

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 2-110: Restricted Articles

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 2-120: Freight All Kind (FAK)

### Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

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

### Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

GREEN WORLDWIDE SHIPPING, LLC

AMENDMENT NO. O

NRA RULES TARIFF NO. 4 - Between (US and World)

Rule 2-140:

AES USA EXPORT SHIPMENTS

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

DOCUMENTATION FEE Rule 2-150:

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625 NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 2-160: AMS PROCESSING FEE

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625

GREEN WORLDWIDE SHIPPING, LLC
NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 2-170: SUBMISSION OF CARGO DECLARATION DATA Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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.

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

### E. INDEMNIFICATION OF CARRIER.

If Carrier is assessed a civil penalty or fine or is denied permission to unload cargo, because of the failure of any and all shippers, consignees, cargo owners, NVOCCs, shippers' associations and their agent(s) to provide the information required by this rule and/or by the regulations or guidelines of the U.S. Customs Service in a complete and accurate manner, then such shippers, consignees, cargo owners, NVOCCs, shippers' associations and their agent(s)shall be jointly and severally liable to indemnify and reimburse Carrier for any such penalty or fine and any and all costs, damages or liability, direct, indirect, special or consequential, incurred by the Carrier as a result of the denial of permission to unload cargo or any delays related thereto. Carrier shall have a lien on cargo in its possession for amounts due hereunder and may hold cargo until such amounts (and any other unpaid freights or charges) are paid or sell such cargo after a reasonable period. In the event Carrier is forced to take legal action to collect amounts due hereunder, Carrier shall be entitled to recover all costs (including altorneys 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.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O Rule 2-180:

U.S. CUSTOMS RELATED CHARGES

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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.

GREEN WORLDWIDE SHIPPING, LLC 021625

AMENDMENT NO. O

NRA RULES TARIFF NO. 4 - Between (US and World)

Rule 2-190:

LIEN NOTICE

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 2-200:

Cargo Roll-Over Fee

### Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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 Shipper's/Owner's Account.

RETURN TO TABLE OF CONTENT

### Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLO 021625

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O Rule 2-210:

Free Time Detention / Demurrage / Storage

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 3: Rate Applicability Rule

### Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 4:

**Heavy Lift** 

### Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

Any Heavy Lift charges assessed shall be identified in each individual NRA, and shall apply to the account of the cargo. RETURN TO TABLE OF CONTENT

021625 GREEN WORLDWIDE SHIPPING, LLC
NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Extra Length

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

Any Extra Length charges assessed shall be identified in each individual NRA, and shall apply to the account of the cargo. RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 5:

Rule 6: Minimum Bill of Lading Charges

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 7: Payment of Freight Charges

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

#### 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 CONVERTIBILITY:

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.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. 1 (C)

Rule 8: Bill(s) of Lading Face

Effective: 22AUG2018 Thru: NONE Expires: NONE Publish: 22AUG2018

A copy of Carrier's bill of lading (front and back) is provided herein.

