CLASQUIN SHANGHAI LTD

ORIGINAL TITLE PAGE

FMC No. 027784

NON-VESSEL OPERATING COMMON CARRIER

EFFECTIVE DATE: 23APR2019 PUBLISHED DATE: 23APR2019

EXPIRATION DATE:

CONTROLLED CARRIER STATUS: NONE

TITLE PAGE

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

CLASQUIN SHANGHAI LTD is a foreign registered Non-Vessel Operating Common Carrier (NVOCC) by the Federal Maritime Commission (FMC), operating under FMC organization number 027784.

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") and may also opt to utilize NVOCC Service Arrangement ("NSAs"). 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 quoted 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. Rates may not be modified in an NRA after the time the shipment is received by the Carrier or its agent (including originating carriers in the case of through transportation). NRAs can otherwise be amended by the parties in writing or by acceptance of the quoted NRA amendment by booking the cargo.

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TARIFF DETAILS

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

ALTERATIONS ARE PERMITTED.

ORGANIZATION INFORMATION

ORG NUMBER: **027784**

NAME: CLASQUIN SHANGHAI LTD

TRADE NAME: Non-Vessel Operating Common Carrier

TYPE:

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027784

CLASQUIN SHANGHAI LTD

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

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CLASQUIN SHANGHAI LTD

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Rule 1: Scope

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

U.S. ATLANTIC BASE PORTS (ACBP)

Baltimore, MD

Boston, MA

Chester, PA

Charleston, SC

Jacksonville, FL

Miami, FL

New York, NY

Newark, NJ

Norfolk VA

Philadelphia, PA

Savannah, GA

Wilmington, NC

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

Houston, TX

Galveston, TX

New Orleans, LA

Tampa, FL

Mobile, AL

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

Port Hueneme, CA

Los Angeles, CA

Long Beach, CA

Oakland, CA

San Francisco, CA

Portland, OR

Seattle, WA

Tacoma, WA

GREAT LAKES BASE PORTS

Includes Chicago, IL

SUBSTITUTED SERVICE AND INTERMODAL SERVICE

A. SUBSTITUTED SERVICE

This provision shall govern the transfer of cargo by trucking or other means of transportation at the expense of the Ocean Carrier. In no event shall any such transfer arrangements be such as to result directly or indirectly in any lessening or increasing of the cost or expense which the shipper would have borne had the shipment cleared through the port originally intended.

B. INTERMODAL SERVICE

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

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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 COMOROS 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

HEARD ISLAND AND MCDONALD ISLA HONDURAS HONG KONG HOWLAND ISLAND HUNGARY

ICELAND INDIA INDONESIA IRAN IRAQ IRELAND ISRAEL ITALY IVORY COAST JAMAICA JAN MAYEN JAPAN JARVIS ISLAND

JERSEY JOHNSTON ATOLL **JORDAN** JUAN DE NOVA ISLAND KENYA KINGMAN REEF

KIRIBATI KOREA DEMOCRATIC PEOPLES REP KOREA REPUBLIC OF

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

MALDIVES MALI MALTA MAN ISLE OF MARSHALL ISLANDS

MARTINIQUE MAURITANIA MAURITIUS MAYOTTE MEXICO MIDWAY ISLANDS

MONACO MONGOLIA MONTSERRAT MOROCCO MOZAMBIQUE NAMIBIA NAURU

NAVASSA ISLAND NEPAL NETHERLANDS

NETHERLANDS ANTILLES NEW CALEDONIA NEW ZEALAND NICARAGUA NIGER NIGERIA

NIUE NORFOLK ISLAND

NORTHERN MARIANA ISLANDS NORWAY OMAN PAKISTAN PALMYRA ATOLL 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

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Rule 1-B:

Intermodal Service

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

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Pula 2:

Notice to Tariff Users

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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") and may also opt to utilize NVOCC Service Arrangement ("NSAs"). 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 quoted 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. Rates may not be modified in an NRA after the time the shipment is received by the Carrier or its agent (including originating carriers in the case of through transportation). NRAs can otherwise be amended by the parties in writing or by acceptance of the quoted NRA amendment by booking the cargo. RETURN TO TABLE OF CONTENT

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Application of NRAs and Charges

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

- 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 (O)

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

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

IPI Service, from Asia to USA

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

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

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

RIPI Service, from Asia to USA

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

13. ADVANCED CHARGES

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

CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O Rule 2-010:

Packing Requirements

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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CLASQUIN SHANGHAI LTD

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Rule 2-020: Diversion By Carrier

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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

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

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Rule 2-030: Reserved for Future Use

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Reserved for future use

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AMENDMENT NO. O

Rule 2-040: Container Capacity

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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.

CLASQUIN SHANGHAI LTD 027784

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

Rule 2-050:

Shipper Furnished Containers

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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

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CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 2-060:

Measurement And Weight

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

- 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.

CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 2-070:

Overweight Containers

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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

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CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 2-080: Shipper's Load And Count

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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

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

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

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

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027784 CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

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

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

A. Definition of Diversion:

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

B. Conditions:

- 1. Requests must be received in writing by the carrier prior to the arrival of the vessel at Discharge Port. Carrier will make diligent effort to execute the request but will not be responsible if such service is operationally impractical or cannot be provided.
- 2. Cargo moving under a non-negotiable Bill of Lading may be diverted at the request of shipper or consignee. Cargo moving under a negotiable Bill of Lading may be diverted by any party surrendering the properly endorsed original Bill of Lading. Cargo moving under a negotiable Bill of Lading may also be diverted by the shipper or consignee at the carrier's sole discretion without receipt by the carrier of the original negotiable Bill of Lading so long as a new negotiable Bill of Lading is not requested or issued by the carrier. If a new negotiable Bill of Lading is requested by the shipper or consignee, the original negotiable Bill of Lading must be surrendered to the carrier prior to issuance of the new negotiable Bill of Lading.
- 3. This rule will apply to full Bill of Lading quantities or full container loads only.
- 4. A shipment may only be diverted once. Shipper may request cancellation of the original diversion request, resulting in delivery of the cargo to the original billed destination, provided that such request is received prior to arrival of vessel at Discharge Port, and provided that all diversion charges as set out in C. below, applicable to the original diversion request, are paid in full prior to the

cancellation request being accepted by the carrier. In no instance will any refund of the diversion charges be made in the event of a cancellation. Any additional expenses incurred by the carrier will be for the account of the cargo.

5. Cargo, which, upon request of Merchant (stowage permitting), is diverted to a Port of Discharge within the Scope of this Tariff other than that shown in the Bill of Lading, shall be assessed the actual amount of expense incurred by Carrier, or as per carrier tariff at time of shipment, whichever is higher, plus, at the sole discretion of the Carrier, depending on the relevant administrative burdens resulting from the diversion, an administrative fee of up to \$50/BL for cargo received and diversion requested prior to vessel departure, or up to \$300/BL for cargo received and diversion requested post vessel departure, from origin port.

6. Diversion charges or administrative charge are payable by the party requesting the diversion.

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CLASQUIN SHANGHAI LTD

AMENDMENT NO. O

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

Rule 2-100: **Security Fees**

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

Security Fees may be applicable on shipments and identified in each individual NRA. RETURN TO TABLE OF CONTENT

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CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 2-110: **Restricted Articles**

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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

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CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 2-120: Freight All Kinds (FAK)

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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.

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CLASQUIN SHANGHAI LTD 027784

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

AMENDMENT NO. O

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

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 2-140:

AES USA EXPORT SHIPMENTS

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 2-150: DOCUMENTATION FEE

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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

AMENDMENT NO. O

Rule 2-160: AMS PROCESSING FEE

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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 has already been filed with the U.S. Customs thru the Automated Manifest System, Carrier will assess a Correction Fee in addition to all other applicable charges. RETURN TO TABLE OF CONTENT

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CLASOUIN SHANGHAI LTD 027784

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

AMENDMENT NO. O

SUBMISSION OF CARGO DECLARATION DATA Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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

- 1. A precise description of the cargo (or the 6-digit HTS number under which cargo is classified) and weight of the cargo or, for a sealed container, the shipper's declared description and weight of the cargo. The quantity of cargo shall be expressed in the lowest external packaging unit (e.g., a container containing 10 pallets with 200 cases shall be described as 200 cases). Generic descriptions, including, but not limited to, 'FAK,' 'General Cargo,' 'Chemicals,' 'Foodstuffs,' and terms such as 'Said to Contain' are NOT acceptable
- 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 attorneys' fees) incurred in connection with such legal action.

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

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027784 CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O Rule 2-180:

U.S. CUSTOMS RELATED CHARGES

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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.

CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 2-190:

LIEN NOTICE

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 2-200: Cargo Roll-Over Fee

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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.

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027784 CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O Rule 2-210:

Free Time Detention / Demurrage / Storage

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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027784 CLASQUIN SHANGHAI LTD
NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 3: Rate Applicability Rule

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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027784 CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 4: Heavy Lift

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 5:

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

Extra Length

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

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027784 CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 6: Minimum Bill of Lading Charges

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 7: Payment of Freight Charges

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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.

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027784 CLASQUIN SHANGHAI LTD
NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

I NO. U

Rule 8: Bill 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.

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DECLARED VALUE (\$)	SFF	CLAUSE 20 ON REVER	SE SIDE				
CHARGES, INCLUDING FREIGHT			Y 2 V 1 V 1	RECEIVED FOR SHIPM order and condition unle	MENT from the MERCHA	NT in apparent good	
	RATE	PREPAID	COLLECT	I tioned above to be transp	corted as provided herein.	by any mode of trans-	
				port for all or any part of the Carriage, SUBJECT TO ALL THE TERMS AND CONDITIONS appearing on the face and back hereof and in the			
	CARRIER'S applicable Tariff, to which the Merchant agrees by a		ant agrees by accept-				
		***************************************		ing this BILL OF LADING			
The state of the s		* Company	***************************************	Where applicable law re-	quires and not otherwise.	one original BILL OF	
				LADING must be surrend or CONTAINER(S) or off	ner PACKAGE(S), the off	ers to stand void. If a	
			***	Non-Negotiable BILL C	F LADING is issued, nei	ther an original nor a	
				copy need be surrendere so requires.	u ai excilange for delivery	uniess applicable law	
			***	Classwin Cl	nanghai LTD.		
			***************************************	BY Clasquin Si	***************************************	······································	
нвоц-ттс			**************************************		AS CARRIER		

BILL OF LADING - TERMS AND CONDITIONS

- Except as otherwise provided herein this Bill of Lading shall have effect subject to the provisions of the Carriage of Goods by the control of the Carriage of Goods by the Carriage of Carriage of Carriage of the Carriage of the Carriage of the Carriage of the Carriage of Carri 1. (a)

- 2. In his Bill of Lading

 (a) "Carrier" means the Carrier named on the face side hereof, the vessel, her owner, Mastler, operator, demise charterer, and if whether the owner, operator, charter or Master shall be acting as carrier or ballee.

