BLUE LOTUS OCEAN LINE LIMITED

ORIGINAL TITLE PAGE

FMC No. 028054

NON-VESSEL OPERATING COMMON CARRIER

EFFECTIVE DATE: 02OCT2019 PUBLISHED DATE: 02OCT2019

EXPIRATION DATE:

CONTROLLED CARRIER STATUS: NONE

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TITLE PAGE

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

.....

BLUE LOTUS OCEAN LINE LIMITED is a foreign registered Non-Vessel Operating Common Carrier (NVOCC) by the Federal Maritime Commission (FMC), operating under FMC organization number 028054.

Carrier has opted 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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PUBLISHED BY:

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TARIFF DETAILS

Tariff Number: 01

TARIFF TITLE: NRA GOVERNING RULES TARIFF

EFFECTIVE: 02OCT2019 THRU: None

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PUBLISH: 02OCT2019

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

ALTERATIONS ARE PERMITTED.

ORGANIZATION INFORMATION

ORG NUMBER: 02805

NAME: BLUE LOTUS OCEAN LINE LIMITED

TRADE NAME: Non-Vessel Operating Common Carrier

TYPE:

HDQ. COUNTRY: HK, CHINA

HOME OFFICE: UNIT 05-09, 12/F, METRO LOFT D

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BLUE LOTUS OCEAN LINE LIMITED
NRA RULES TARIFF NO. 01 - Between (US and World)

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Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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BLUE LOTUS OCEAN LINE LIMITED

AMENDMENT NO. O

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

Rule 1:

Scope

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

U.S. ATLANTIC BASE PORTS (ACBP)

Baltimore, MD

Boston, MA

Chester, PA

Charleston, SC

Jacksonville, FL

Miami, FL

New York, NY

Newark, NJ

Norfolk VA

Philadelphia, PA

Savannah, GA

Wilmington, NC

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

Houston, TX

Galveston, TX

New Orleans, LA

Tampa, FL

Mobile, AL

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

Port Hueneme, CA

Los Angeles, CA

Long Beach, CA

Oakland, CA

San Francisco, CA

Portland, OR

Seattle, WA

Tacoma, WA

GREAT LAKES BASE PORTS

Includes Chicago, IL

SUBSTITUTED SERVICE AND INTERMODAL SERVICE

A. SUBSTITUTED SERVICE

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

B. INTERMODAL SERVICE

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

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

AMENDMENT NO. O Rule 1-A:

Worldwide Ports and Points

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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

ASHMORE AND CAI ISLANDS AUSTRALIA AUSTRIA BAHAMAS THE BAHRAIN BAKER ISLAND BANGLADESH BARBADOS BASSAS DA INDIA BELIZIUM BELIZIUM

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

COOK ISLANDS
CORAL SEA ISLANDS
COSTA RICA
CUBA
CYPRUS

CZECHOSLOVAKIA DENMARK DJIBOUTI

DOMINICA DOMINICAN REPUBLIC

ECUADOR ECUADOR

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

FINLAND FRANCE FRENCH GUIANA FRENCH POLYNESIA FRENCH SOUTHERN AND ANTARCTIC

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

GUADELOUPE GUAM GUATEMALA GUERNSEY GUINEA GUINEA BISSAU GUYANA

HAITI HEARD ISLAND AND MCDONALD ISLA HONDURAS HONG KONG HOWLAND ISLAND

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

JERSEY JOHNSTON ATOLL JORDAN JUAN DE NOVA ISLAND KENYA KINGMAN REEF

KIRIBATI KOREA DEMOCRATIC PEOPLES REP KOREA REPUBLIC OF KUWAIT LAOS LEBANON LESOTHO LIBERIA LIBYA LIECHTENSTEIN LUXEMBOURG MACAU MADAGASCAR MALAWI MALAYSIA

MALDIVES MALI MALTA MAN ISLE OF MARSHALL ISLANDS MARTINIQUE

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 NIGER

NIUE NORFOLK ISLAND NORTHERN MARIANA

ISLANDS
NORWAY
OMAN
PAKISTAN
PALMYRA ATOLL
PANAMA
PAPUA NEW GUINEA
PARACEL ISLANDS
PARAGUAY
PERU
PHILIPPINES
PITCAIRN ISLANDS