SHIPPER			B/L No.	Reference No.			
				BILL OF LADING			
CONSIGNEE: Order of							
				greenworldwide			
NOTIFY ADDRESS (Carrier not to be responsible for failure to notify)							
				GREEN WORLDWIDE SHIRPING LLC  Address: 619 E College Ave, Suite F, Decatur, GA 30030 - USA  Tel. +1 404 974 2910 - Fax +1 404 974 2915  E-mail: info@greenworldwide.com - web: www.greenworldwide.com  FMC Nbr 021625NF			
Precarriage by	Place of R	eceipt	Point and Co	untry of Origin	Poly	-	
Vessel / Voyage No	Port of Loa	ading	Forwarding A	Forwarding Agent - References 012391-00			
Port of Discharge Place of Delivery							
Containers, Marks, and Numbers No. of Ctr	,		packages/Description of g		Gross Weight	Volume	
** DRAFT **  Received by the Carrier from Shipper in apparent good of	RIF.		erein) the total number or quanti			by the Shipper to comprise	
the Goods specified above, for Carriage subject to all the applicable, to the Poin of Discharge or the Place of Deliv whether printed stamped or written, or otherwise incorpor portable tanks may be carried on deck at the Carrier's export administrative regulations. Diversion contrary to the SHIPPER DECLARED VALUE (USD) If Shippers enter a value, Carrier's package limitation of Carrier or his agent on the face of this B/L and extra freigness.	e items hereof ery, whichever orated of which option in acco J.S. law prohib liability does n	(INCLUDING THE TE is applicable. In acc in the Merchant is fully ordance with Clause 1 oited.	ERMS OF THE CARRIER'S APPL epting this Bill of Lading, the Me aware notwithstanding the non- 6(4). These commodities, techn	LICABLE TARIFF) from rchant expressly accor- signing of the Bill of ology or software we	om the Place of Receipt of the Po apts and agrees to all its terms, or Lading by the Merchant. Goods re exported from the United State	rt of Loading, whichever is onditions and exceptions, in containers, vans or trailers es in accordance with the	
Specification of freight and charges	Prepaid	Collect	Freight payable at	Place and Date	e of Issue		
<b>y</b>				,			
Totals (USD)			Number of Original B/L's.	Signed as Carr	ier Green Worldwide Shippi	ng, LLC	
For release of Goods apply to:			I	stated opposite	of the contract herein contain have been issued each one been which being accomplished Reference No.	being of the same contents	

### 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 discharge or place of delivery shown herein and there to be delivered when to the port of discharge or place of delivery shown herein and there to be delivered when to deep to appear form and if required by the Carrier, this Bill duly endorsed must be surrendered in exchanged in cacepling this Bill duly endorsed must be surrendered in exchange and the cost of incorporated in this bill whether written, typed, stamped or otherwise, and as well, to be bound by all the surrendered in exchange or place of electronic form, the Merchant agrees to be bound by all the surrendered in exchange or place of electronic form, the Merchant agrees to be to bound by all the surrendered in exchange or place of electronic form, the Merchant agrees to be to bound by all the surrendered in exchange or place of electronic form, the Merchant agrees to be bound by all the surrendered in exchange or place of electronic form, the Merchant agrees to be under the subject of the surrence of the surrendered in exchange of the surrendered in exchange and the cost of any other part of terms and the rest of the surrendered in exchange of the surrendered in exchange of the surrendered in exchange and the cost of the surrendered in exchange and the carrier surrendered in exchange and the cost of the surrendered in exchange and the cost of th

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 Isability, 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 incorporated in the contract between the Carrier and any Person whomsoever by whom the Carriage is procured, performed or undertaken, whether directly or indirectly (and including such Persons mentioned in Clause 4 il hereof) and who would have been liable to the Merchant It the Merchant Had contracted directly with such 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.

ompulsorly legislation applicable to such revison, nowever, in no event small the Carrier's islabily exceed that determined in accordance with the provisions of islause 6 hereof.

If it cannot be proven where or when or at what stage of the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 6 hereof.

If it cannot be proven where or when or at what stage of the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 6 hereof.

If it cannot be provided the control of the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 6 hereof.

If it is the Carrier of the Carrier's and the Carrier's and the Carrier and Carrier and Carrier and the Carrier and the Carrier and the Carrier and the Carrier and Carrier and Carrier and Carrier and the Carrier and the Carrier and Carrier

white over the complication of the Carrier and for any Person encompassed in Clause of all his recording in the Carrier and for any Person encompassed in Clause of all his recording in the Carrier and for any Person encompassed in Clause of the Person encompassed in Clause of the Carrier's responsibility shall be subject to the provisions of any legislation compulsority applicable to this Bill of Lading.