 (b) "Vessel" means and includes the ocean vessel on which the Goods are shipped named on the face hereof or any substitute watercraft used by the Carrier in the performance of the contract.

 (c) "Merchant" means and includes the shipper the consignee the receiver the holder of this bill of lading, the owner of the Goods and the servants or agents of any of these.

 (d) "Charges" means and includes the shipper the consignee the receiver the holder of this bill of lading, the owner of the Goods and the servants or agents of any of these.

 (d) "Charges" means and includes the cargo received from the shipper and described on the face side hereof and any Container of the contract o
- Transport.

 It is understood and agreed that other than the said Carrier no person whatsoever including the Master Officers and crew of the vessel all servants, or the control of the con

- agent and trustee for and on behalf of all persons described above, all of without shall not be actent be described to be apply to this contract evidenced without shall not be a simple of the contract of th

- The Merchant warrants that in agreeing to the Terms and Conditions reof he is or has the authority of the person owning and entitled to the ssession of the Goods and this Bill of Lading.
- possession of the Goods and this Bill of Lading.

 7. (a) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the carriage, loading, unbading, atoring, warehousing, handling and any and all duties whatsever undertaken by the Carrier in relation to the Goods.

 (b) As to through transportation, the Carrier undertakes to procure such services as necessary and shall have the right at its sole arriange participation by other Carriers to accomplish the combined transport from place of receipt to place of delivery Whenever any stage of the combined transport is acomplished by any land or air Carrier or any other water Carrier, each such stage shall be controlled according to any law complishing and tariffs of each participating Carrier, the same as of such and tariffs of each participating Carrier, the same as of such any time and to inspect the controlled hacrofinate law prohibits same or properly be carried or carried further either at all or without incurring any

- additional expense or taking any measures in relation to the Container or its contents or any part thereof the Carrier may abandon the transportation hereof and/or lake any measures and/or incur any reasonable additional affoat under cover or in the open at any place which storage shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnity the Carrier against any unreasonable additional expense so incurred.
- Carrier may containerize any Goods or packages. Containers may be wed on dock or under deck and when so stowed shall be deemed for all proses to be stowed under dock including for General Average and U.S. triage of Goods by Sea Act. 1936 and similar legislation.
- Carriage of Goods by Sea Act. 1506 and similar legislation.

 10. Deck cargo (except goods carried in containers on dock) and live animals are received and carried solely at Merchants risk (including accident or mortality of animals) and the Carrier shall not in any event be liable for any loss or damage therefor arising or resulting from any matters mentioned Coods by Seas Act or from any other cause whatsoever not due to the fault of the Carrier any warranty of seaworthiness in the premises being hereby waived and the burden of proving liability being in all respects upon the Goods and shall be subject to the terms and provisions of this bill of Lading Codds and shall be subject to the terms and provisions of this bill of Lading relating to Goods. relating to Goods.
- I1. Special containers with heating or refrigeration units will not be furnished unless contracted for expressly in writing at time of booking and when trumshed may estail an increased freight rate or charge. Shipper shall advise Carrier shall exercise due diligence to maintain the temperature within a reasonable range while the containers are in its custody or control. The Carrier does not however accept any responsibility for the functioning of heated or refrigerated containers not owned or leased by Carrier.
- heated or refrigerated containers not owned or leased by Carrier.

 12. The scope of the voyage herein contracted for shall include usual or customary or advertised ports of call whether named in this contract or not though in proceeding therefore the vessel may sail beyond the port of discharge mand herein or in a direction contrary there for return to the original port of depart from the direct or customary route and includes all canals, straits, and other waters. The vessel may call at any port for the purpose of the current of the original port of depart from the direct or customary route and includes all canals, straits, and other waters. The vessel may call at any port of the current discharge the goods during the first or subsequent call at the port of discharge may for matters occurring before or after loading and either with or without the goods on board and before or after loading and either with or without cargo on board stop for replars adjust compasses dry-dock with or without cargo on board stop for replars bottom aground or at anchor, sail with or without points tow and be lowed and save or attempt to save life or properly and all of the foregoing are included in the contract voyage. The vessel may and all of the foregoing are included in the contract voyage. The vessel may and all of the foregoing are included in the contract voyage. The vessel may any and all of the foregoing are included in without convey.
- the contract voyage. Intervesion walk the contract voyage. Intervesion and sail armed or unamine unamine walked stores hazardous cargo and sail armed or unamine unamine. The Carrier's bailing schedules are subject to change without notice both. The Carrier's date and date of armed it fine is a Phosph Bull of Lading no Carrier(s) bound 10 transport the shipment by any particular train, truck, aircraft, vessel or other means of conveyance or in time for any particular market or otherwise No Carrier shall be lable for delay and any Carrier shall have the right to forward the goods by substitute Carrier.
- have the right to forward the goods by substitute Carrier.