POLAND
PORTUGAL
PUERTO RICO
QATAR
REUNION
ROMANIA
RWANDA

SAN MARINO SAO TOME AND PRINCIPE SAUDI ARABIA SENEGAL SEYCHELLES SIERRA LEONE SINGAPORE SOLOMON ISLANDS SOMALIA SOUTH AFRICA SOUTH GEORGIA AN

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

SVALBARD SVALBARD SWAZILAND SWEDEN SWITZERLAND SYRIA TAIWAN TANZANIA UNITED

TANZANIA UNI REPUBLIC OF THAILAND TOGO TOKELAU TONGA

TRINIDAD AND TOBAGO TROMELIN ISLAND TRUST TERRITORY OF THE PACIFIC

THE PACIFIC TUNISIA TURKEY TURKS AND

TURKS AND CAICOS ISLANDS

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

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

YUGOSLAVI ZAIRE ZAMBIA ZIMBABWE

BLUE LOTUS OCEAN LINE LIMITED 028054

AMENDMENT NO. O

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

Rule 1-B:

Intermodal Service

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Intermodal through rates applies between points in the U.S. and worldwide destinations. RETURN TO TABLE OF CONTENT

Tariff Rule Information

028054

BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Notice to Tariff Users

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

Tariff Rule Information

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BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Application of NRAs and Charges

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

- 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.
- 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.

028054 BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O Rule 2-010:

Packing Requirements

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

- 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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028054 BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Rule 2-020: Diversion By Carrier

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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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Tariff Rule Information

028054 BLUE LOTUS OCEAN LINE LIMITED
NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 2-030: Reserved for Future Use

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Reserved for future use

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Tariff Rule Information

028054 BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Rule 2-040: Container Capacity

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

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

028054 BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Rule 2-050:

Shipper Furnished Containers

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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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Tariff Rule Information

BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Rule 2-060:

Measurement And Weight

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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

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

3. Calculating Cubic Measurements

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

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

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

4. Official Measurers and Weighers

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

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

BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Rule 2-070: **Overweight Containers**

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

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

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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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BLUE LOTUS OCEAN LINE LIMITED 028054

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

AMENDMENT NO. O

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

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

Rule 2-100: **Security Fees**

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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

AMENDMENT NO. O

Rule 2-110: **Restricted Articles**

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

AMENDMENT NO. O

Rule 2-120: Freight All Kinds (FAK)

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Rule 2-140: AES USA EXPORT SHIPMENTS

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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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AMENDMENT NO. O

DOCUMENTATION FEE Rule 2-150:

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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AMENDMENT NO. O

Rule 2-160: AMS PROCESSING FEE

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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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BLUE LOTUS OCEAN LINE LIMITED 028054

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

AMENDMENT NO. O

SUBMISSION OF CARGO DECLARATION DATA

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019 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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028054 BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O Rule 2-180:

2-180: U.S. CUSTOMS RELATED CHARGES

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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.

BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Rule 2-190:

LIEN NOTICE

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

AMENDMENT NO. O

Rule 2-200:

Cargo Roll-Over Fee

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

AMENDMENT NO. O Rule 2-210:

Free Time Detention / Demurrage / Storage

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

Rule 3:

Rate Applicability Rule Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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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BLUE LOTUS OCEAN LINE LIMITED
NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 4: **Heavy Lift**

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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028054 NRA RULES TARIFF NO. 01 - Between (US and World)
AMENDMENT NO. 0

Dule 5.

Rule 5: Extra Length

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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

AMENDMENT NO. O

Rule 6: Minimum Bill of Lading Charges

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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028054 BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Rule 7: Payment of Freight Charges

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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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028054 BLUE LOTUS OCEAN LINE LIMITED

028054 NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

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.