I. From loading of the Goods onto the Vessel until discharge of the Goods from the Vessel, the Carrier's responsibility shall be subject to the provisions of any legislation compulsority applicable to this Bill of Lading:

a. which gives effect to the Hague Rules's including adaptations thereof, such as the Carriage of Goods by Sea Act of the United States when the Carrier's responsibility shall be subject to the provisions of which shall apply on all shipments to or from the United States where compulsority applicable or not, or by which gives effect to said Rules as amended by the Protocols to Amend the International Convention for the United States, adaptations thereof is the United States where compulsority applicable or not, or by which gives effect to said Rules as a mended by the Protocols to Amend the International Convention for the United States, adaptations thereof or the Hague-Visby Rules or SDR Protocol are not compulsority applicable, they shall not be given effect. Where the Hague there of the Hague-Visby Rules and SDR Protocol are not compulsority applicable, except that the limitation shall be USSCOO per package or per ship unit as stated in Clause 7, and without prejudice to the Carrier's right to rely upon the Terms and Conditions of this Bill of Lading, notwithstanding the fact that they may confer wider or more beneficial rights, defenses, immunities, exemptions, limitations, except as the limitation shall be USSCOO per package or per ship unit as stated in Clause 7, and without prejudice to the Carrier's right to rely upon the Terms and Conditions of this Bill of Lading, notwithstanding t

its that the control of the control

7. Package Limitation

i. Neither the Carrier nor the Vessel shall in any event become liable for any loss of damage to or in connection with the Carriage of Goods in an amount exceeding USS500 (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 unt.

ii. Notwithstanding Clause7 i, where the nature and value of Goods have been declared by the Shipper in writing to the Carrier before shipment and inserted in this Bill of Lading and the Shipper has paid additional Freight on such declared values, the Carrier's liability of any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro-rate on the basis of such declared value.

iii. Shipping unit in this Clause 7 includes customary freight unit and the term Yunil' as used in the Hague Rules.

This clause applies in addition to and shall not be construed as deregating from any defense or exclusion, restriction or limitation or liability available to the Carrier under the terms of this Bill of Lading or otherwise.

Carrier under the terms or trains on a Laury or America.

8. Notice of Loss, Time Bar

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

8. The Carrier shall in any event be discharged from all lability whatsoever in respect of the Goods, unless suit is brought he proper forum and written notice thereof received by the Carrier within twelve maynis after delivery of the Goods or the date when the Goods should have been delivered. In the event that such the period of the Coods are the contract of the Coods are t

circumstance 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 has been Cause by a. the manner in which the Container has been filled, packed, stuffed, or loaded by the Carrier shall not be liable for loss of or damage, liability or expense has been Cause by a. the manner in which the Container has been filled, packed, stuffed deciry of the unsuitability of the Goods for Carriage in Container, or, the unsuitability or defective condition of the Container arising without any want of due difference on the part of the Carrier to make the Container reasonably first for the purpose for which it is intended; or d. the unsuitability or defective condition of the Containers shall be prima facile evidence of their being suitable and not in a effective condition.

being suitable and not in a delective condition.

10. Carrier's Containers

1. Each Merchant shall assume full responsibility and indemnify the Carrier for any loss of or damage howsoever caused to any Container or other equipment.

1. Each Merchant shall assume full responsibility and indemnify the Carrier for any loss of or damage howsoever caused to any Container or equipment is in the possession of any Merchant or any servant or agent of or contractor engaged by or an behalf of any Merchant.

1. The Caffrier shall red 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 on behalf of the Carrier or contents thereof while the property of the Persons or injuries to other Persons caused by Container(s) furnished by or on behalf of the Carrier or contents thereof the contents of the Carrier or contents of the contents.

1. Inspection of Goods

1. Inspection 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 incurred as a result of any opening, unpacking, inspection and repacking from the Merchant.

12. Description of Goods

is. 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 of any liegal, incorrect or insulment marking, numbering or addressing of 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 Carrier in Containers, and Containers whether stowed by the Carrier for received fully stowed, may be carried on or under deck without notice unless on the face here of 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 carried on deck and will container so the cargo stowed in Containers and carried on deck and will container so the state of the st

by unseavornmess or negigericor of any units cause with successed and the properties of the Merchant: a use any near and transport or storage whatsoever, b. transfer the Goods from one conveyance to another; c. transfer the Goods, d. undertake the Goods from one conveyance to another; c. transfer the Goods (a. undertake the Goods from one conveyance) to another; c. transfer the Goods which have been packed and for containing and for other than that named on the face hereof; a unpack and remove Goods which have been packed container and reverse the sar in a Container or otherwise. If proceed by any route in its discretion (whether or not the nearest or most direct or customary or advertised route), at any spead, and proceed to or stay at any place or proft 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 (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 orders 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 Vess to proceed with or without plots, to tow or be towed, or to be dry-docked; ii. The lieiteries set out in Clause 17 yn any betweet 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 distally instruments, picking up or landing Persons involved with the operation or maintenance of the Vesse in all situations. Anything done in accordar with Clause 17 y) or any delay arising therefrom shall be deemed to be within the contractual Carriage any shall not be a deviation.