 3. If at any time the performance of the contract evidenced by this Bill of Lading(s) or is likely to be affected by any hindrance risk delay difficulty or disadvantage of whatsoever kind which cannot be avoided by the exercise of reasonable endeavors the Carrier (whether or not the transport is commenced) may without notice to the Merchant treat the performance of this contract(s) terminated and place the Goods or any part of them at the Merchant(s) obsopal at any place or port which the Carrier may deem sale and convenient whereupon the responsibility of the Carrier in respect of such charges on Goods received for transportation and the Merchant shall pay any additional costs of carriage to and delivery and storage at such place or port.
- 14. If the Carrier makes a special agreement whether by stamp hereon or otherwise to deliver the Goods at a specified dock or place it is multually agreed that such agreement shall be construed to mean that the Carrier(s) to make such delivery only if on the sole judgement of the Carrier, the vessel can get to be and leave said dock or place always safely affoat and only if such dock or place is available for immediate receipt of the Goods and that otherwise the Goods shall be discharged as otherwise provided in this Bill of Lading whereupon all responsibility of Carrier shall cease.

- Lading whereupon all responsibility of Carrier shall cease.

 15. The port authorities are hereby authorized to grant a general order for discharging immediately upon arrival of the vessel and the Carrier without giving notice either of arrival or discharge may immediately upon arrival of the sessel and the Carrier without giving notice either of arrival or discharge may immediately upon arrival of the Sundays and holidays included, at all such hours by day or by night as the Carrier may determine no matter what the state of the weather or custom of the port may be stated in any respect whatsever it heat or the port may be a state in any respect whatsever it heat or a state of the state of the weather or custom of ordischarge of any part of the intent in the Coosts are upon the whort, craft or other loading or discharging place.

 Landing and delivery charges and pier dues shall be at the expense of the Goods unless included in the freight herein provided for. If the Goods are not taken away by the consignee by the expension of the next working day subject to Carrier's lien, be sent to store or warehouse or be permitted to lie where landed but always at the expense and risk of the Goods. The responsibilities of the Carrier in any capacity shall altogether cease and the Goods shall be considered to be delivered and at lither own risk and expense or into that of any municipal or governmental concessionaire or depository the Carrier shall not be required to give any notification of disposition of the Goods as may be otherwise provided in this Bill of Lading.
- Goods except as inlay of unlesses where by local law authorities or custom the Carrier is required to discharge cargo to lighters or other craft or where it has been so agreed of where wharesa are not available which the ship can get to lie at or leave always safely affoat or where conditions prevailing at the time redicharge at a whorh diargerous imprudent or likely to delay the vessel, the alongside the ship at the risk and expense of the Goods. If the Merchart fails to provide such lighters or other craft, Carrier acting solely as agent for the Merchant may engage such lighters or other craft at the risk and expense of the goods. Discharge of the Goods into such lighters or other craft at the craft shall constitute proper delayers and any further responsibility of Carrier with respect to the goods shall thereupon terminate.
- to me goods shall interleupon terminate.

 17. The Carrier shall have liberty to comply with any order or directions or recommendations in connection with the transport under this contract or carriage given by any Covernment or Authority, or having under the terms of to a charge of the contract of the
- shall be deemed a hulliment of the contract. Any extra expense incurred in concocction with the exercise of the Carriers liberly under this clause shall be paid by the Merchant in addition to freight and charges.

 18. Whenever the Carrier or Master may deem it advisable or in any case where goods are destined for port(s) or place(s) at which the vessel or participating carriers will not call, the Carrier may without notice forward the whole or any part of the shipment before or after loading at the original port of the shipment before or after loading at the original port of the variety of the contract of the shipping document used at the time by the contract of the shipping document used at the time by the contract of the shipping document used at the time by the contract of the shipping document used at the time by the contract of the shipping document used at the time by the contract of the shipping document used at the time by the contract of the shipping document used at the time by the contract of the shipping document used at the time by the contract of the shipping document used at the time by the contract of the shipping document used at the time by the contract of the shipping document used at the time by the contract of the shipping document used at the time by the contract of t

provided in this Bill of Lading or the Carrier or the Master may retain the Goods vanned or unwarned on board until the return of the vessel to the port of loading or to the port of discharge or until such time as the Carrier or the Master thinks advisable and discharge the Goods at any place whatsoever as herein provided. The Carrier or the Master is not required to give notice of such devanning or of discharge of the Goods or of the flowarding thereof as provided such shall be at the risk and expense of the Goods. Such discharging shall constitute complete delivery and performance under this contract and the Carrier shall be risk and expense of the Goods. Such discharging shall constitute complete delivery and performance under this contract and the Carrier shall be either the carrier shall be expensed to the Goods as the shown that any loss or damage to the Goods arose from Carrier's teaching the carrier shall be entitled to a reasonable edita cumpersation and shall have a lien on the goods for such reasonable edita compensation and shall have a lien on the goods for such reasonable edita compensation and shall have a lien on the goods for such reasonable edita compensation and shall have a lien on the goods for such reasonable edita compensation and shall have a lien on the goods for such as the compensation and shall have a lien on the goods for such considere ranged in this Bill of Lading, Goods shut out from the vessel named herein for any cause may be forwarded on a subsequent vessel of this Line or the Carrier's politon, in a vessel or another Line or by other mode of transportation.