BLUE LOTUS OCEAN LINE LIMITED	FMC No 028054	В	ill of Ladi	ng NOT NEGOTIA	ABLE UNLESS CON	ISIGNED TO ORDER	
SHIPPER / EXPORTER (2) (COMPLETE NA	AME AND ADDRESS)			DOCUMENT NO.			
				EXPORT REFERE	ENCES (6)		
CONCIONEE (2) (COMPLETE NAME AND L	1000ree			50004400000	OFNI DEFENSES IN		
CONSIGNEE (3) (COMPLETE NAME AND A	ADDRESS)			FORWARDING A	GENT REFERENCES (7)		
				POINT AND COU	NTRY OF ORIGIN (8)		
NOTIFY PARTY(4) / COMPLETE NAME AN	D ADDRESS			DOCUMENT PRE			
					-		
PLACE OF RECEIPT (12)							
VESSEL (13)		PORT OF LO	DADING (14)	INTERNAL REFE	RENCE (10)		
ORT OF DISCHARGE (15)		PLACE OF I	DELIVERY (16)				
			(10)	COP' Origina	Y al Bill Required at De	estination	
			PARTICULARS	FURNISHED BY SH	HIPPER		
MARKS & NOS / CONTAINER(S) NOS. (17)	NO. OF PKGS. (18)	(19) DESCRIPTION	ON OF PACKAGES AND G	OODS	GROSS WEIGHT (20)	MEASUREMENT (21)
				PLE			
TOTAL NUMBER OF PKGS.						*Ship	per Load and Count
DECLARED VALUE (\$)		SEE CLA	USE 20 ON REVERS	SE SIDE	DECEMENTOS O	UIDMENT from the 145	RCHANT in apparent good
CHARGES, INCLUDING FREIG	нт				order and condition	unless otherwise state	d herein, the GOODS men-
	RATE		PREPAID	COLLECT	port for all or any pa AND CONDITIONS CARRIER'S applica- ing this BILL OF LA Where applicable la LADING must be su or CONTAINER(S) 'Non-Negotiable' B	art of the Carriage, SUB. Sappearing on the face able Tariff, to which the IDING. The requires and not other rendered, duly endorsed, or other PACKAGE(S), ILL OF LADING is issue.	erein, by any mode of trans- JECT TO ALL THE TERMS and back hereof and in the Merchant agrees by accept- erwise, one original BILL OF, in exchange for the GOODS the others to stand void. If a ed, neither an original nor a elivery unless applicable law
					BY	OTHE OCEAN LIVE LIVE	
		I		I	AS AGENT FOR BLUE L	OTUS OCEAN LINE LIMITE	יט

HBOL-TTC

- Exert so diverses modest teres this Bill of Lating shall have ented a bits to the provision of the Carriage of Ocoto by Sew 4d of the linked State by America sproved paid (1) (500 with of the Levend as survey of America sproved paid (1) (500 with of the Levend as survey) by Carrier of any of the higher or immutate or on increase of any of the proprieties of a bittles under set ALT in the provisions death of neal defected in ordinate of the provisions death of model defected in seal defected and otherwise specialty model them) shall great before other or otherwise specialty model demonstrated from the United on thorought the entire lime the Cooks are in the catedory of the Carrier (1) this Bill of Lating is issued or defined an independent of the Carrier of Cooks by Sew ALT, Ordinate or State of a nature similar to the international Comercian to the United and Coefficial Was Referring to Bibliot Lating death of the State August 25, 1924 if and be subject to the provisions of self-and cut-defined comment.

 The Carrier death of the Bitter of August 10 with provisions of self-and cut-defined one Seed.
 - exceptions from liability authorized by any provisions of Sections 4281 to 4288 inclusive of the Revised Statutes of the United States and amendments thereto and of any other provisions of the laws of the United States or of any other country vinose laws shall apply.