Name of the contract of Carriage is or likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including by the condition of the Goods) whensoever and howsoever arising whether or not prior to the commencinent of the Surriage or the making of the contract of Carriage, the Carr any without notice to the Merchant's dispose.

a abandon the Carriage of the goods or any part of them and where reasonably peace be place the Goods or any part of them and sites them are successed by the Carrier in respect of such Goods shall cease; or he support of the Carrier in respect of the Carrier in respect of the Carrier in respect of such Goods shall cease; or he support Carriage of the Goods or any part of them and sites them the support of the Carrier in respect of such Goods shall cease; or the support of the Carrier in the car

iii. If the Carrier elects to suspend the Carriage under Clause 18 (b., fhis shall not prejudice the Carrier?s rights subsequently to abandon Carriage under Clause 18 (b., fhis shall not prejudice the Carrier?s rights subsequently to abandon Carriage under Clause 18 (b.).

19. Dangerous, hazardous or Noxious Goods

1. No Goods which are or may become inflampable, explosive, corrosive, noxious, hazardous, dangerous or damaging (including radio-active materials), which are or may become liable to damage any properly 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 what of under the content of the Carrier for Carriage without its express consent in writing a indicate the nature and character of any such Goods are to as a to comply with any applicable laws, regulations or requirements. If any such Goods are of an indicate the nature and character of any such Goods are on the Carrier shall be under not lability to make any general average contributing mysuch Goods are dangerous roxious 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 Carrier's right to Tengels and the Carrier shall be under not lability to make any general average contributing regard to their nature and in compliance with all laws or regulations which may be applicable during Carriage and handling.

If well we contribute the carrier shall be made to the carriage and shall destroy to the Carrier's right of the carrier shall indemnity the Carrier angiants all claims, losses, damages, liabilities, or expenses arising in consequence of the Carriage of such Goods. the Merchant shall indemnity the Carrier angiants all claims, losses, damages, liabilities, or expenses arising in consequence of the Carrier shall not see industry to the carrier with the Carrier sh

Codes within the Container.

2.1. Delivery

1. Any prention 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 revolve the Carrier in any liability nor relieve the Merchant of any obligation hereunder notwithstanding any custom or agreement to the contrary.

If no Place of Delivery is named on the face hereof, the Carrier shall be at libery to discharge the Goods at the Polichscharge, without notice at or ortio 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 wholly cease, notwith particular to the extent that any applicable compute or responsibility). The Merchant shall take delivery of the Goods upon discharged and additional compution period of responsibility. The Merchant shall take delivery of the Goods within the time provided for in the Carrier's Applicable Tariff (see Clause 2).

If the Place of Delivery is named on the face hereof, the Merchant shall take delivery of the Goods within the time provided for in the Carrier's Applicable Tariff (see Clause 2).

If the delivery of the Goods is not taken by the Merchant when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled, without notice, to unpack the Goods if packed in Container and/or to store the Goods ashore, afloat, in the open or under cover, the sole risk of the Merchant. Such storage shall constitute due delivery of the Goods shall not the liability of the Goods shall not the carrier of the Carrier is applicable to the Goods store as aforesald shall wholly cease, and the costs of such storage (if paid or payable by the Carrier or any agent or Sub-Contractor of the Carrier's shall forth to visit the Carrier is carrier or incur charges whether

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 place of delivery the considered to the still of Lading as the place of delivery the considered to the place of delivery the purposes of the clauses on the reverse effort this Bill of Lading as the place of delivery the purposes of the clauses on the reverse effort this Bill of Lading as the place of delivery the purposes of the clause on the reverse effort the Bill of Lading the place of the still the place of delivery the purposes of the clauses on the reverse effort the Bill of Lading the plac