20. Notwithstanding the foregoing, the Carrier shall neither be liable therefor nor concluded as to the correctness of any such marks descriptions or

20. Notwithstanding the toregoing, the Carties shall toward versions and concluded as to the correctness of any such marks descriptions or representations: or any or concluded as to the correctness of any such marks descriptions or representations: cargo unit owned or leased by Cartier is packed or loaded by shipper or the sagent or discharged by consignee or its agent, shipper consignee receiver, holder of this Bill of Lading, owners of the Goods and person entitled to the possession of the Goods shall be and remain liable, initity and severally, for any loss or damage to the cargo unit during such dading or discharge howsoever occurring until the cargo unit is returned to Cartier's custody and at tariff rates for any loss damage or expense incurred by same sound condition and state of cleanliness as when received by shipper. Such loss, damage, expense or delay shall constitute a lien on the Goods.

Where a cargo unit is to be unpacked or unloaded by consignee or its agent shall promptly unpack or unload such cargo unit and take delivery of its contents, irrespective of whether the Goods are damaged or not. Carrier shall not be liable for loss or damage caused to the Goods by or during such unpacking or unloading.

and take delivery of its contents, irrespective of winterer the Goods and changed or not. Carrier shall not be liable for loss or damage caused to the Goods by or during such unpacking or unleading.

21. When containers, vans, taillers, transportable tanks, flats, palletized units and all other packages (all hereinafter referred to generically as cargo units) are not packed for lossed by Goods and count of Carrier has to receive the same of the contents as furnished by the shipper and inserted in this Bill of Lading to be accurate and shall not be ladied for nonrecept or misdescription of such contents as furnished by the shipper and inserted in this Bill of Lading to be accurate and shall not be ladied for nonrecept or misdescription of such cargo units or for loss or damage caused thereby or resulting thereforn, or for the physical suitability or structural adequacy of such cargo units properly to contain their contents.

In the contents of the contents of the contents of such cargo units and or by allowing the cargo until to be so packed or loaded, represents guarantees and warrants (a) lath the Goods are properly described marked and safely and securely packed in their respective cargo units, that such cargo units may be handled in the ordinary course without damage to the cargo units may be handled in the ordinary course without damage to the cargo units may be handled in the ordinary course without damage to the cargo units and their contents and their draws of the cargo units and their contents and the weight of each said cargo units are in all martines and all participating Carriers on or prior to shipment and units or with may be handled in the ordinary course without damage to the cargo units and their contents and the weight of each said cargo unit are in all any withing to the Carrier and all participating Carriers on or prior to shipment and

- or unseaworthness.

 22. The Merchant and the Goods themselves shall be liable for and shall indemnify the Carrier and the Carrier shall have a lien on the Goods for all indemnify the Carrier and the Carrier shall have a lien on the Goods for all indemnify the Carrier and the Carrier shall have a lien on the Goods and spatient of locks contents of packages, also reconditioning of the Goods and spatient of locks contents of packages, also responses for repairing containers damaged while in the possession of the Merchant for demurage on containers and any payment expense, fine, dues, duty, tax, impost, loss, damage, or detention sustained or incurred by or levied upon the Carrier vessel or conveyance in connection with the Goods howscever caused including any action or requirement of any overmment or governmental authority to person purporting to act under the authority thereof governmental authority to person purporting to act under the authority thereof arraking numbering or addressing of containers packages or description of the contents failure of ten Merchant to procure consular Board of Health or other certificates to accompany the Goods or to comply with laws or regulations or any kind imposed with respect to the Goods by the authorities at any port or place or any act or omission of the Merchant. The Carrier's lens halfs survive delivery and may be enforced by private or public sale and without notice.
- place or any act or omission of the Merciant. In Ectarder's lies hall survive celevery and may be enforced by private or public sale and without notice.

 23. Freight shall be payable at Carrier's option on actual gross intake weight or measurement or an extra gross discharge weight or measurement or an avalue or other basis. Freight may be calculated on the basis of the particulars of the Coods furnished by the shipper heren, but the Carrier may as examine, weigh measure and value the Goods (unless applicable law prohiblists same) in case shipper's particulars are found to be erroneous at additional freight payable, the Merchant and the Goods (unless applicable law pepties hoursed for examining, weighing, measuring, and valuing the Goods. The Coods (unless applicable law pepties hoursed for examining, weighing, measuring, and valuing the Goods (unless applicable law pepties hoursed for examining, weighing, measuring, and valuing the Goods. The Coods (unless applicable law pepties hoursed for examining, and valuing the Goods. The Coods (unless applicable law pepties hoursed for examining, and valuing the Goods. The Coods (unless applicable law pepties hoursed) and the condition of the Goods (unless applicable law petition) and the condition of the Goods (unless applicable law petition) and and any other payments made and liability incurred with respect to the Goods, whether actually paid or not and to receive and retain them irrevocably under all circumstances whatsoever vessel conveyance and/or cargo lost, damaged or the whether actually paid or not and to receive and retain them irrevocably under all circumstances whatsoever vessel conveyance and/or cargo lost, damaged or the whether actually paid or not and to receive and retain them irrevocably under all circumstances whatsoever vessel conveyance and/or cargo lost, damaged or the whole or the combined transport charges, the function of the doods. All unguited or absorbation in the currency of the place of devely at the demand rate of New York exchange as quo