2. Inthis Bill of Ledino

- Lading
 Chair means the Carler named on the box edile hereof, the vessel, her owner, Medier, operator, demise cheater, and if bound headin, the time cheater and any substitute Carler which the owner, operator, cheater or Medicard and bodingsociated or bakes. "Nessel" means and includes the coven vessel on which the Goods are "Nessel" means and includes the coven vessel on which the Goods are Supportionated orthic both eard or any substitute vessel also any debedration family objective or any other well-cost used by the Carler in the performance orthis context. (b)
- offriscontract. Menthant" means and includes the shipper the consignee the receiver the holder of this bill officing, the owner of the Goods and the servents or agents o
- "Charges" means and includes fieight and all expenses and money obligations (d) incurred and payable by the Merchant
- Goods' means and includes the cargo received from the shipper and described on the face side hereof and any Container not supplied by or on
- behalfoffne Carrier. "Container" means and indudes any container, van, trailer, transportable tank, ίſ
- Colliane in Inicia is a mission of the Inspect. Bet pallet or any similar attide of the insport. Person'l means and induces an incluidual corporation partnership or other (g) ntilly as the case may b
- Participating Center" means and shall include any other water, land, or air carrier performing any stage of the Combined Transport. (h)
- stood and agreed that other than the said Center no person whatsoev the Median Officers and oreworthine vessel all servents, agents, employees, representatives an all steveriores terminal operators, crare operators, ventrimen, capentars, ship determina surveyors and other independent contractors what soever is or shelf be deem either beliefalle will respect to the goods as carefer balle or otherwise however in contract or in ton inflowever. shallble subgesthat any other han assistant source any responsibility thin respect bits of codes at fundament of and expressions that they provided by level by the terms benefit of the subgraded of the subgrade should be adjudged that any other than said carrier is under any responsibility with respect to th
- - Iffuss a damage occurs while the goods a packages are in the custody of the ocean carrier, only the ocean carrier shall be responsible therefor, and any listing of the ocean carrier shall be determined by the terms and conditions of this fall of Lasting and any lew computatiny applicable.
 - the Billottuding and anylowomputarlyappicable littles ordaning cours where for color oppliques are in the outsidy of partipating damests or bright. Certic, only the partipating damests or beign. Certicip State be responsible therefor, and my lidity on partipating damests or bright. Certicip State be determined in reporture only by the terms, conditions and provisions of the spotsible production damest on bright. Certific State (ordinating whether state or notation (i) and lawormputarlyappicable in the counts are considered by the Color or participes of which the Certific State (ii) the following state of the color of the color of the color or participes of which the color of the color or participes of which the color of the color or participes of the thin the foother of certific through the state of the color of the color or participes of the thin the color the certific through the through the color of the color or participes of the color or participes of the certific through the color through the color of the color of the certific through the color through the color through the certific through the through the certific through the through the through through the certific through the through through the through through the through through the through the through through through the through through the through through through the through through through the through through through the through through through through through the through throu
 - in a windous mand in any other windous high and selection of the selection
 - If loss or damage occurs after receipt of the Goods or packages hereunder and it cannot be determined from the records of the ocean Canier or
 - and it can't be determined from the records of the cosin Carier or prolitoring dismosts or traign Carelog which such dismage or loss coursed using cosen dismestic or bright carlege, if all be contablely persunded that become dismage course dismoster be sessioned whether Costs prostings werein the cautoly offer cosen Carier. A it lines when the Costs or packages are in the custoy of the stone-mertinest prolitoring dismassis or integrity. Cariers shall be edited to if the right determines occupions from a finance of bothly and muratiles of whistoner trails received to or comported herein application or gartest better Carriers and the first better to or comported many application. I was explicated or medium and the custom of the custom of the cost of loss explication or design the deep condest now-see that or thing contrained in the field it stadling and the deep condest now-see that or thing contrained in Carriers of any of the rights and immunities or an increase of any of the inflations of and executions from the light with the size of light of Lasing, inflations of an execution to the light varie free as deliged of Lasing, Imitations of and experiences from liability under their said Bil(s) of Lading
- Carters of any of their type are in interval or the increase active or installation of and excreasions for histality under their soil Ettlig of Ladra, brifts of two expricial extenting the soil continuation.

 (In Inmiting way remogenets for the remode in the under after before or after coese many, it is understood and greeff of the coes material establishes as gent of the Merchant whout any other responsibly vinduces and it assumes recognizing the other than soil and soil and the second control and soil of the soil and the second control and soil of the soil and the second control and soil and the second control and soil and the soil and soil and the second control and soil and
- 3.0 and 3.1 nereor.