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 ahad 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. 4 - Between (US and World)

AMENDMENT NO. O

Rule 9: Freight Forwarder Compensation

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

Carrier may from time-to-time 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, as specified in each individual NRA.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 10: Surcharges, Assessorial and Arbitraries

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 11: Minimum Quantity Rates

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

Carrier may charge minimum quantity rates as specified in each individual NRA RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC
NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 12: Ad Valorem Rates

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

A. The liability of the Carrier as to the value of shipments shall be determined in accordance with the clause(s) of the Carrier's 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.

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.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRARULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O Rule 13:

Transshipment

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

Not Applicable.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)
AMENDMENT NO. O

Rule 14: Co-Loading in Foreign Commerce

### Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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 may enter into carrier-to-shipper 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 a 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.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 15: Open Rates in Foreign Commerce

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

Not Applicable.

RETURN TO TABLE OF CONTENT

### Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC
NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 16: Hazardous Cargo

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

Except as otherwise provided 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
- 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.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

**Rule 17: SOLAS VGM Regulations** 

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

- 1. Upon tender of cargo to Carrier, Shipper shall provide to Carrier a Shipper Actual Gross Mass Weight Verification ("VGM") which meets the requirements of the International Maritime Organization (IMO) per its Guidelines relating to the Safety of Life at Sea Convention (SOLAS) for the export of containerized cargo. Carrier shall charge for coordination of the VGM with respect to the timely delivery of same to the appropriate ocean carrier and/or terminal operator as the Shipper and Carrier may otherwise agree to in writing relating to specific difficulties which may or may not be present in the specific shipper's requirements.
- 2. If a Shipper does not provide a satisfactory VGM to Carrier prior to tendering the cargo to Carrier, Carrier has the right to refuse to accept such cargo until one is provided to Carrier or if Carrier does accept container(s) from Shipper it may lawfully opt to not deliver the container(s) to the ocean terminals for loading on a vessel until it does receive a satisfactory VGM. Any expenses, charges, penalties or claims which may result from the untimely or non-receipt of an acceptable VGM is for the account of Shipper.
- 3. At Carrier's sole option, Carrier can arrange to obtain a VGM on Shipper's behalf provided that Carrier agrees to do so in writing and by Shipper providing an executed written authorization for Carrier to do so in a format acceptable to Carrier whereby Carrier agrees to act as an agent on Shipper's behalf solely for that purpose. Accepting that function shall not otherwise alter Carrier's relationship as an independent contractor as Carrier. Shipper agrees that in this case, Carrier may name itself as an additional party to the VGM. In the event that Carrier agrees to provide this service Carrier shall charge for coordination of the VGM with respect to the timely delivery of same to the appropriate ocean carrier and/or terminal operator as the Shipper and Carrier may otherwise agree to in writing relating to specific difficulties which may or may not be present in the specific shipper's requirements.
- 4. VGM's provided by the Shipper to Carrier pursuant to the IMO SOLAS Guidelines shall have been obtained from either Method 1 as described by SOLAS, which requires that the full container load was weighed after it was packed, and/or Method 2 which requires weighing all the cargo and contents of the container and adding the tare weight of the container as indicated on the door of the
- 5. Whether Method 1 or Method 2 is utilized by the Shipper, for the shipper's weight verification to be compliant with the IMO SOLAS Guidelines requirement, it must be "signed", meaning a specific person representing the shipper is named and identified as having verified the accuracy of the weight calculation on behalf of the shipper. Identification of the person signing requires that their full name, address, and phone number/e-mail address be provided. If shipper has obtained weight verification from either Method 1 or Method 2, Shipper may utilize Carrier's e-Docs solution on line at https://greenworldwide.com and provide an electronic signature as provided on subject web site. Carrier shall electronically transmit or otherwise deliver said VGM to the underlying ocean carrier or terminal. Carrier's charges for this service shall be as the Shipper and Carrier may otherwise agree to in writing relating to specific difficulties which may or may not be present in the specific shipper's requirements.
- 6. Method 2 shall not be allowed by Carrier for scrap metal, un-bagged grain and other cargo in bulk "that "do not easily lend themselves to individual weighing of the items to be packed in the container.'
- 7. Carrier will not accept estimates of weight, and the weighing equipment used must meet national certification and calibration requirements. Further, the party packing the container cannot use the weight somebody else has provided, except that individual, original sealed packages that have the accurate mass of the packages and cargo items (including any other material such as packing material and refrigerants inside the packages) are clearly and permanently marked on their surfaces.