Carrier's Option in use currency or use pace to occurrency and the New York exchange as quoted on day of arrival of the Goods at the place of Mey York exchange as quoted on day of arrival of the Goods at the place of Mey York exchange as quoted on day of arrival of the Goods at the place of the Height charges and the amounts due to the Carrier and for any failure of either or both to perform his or their obligations under the provisions of this Bill of Lading and they shall indemnify the Carrier against and hold it as usual or incur arising or resulting from any such failure of performance by the Merchant Any person, from or corporation half on engaged by any party to perform forwarding services with respect to the cargo shall be considered the exclusive agent of the Merchant for all purposes and any payment of freight to such places of the Merchant of the Merchant

24. Carrier shall not be liable for any consequential or special damages and shall have the option of replacing lost Goods or repairing damaged Goods.

25. The weight or quantity of any bulk cargo inserted in this Bill of Lading is the weight or quantity as ascertained by a third party other than the Carrier and Carrier makes no representation with regard to the accuracy thereof. This Bill of Lading shall not be deemed evidence against the Carrier of receipt of goods of the weight or quantity so inserted in the Bill of Lading.

26. Neither the Carrier nor any corporation owned by subsidiary to or associated or affiliated with the Carrier shall be liable to answer for or to make good any loss or damage to the goods occurring at any time and even though any fire whatsoever unless such line shall be caused by its design or negled or by its actual fault of privity. In any case where this exemption is not permitted by law. Carrier shall not be liable for loss or damage by fire unless shown to have been caused by Carrier's negligence.

fault or negligence of the other vessel and any act, neglect or default of the Carrier, Master, mainer, pilot or the servants of the Carrier in the navigation or in the management of the vessel, the Merchant will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in whatsoever of the Merchant paid or payable by the other or non-carrying vessel or her owners to the Merchant and set-off recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the other or non-carrying vessel or her owners as part of their claim against the other or non-carrying vessel or her owners as part of their claim against the other or non-carrying vessel or her owners as part of their claim against the other owners of the owners, operators or those in charge of any vessel or vessels or objects other than or in addition to the colliding vessels or objects are at fault in respect of a collision contact transing or other accident.

training of ordering and the long remain in effect in other jurisdictions even if unenforceable in the Courts of the United States of America.

28. General average shall be adjusted stated and settled accoring to York Antwerp Rules 1974 except Rule XII thereof, at such port or place as may be according to the laws and usage of the York.

In such adjustment disbursements in foreign currencies shall be exchanged into United States money at the rate prevailing on the dates made and allowances for damage to cargo claimed in foreign discharge at the port or place of first discharge of such damaged cargo from the ship. Average or place of first discharge of such damaged cargo from the ship. Average can be such a such a

might otherwise apply.

29. In case of any loss or damage to or in connection with Goods exceeding in actual value the equivalent of \$500 lawful money of the United States per package or in case of Goods not shipped in packages per shipping unit the package or in case of Goods not shipped in packages per shipping unit or shipping or shipping unit the control of the package or per shipping unit or pro rata in case of partial loss or damage unless the nature of the Goods and a valuation higher than \$500 per package or per shipping unit shall have been declared by the shipper before shipment and inserted in this Bill of Lading and extra freight paid if required. In such case, if the actual value of the Goods per package or per shipping unit shall have been declared by the shipper before shipment and inserted in this Bill of Lading and extra freight paid if required. In such case, if the actual value of the Goods per package or per shipping unit shall exceed such declared value. The value's shall never there is be deemed to the basis of such declared value. The words' shipping unit shall mean each physical unit or piece of cargo not shipped in a package including articles or things of any description whatsoever except goods shipped in bulk and irrespective of the weight of measurement unit employed in calculating freight charges.

charges.

Where containers, vans, trailers, transportable, tanks, flats, palletized units and other such packages are not packed by the Carrier each individual such container, van, flatier, transportable tank, palletized unit and other such package and Carrier's liability limited to \$500 with respect to each such package and Carrier's liability limited to \$500 with respect to each such package.

- 30. As to loss or damage to the Goods or packages occurring or presumed to have occurred during ocean voyage unless notice of loss of or damage and the general nature of it be given in writing to the Carrier or its agent at the port of delivery before or at the time of the removal of the Goods or packages into or life to loss or damage be not apparent within three consecutive days after delivery at the port of discharge, such removal shall be prima facie evidence of the delivery by the Carrier of the Goods or packages as described in this Bill of Lading.
- 31. As to loss or damage to the Goods or package occurring or presumed to have occurred during ocean carriage, the Carrier and the vessel shall be discharged from all liability in respect of loss, damage, misdelivery, delay or in respect of any other breach of this contract and any claim whatsoever with respect to the Goods or package unless suit is brought within one year after delivery of the Goods or package unless with so thought within one year after delivery of the Goods or package or the date when the Goods or package should have been delivered. Suit shall not be deemed brought unless jurisdiction shall have been obtained over the Carrier and/or the vessel by service of process or by an agreement to appear.
- service of process or by an agreement to appear.