 5. The goods canied hereunder are subject to all the Terms and provisions of the Canies 5. The goods carried Interactive are subject to a fire Terms and provisors of the Carlest applicable Term I actions the with the Ended Meditine Commission installed Common Commission or any direct regulatory body vibritops are a spinibular postnoriffs contained and the terms and confidence in sept and the terms and Conditions of the said I fail of Terms and Conditions of the said I fail of Lading Copies of the eleval provisors of the applicable Terms and Conditions of the Said Conditions and Conditions of the Said Conditions Conditions and Conditions of the Said Conditions Conditions of the Said Conditions of between the terms and provisors or suc Bill of Lading this Bill of Lading shall preval.
- The Medicant werests that in agreeing to the Terns and Conditions hereof he is on has the authority of the person lovering and entitled to the possession of the Goods and this Bill of Loding.
- (a) The Center shall be entitled to subcontead on any terms the whole or any part of the centage, loading, unloading, storing, werehousing, handing and any and all duties what sever under aken by the Center in relation to the Goods.
 - Asto through transportation, the Center undertakes to procure such senices as necessary and shall haive the right at its side discretion to select any mode of land, sea or air transport and to arrange participation by other Caniers to

- accomplete the contributed transport from place of except to place of delivery. Where ever any stage of the contributed transport is accompleted by any fund or a Creatior or any other wefor Center, each such stage and be contributed according to any leave computantly applicable to such stage and according to the contributed, such and plant for each participating. Center, the same as of such contracts trust and other each participating. Center, the same as of such contracts trust and other each light each from the stage for the contracts the contribute out light each from the same as of such contracts trust and other each participating.
- . The Centershall be entitled by under no obligation to open any container at any time and to spect the contents unless applicable lawyorchibits same if it thereupon appears that the contents repect the contents unless approaches wymonts some fit there upon appears writter contents or any partitives of many stay for opened by content or ment until writter didn't at a for whost incuming any auditions depense or being may measure in relation to the content or its contents or any partitives of collent may devalue the brasposition freed and or bits enymenauses and/or must any researches auditional expense or many not continue the content seem extract or discuss that one can be made any any partitives that one partitives seem extract or discuss that one can be made any partitives that one partitives any measurement expense.
- Carrier may containerize any Goods or packages. Containers may be stowed on dock or incier deck and when so stowed shall be deemed for all purposes to be stowed under dock. including for General Average and U.S. Carriage of Goodsby Sea Act. 1936 and similar legislation.
- 10. Deal cargo (except goods carted in containes on doot) and he animats are received and caret safely 4 Meditaristics (including accolar to motally of animals) and the Carlet shift of anywest beliefs or wylosor of manipertos arising or safely from any independent of anywest beliefs or wylosor of manipertos arising or safely from any independent of safely for the Linde State Carlege of Cooks by Sees At or in any offer case whosever and deal-life fault offer care any wearthy of several deal to the carried of the Linde Carlet any wearthy of several carried whosever and cardet and the burden of priving listify rivery in all respects upon the Meditar Except are gooded alone such internets. Safely are deed cooks and shall be subject to the learned Cooks and shall be subject to
- 11. Special containers with heating or entigeration units will not be furnished unless contraded for expression withing at the of booking and when furnished ineyerated in no crease tright less or draige. Shope and allow contract containing not according who mobile ring consist to Carrier and Carrier and express out about procedure in the furnished expression are in the containers are in to author) or control. The Carrier does not have a record in yr responsibility for the fundancy of intelligent containers included an elegant containers included a described executive carrier.
- 12. The stope of the wyeep-herinomized of the shall industriable or adminity or sheefeed path of all whether named in this content and all sports in a cut of the sheefeed goographical or used in our or other early mining in proceeding the early her be of the discharged result of the other discharged result or in a declaration resylved on a daily here of the other benefits and of separation the direct or administration and outside at cares, less part to replace. The reseast may call the application of the sheef process during the reseast may call the applications are the state of the care part or a subsequent or support or the process during the reseast may call the applications are the state of the care part of discharged may be trades out may be deep consistent of the care o kestores hazardous cargo and sali armed or unarmed and with or without convoy

The Carrie's saling schedules are subject to drange vilhout notice both as to the saling date did ae ofanikal lifthis is a Through Bill of Lading no Carrier(s) bound 10 transport the shipment by any particular train, trude, aircrait, vessel or other means of conveyance or in time for any particular market or dher vise No Carrier shall be liable for dalay and any Carrier shall have the right to forward the goods by substitute Carrier.