- 8. If containers are delivered to the piers/terminals by the Carrier without a satisfactory VGM and the loading port has appropriate weighing facilities, all charges, fees, and/ or penalties with respect to weighing subject container shall be for the account of the Shipper.
- 9. Carrier shall not be responsible for charges, fees, penalties or other claims for containers for which a verified weight was provided prior to loading in a preceding load port and which may be loaded in transshipment ports which may require another VGM whether or not the SOLAS Guidelines require such reweighing.
- 10. Shippers who tender less-than-container load ("LCL"), whether beneficiary cargo owners, or non-vessel operating common carriers shall similarly provide VGMs for cargo tendered to Carrier loading facilities, and are subject to all weight regulations herein. Carrier reserves the option of weighing LCL cargo or full container loads ("FCL") loaded at the premises of Carrier or on behalf of Carrier by third parties, and to produce a corresponding VGM for charges as the Shipper and Carrier may otherwise agree to in writing relating to specific difficulties which may or may not be present in the specific shipper's requirements.
- 11. Shipper shall be solely responsible for all charges and fees from ocean carriers and/or terminals resulting from any VGMs improperly provided by Shipper and/or third parties, or for any other reason whatsoever, including charges and fees relating to demurrage, detention, per diem, related to ocean carriers' and terminals' implementation of SOLAS. Carrier shall not be responsible for any "roll overs" of Shipper's container(s) related to VGM reasons whereby the containers are not loaded on a particular vessel.

  RETURN TO TABLE OF CONTENT

021625 GREEN WORLDWIDE SHIPPING, LLC

021625 NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 18: Returned Cargo in Foreign Commerce

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC
NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 19: Shippers Requests in Foreign Commerce

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 20: Overcharge Claims

### Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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.

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

**Rule 21: Use of Carrier Equipment** 

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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. RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

**Rule 22:** Automobile Rates in Domestic Offshore Commerce Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

Not Applicable.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

**Rule 23: Carrier Terminal Rules and Charges** 

### Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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. RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625 NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

**Destination Terminal Handling Charges (DTHC)** 

Rule 23-01: Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

In destination countries where DTHC are required to be prepaid, Carrier shall require the same prior to shipment. RETURN TO TABLE OF CONTENT

## Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

**Rule 24:** 

**NVOCCs** in Foreign Commerce: Bonds and Agents

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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 45202. Agent for Service of Process
- 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 for additional contact information.
- 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

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)
AMENDMENT NO. O

Rule 25:

**Certification of Shipper Status in Foreign Commerce** 

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

If the shipper or a member of a shipper's association tendering cargo to the Carrier is identified as an NVOCC, the carrier shall obtain documentation that the NVOCC has a tariff and a bond on file with the US Federal Maritime Commission as required by Sections 8 and 19 of the Shipping Acts of 1984 and 1998 before the Carrier accepts or transports cargo for the account of the NVOCC. A copy of the tariff rule published by the NVOCC and in effect under 46 CFR §\$520, 531 and 532 will be accepted by the Carrier as documenting the NVOCC's compliance with the FMC tariff and bonding requirements of the Acts. RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

**Rule 26:** 

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

Reserved for future use

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O

Rule 27: Loyalty Contracts in Foreign Commerce

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

Not Applicable.

RETURN TO TABLE OF CONTENT

## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

021625 NRA RULES TARIFF NO. 4 - Between (US and World)

AMENDMENT NO. O Rule 28:

Definitio

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

CARRIER - means Green Worldwide Shipping, LLC.