 32. Gold, alliver, specie, bullion or other valuables including those named or described in Sec. 4281 of the Revised Statutes of the United States will not be received by the Carrier unless their true character and value are disclosed to the Carrier and a special written agreement therefor has been made in odvance and will not in any case be loaded or landed by the Carrier. We such brought aboard the ship by the shipper and put in the actual possession of and a written receipt therefore is given by the Master or other orificer in charge. Such valuables will only be delivered by the Carrier aboard the ship on presentation of bills of lading properly endorsed and upon such delivery on both of the control of the co
- 33. It is agreed that superficial rust, oxidation or any like condition due to moisture is not a condition of damage but is inherent to the nature of the cargo and acknowledgement of receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation and the like did not exist on receipt.

and the like did hole exist on receipt.

At The contract evidenced by or contained in this Bill of Lading shall be governed by and construed in accordance with Hong Kong law and, save as may be compulsorily applicable under the local law of the place of loading or that of discharge, any dispute arising hereunder shall be determined in the Courts of Hong Kong to which jurisdiction both the Merchant and the Carrier agree to submit. Notwithstanding any provision to the contrary herein, for shipments to or from the United States, Carrier reserves the right, and Merchant agrees, that any suits against the Merchant by Carrier may be brought, at the sole discretion of Carrier, in the federal Courts of the Southern District of New York and this Bill of Lading shall be construed according to the laws of the United States.

CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 9:

Freight Forwarder Compensation

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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.

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Tariff Rule Information

CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 10: Surcharges, Assessorial and Arbitraries

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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027784 CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 11: Minimum Quantity Rates

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019
Carrier may charge minimum quantity rates as specified in each individual NRA.

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027784 CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 12: Ad Valorem Rates

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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027784 CLASQUIN SHANGHAI LTD
NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 13: Transshipment

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

Not Applicable.

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

AMENDMENT NO. O

Rule 14: Co-Loading in Foreign Commerce

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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027784

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

AMENDMENT NO. O
Rule 15:

Open Rates in Foreign Commerce

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

Not Applicable.

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027784 CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 16: Hazardous Cargo

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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 above.
- 9. At the time hazardous cargo is tendered for transportation, all documentation, certifications, transfer shipping papers (as required by 49 CFR §§100-199 when applicable), and the Bill of Lading annotations required under the regulations and provisions noted in the publications listed above, MUST be furnished to originating carrier, unless such documents have already been provided prior to tendering of cargo. Carrier will compare declarations on all documentation provided at the time of shipment for possible errors; however, it is, and shall remain, the sole responsibility of the Shipper to insure that all such documentation is correct and complete. Further, it is the Shipper's responsibility to insure that all pieces, packages and units in the shipment are clearly and properly marked with the required labels and placards.
- 10. When a shipment has been accepted by the Carrier for transportation and subsequently an error is found in the required certifications, packaging, labeling, placarding or other required notice or marking requirement(s) and regulation(s), all damages, fines or penalties, actual or consequential, shall be for the account of the party required to provide such certifications, packaging, labels, placards, etc.
- 11. When required by law, governmental regulations, the regulations specified in the publications listed above or by underlying VOCC utilized, it is necessary to forward hazardous cargo separately from non-hazardous cargo, the hazardous cargo will be considered and handled as a separate shipment and rated accordingly. Additionally, when a shipment contains 2 (two) or more hazardous articles which, under the provisions of the regulations specified in the publications listed above, are prohibited from being loaded or stored together, each article or group of incompatible articles in the shipment will be considered and handled as a separate shipment and rated accordingly.
- 12. All shipments of Hazardous cargo as defined in this Rule, when accepted and transported by Carrier will be subject to the Hazardous Cargo Surcharge named in the NRA governed by this Tariff (if any), which charge shall be in addition to all other applicable charges.

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027784 CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

Rule 17: SOLAS Regulations

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

1. We understand that the SOLAS requirements (Chapter VI Regulation 2, at: http://www.imo.org/en/OurWork/Safety/Cargoes/Containers/Documents/MSC.1%20Circ.1475.pdf) require the packed containers' Verified Gross Mass (VGM) to be submitted prior to stowage aboard a vessel. It is herewith agreed that reporting of the correct VGM details is our sole responsibility. We understand that non-compliance herewith will bar the vessel operator from loading a packed container onto the intended vessel, and we undertake that the information provided herein by us is true and accurate for compliance with SOLAS requirements. Clasquin Shanghai Ltd is not responsible for the accuracy of the tare weight information of any equipment provided by the vessel operator or shipping line.

- 2. We declare that the VGM of packed container(s) declared in this form was obtained in accordance with Method 1 or Method 2 as stipulated in the SOLAS Chapter VI Regulation 2 and the applicable law of the State of the loading port.
- 3. We understand that Clasquin Shanghai Ltd will rely on the accuracy of the VGM details furnished by us and that Clasquin Shanghai Ltd will tender such details to the vessel operator or any other entity which requires or relies upon this information. In case the VGM details are not made available timely or are not accurate, Clasquin Shanghai Ltd will not be allowed to load the container(s) on board of the planned vessel. A subsequent delay of the shipment might occur and non-compliance may result in additional costs for but not limited to stevedoring, transportation, storage, weighing as well as penalties and/or administrative charges.
- 4. We undertake to comply with SOLAS Chapter VI Regulation 2 and agree to indemnify and will hold Clasquin Shanghai Ltd harmless from and against all liabilities, damages, claims suits, actions, losses, fines, penalties, associated costs and additional costs arising from inaccurate, incomplete or delayed VGM details and from non-compliance with SOLAS requirements.

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

AMENDMENT NO. O

Rule 18: Returned Cargo in Foreign Commerce

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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.

CLASQUIN SHANGHAI LTD

NRA RULES 027784 - Between (US and World)

AMENDMENT NO. O **Rule 19:**

Shippers Requests in Foreign Commerce

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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

AMENDMENT NO. O

Rule 20: Overcharge Claims

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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. Any claims seeking the refund of freight overcharges may be filed in the form of a complaint with the Federal Maritime Commission, Washington, D.C. 20573, within three years of the date of cause of action occurs.

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AMENDMENT NO. O

Rule 21:

Use of Carrier Equipment Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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AMENDMENT NO. O

Rule 22: Automobile Rates in Domestic Offshore Commerce Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

Not Applicable.

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

Carrier Terminal Rules and Charges

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

027784 CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O

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

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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AMENDMENT NO. O

Rule 24: NVOCCs in Foreign Commerce: Bonds and Agents Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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. SU593348
- 3. Issued By: Aspen American Insurance Company

Agent for Service of Process

- 1. Carrier's legal agent for the service of judicial and administrative process, including subpoenas is Mr. Didier Vanderperre, Clasquin USA, Inc., 10 Fifth Street, Valley Stream, NY 11581.
- 2. In any instance in which the Carrier cannot be served because of death, disability or unavailability, the Secretary of the Federal Maritime Commission will be deemed to be the Carrier's legal agent for service of process.
- 3. Service of administrative process, other hand subpoenas, may be effected upon the Carrier by mailing a copy of the documents to be served by certified or registered mail, return receipt requested.

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027784 NRA RULES TARIFF NO. 01 - Between (US and World)
AMENDMENT NO. 0

Rule 25: Certification of Shipper Status in Foreign Commerce

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

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

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AMENDMENT NO. O

Rule 26:

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

Reserved for future use

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

AMENDMENT NO. O

Rule 27: Loyalty Contracts in Foreign Commerce

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

Not Applicable.

027784 CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O Rule 28:

Definitions

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

CARRIER - means Clasquin Shanghai Ltd

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

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

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

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

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

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

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

KNOCKED DOWN (**KD**) - means that an article must be taken apart, folded or telescoped in such a manner as to reduce its bulk at least 33.3 percent from its normal shipping cubage when set up or assembled.

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

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

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

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

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

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

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

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

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

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

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

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

PUBLISHING CARRIER – means Clasquin Shanghai Ltd a registered Non-Vessel Operating Common Carrier (NVOCC) with the U.S. Federal Maritime Commission under FMC organization number 027784, FMC.

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

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

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

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

CLASQUIN SHANGHAI LTD

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

AMENDMENT NO. O **Rule 29:**

ABBREVIATIONS, CODES AND SYMBOLS

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

EXPLANATION OF ABBREVIATIONS

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

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

Bill of Lading Lumpsum B/L LS

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

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

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

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

Container Freight Station Minimum Quantity Commitment CFS MQC

Cubic Foot or Cubic Feet CFT N/A Not Applicable

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

CU Cubic NHZ Non-Hazardous

CWT Cubic Weight NOS Not otherwise specified

Container Yard CYOT Open Top D Door Ρ Pier

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

Etc Et Cetera Reduction R

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

FΒ Flat Bed RY Rail Yard

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

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

FIOS Free In, Out and Stowed TEU Twenty Foot Equivalent Unit FO Free Out THC Terminal Handling Charge **FOB** Free On Board TRC Terminal Receiving Charge **FMC**

Federal Maritime Commission United States of America USA FR Flat Rack United States Dollars USD

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

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

K/D Knocked Down KDF Knocked Down Flat

CLASQUIN SHANGHAI LTD 027784 NRA RULES TARIFF NO. 01

AMENDMENT NO. 1

Rule 30: Access to Tariff Information

Effective: 06SEP2019 Thru: NONE Expires: NONE Publish: 06SEP2019

This tariff is published on the Internet web site of Clasquin Shanghai Ltd at https://www.clasquin.com/en/ourservices/sea-freight-solutions/. Please refer to the tariff profile or title page for additional contact information. RETURN TO TABLE OF CONTENT

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Rule 30: Access to Tariff Information

Effective: 23APR2019 Thru: 06SEP2019 Expires: 06SEP2019 Publish: 23APR2019

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services/worldwide-forwarding. Please refer to the tariff profile or title page for additional contact information. RETURN TO TABLE OF CONTENT

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AMENDMENT NO. O

Rule 31-200: Reserved for Future Use

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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

CLASQUIN SHANGHAI LTD NRA RULES TARIFF NO. 01

AMENDMENT NO. O Rule 201:

NVOCC SERVICE ARRANGEMENT (NSA) ESSENTIAL TERMS (ET)

Effective: 23APR2019 Thru: NONE Expires: NONE Publish: 23APR2019

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
NSA - ET NO.	DUKATION	COMMODITI	SCOLE	MQC

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