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"

**ENOCKED DOWN (KD)** - means that an article must be taken apart, folded or telescoped in such a manner as to reduce its bulk at least 33.3 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.

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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.

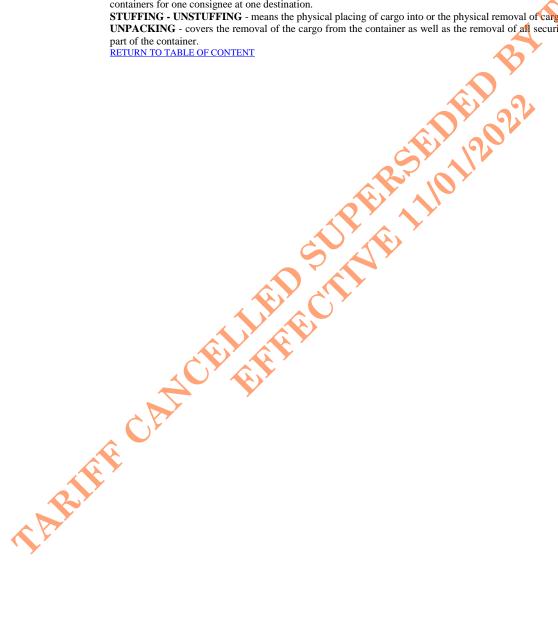
PACKING - covers the actual placing of cargo into the container as well as the proper stowage and securing thereof within the

PUBLISHING CARRIER – means Green Worldwide Shipping, LLC a licensed Non-Vessel Operating Common Carrier (NVOCC) with the U.S. Federal Maritime Commission under FMC number 021625N.

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



GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 4 - Between (US and World) AMENDMENT NO. O

**Rule 29:** 

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ABBREVIATIONS, CODES AND SYMBOLS

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

**EXPLANATION OF ABBREVIATIONS** 

Ad Val Ad Valorem Kilos Kilograms All Inclusive Kilo Ton ΑI K/T Board Foot or Board Feet LCL or LTL

BF Less than Container Load Bill of Lading B/L Lumpsum 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 Minimum Min CC Cubic Centimeter MM Millimeter

**CFS** Minimum Quantity Commitment

Container Freight Station MQC Cubic Foot or Cubic Feet CFT N/A Not Applicable

CLD Chilled NRA Negotiated Rate Arrangements

CM Centimeter NSA **NVOCC Service Arrangements** CUCubic Non-Hazardous

NHZ **CWT** Cubic Weight NOS Not otherwise specified

Container Yard CYOT Open Top D Door Р

Pier DDC Destination Delivery Charge Pkg Package or Packages

People's Republic of China Expiration PRC ET PRV **Essential Terms** Puerto Rico and U.S. Virgin Islands Etc Et Cetera R Reduction

FAK Freight All Kinds RE Reefer / Refrigerated FAS Free Alongside Ship

Revenue Ton FΒ Flat Bed 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

 $_{\rm FI}$ 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 USA United States of America

FR Flat Rack USD United States Dollars Feet or Foot Ft VEN Ventilated GOH Garment on Hanger VIZ Namely

Η House VOL Volume HAZ Hazardous W Weight

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

K/D Knocked Down KDF Knocked Down Flat

GREEN WORLDWIDE SHIPPING, LLC NRA RULES TARIFF NO. 4

AMENDMENT NO. O **Rule 30:** 

Access to Tariff Information

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

This tariff is published on the Internet web site of Green Worldwide Shipping, LLC at https://greenworldwide.com. Please refer to the tariff profile or title page for additional contact information. ARIER CANCELLER SUPERINGER CAREERS OF THE SU

# NVOCC SERVICE ARRANGEMENT (NSA) ESSENTIAL TERMS (ETs)

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## Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC NRA RULES TARIFF NO. 4

AMENDMENT NO. O

Rule 201: NVOCC SERVICE ARRANGEMENT (NSA) ESSENTIAL TERMS (ET)

Effective: 26OCT2018 Thru: NONE Expires: NONE Publish: 26OCT2018

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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RETURN TO TABLE OF CONTENT

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