- 13. If at anytime the performance of the contract evidenced by this Bill of Lading's) or is likely to be

- 16. At ports or places where by local law authorities or custom the Center is required to discharge 10. A post or packs vieres typical levikultinoses or usatim the uniter is equipant to distripe composition price or distribute to the on to opered of there winners ere not a related within the rigin can glottle if or less relevants product or likely to design, he was of, he Medicant shall promptly until highers or distribute delivery samplishe ship of there and experse of the product of the responsibility of Carrier with respect to the goods shall thereupon terminal
- 17. The Canier shall have liberty to comply with any order or directions or recommendations in cornedin with the transport use this contract of consigue) who year, Oceanment or Authorly, or anyone acting or purpoing to act on behalf of such Oceanment or Authorly, or having under the terms of the molgage or insuance on the vessel or other transport the airt to give such orders declare or ecommendation. Dischage or delivery of the Cooks in accordance with the solid order or declares or recommendations shall be deemed a shittlensf of the control. Any sets expense incurred in concection with the exercise of the Canters liberty under this dause shall be paid by the Merchant in addition to feight and charges.
- 18. Whenever the Cartier or Mader may cleam It advantile or in any case where goods are destined for port(s) or place(s) of which the vessel or port(s) prince related to the off the Cartier may which induce traverable whole or any part of the signer of before after locating at the origination of signer place or places exert mouth and before proceed the very got define useful or despondite port of discharge or the destination of the Cooksiby whet, by fair of any or or by your or principles of the cooksib proceed to the proceeding or entiring a stratable object or an in-before or date the dispensability because of the three postability because of the proceeding the proceeding of the proceeding the proceeding of the proceeding the proceeding the proceeding three postability because of the proceeding three proceedings are proceeding to the proceeding three proceedings are proceeding three proceedings are proceeding to the proceedings are proceedings and the proceedings are proceedings are proceedings and the proceedings are proceedings are proceedings are proceedings and the proceedings are proceedings are proceedings are proceedings are proceedings and the proceedings are scheduloidaged or ante-between after the disperpediatible used for the harporation offer signent. The caline may deep forwards previous previous processor consequence is now marked with which the established commenture in all cases where the dispinant is delivered to another chairs of an bight or 64 Authorly versionation or durk to be the threatigning the legislay this carrier shall associately excess when the Goods are out of the cut-shep cossists and shall not cause until the Goods again count rolls exclusive procession and the responsibility office during any such previous distribution of agent of the Mericant and this carrier state which using the responsibility whatever. The Continge by any transforting or on Contine and all transformer or trivering shall be subject to all reterms whatever in the regular time of bid larger consyment in contract of the stipping document used at the time by the Contin perturning such transformer or brivating.
- 19. In any studion whatsnever and wheresnever contring and whether existing or anticipates 19. In any subsort witescene and wherescene counting and whether existing or an opera-before commencement of or during the combine obtains port, which in the judgement of the opera-tifse Mader is likely to give rise to his for aguture sidar are old entiron, demange, delayor desolventage loss to the Carrier or any part of the Goods to make it unsafe, imprudent or unlawful for any reason. receive, keep load or carrything goods, or commence or proceed on or continue the tarspool or to enter an discharge the goods or disembark presentages at the port of discharge or the usual or agreed or intended place of discharge or delivery onto give rise to delay or difficulty in proceeding by

the usual or intended route the Carrier or the Master may decline to receive keep load or carry the

the usual or intended rute the Carier or the Meater may decime to receive leep load or carry the Cooks or may deven container.
(3) or any port thereof and may require the Mechant to take delivery of the Cooks at the place of receipt of any offer port in three contained brespot and upon take tools on, may vereflowe the cooks of the resist and eyener of the Cooks of the resist where an ord proceeding to entering or deempfort potential protocol of the resist where an ord proceeding towards or entering or deempfort potential protocol of the resist where an ord proceeding the desire place of the protocol of the resist where an ord desire place or may forward or the contests of any contained; of a maker port depot lighter, ord, or dere pleace or may forward or the resist to the major which the first of the legal of the contests of the protocol of the situation of the Meater thris resists and observable cooks are decimated and unless that the contest of the protocol of the situation of the Meater thris resists and observable cooks any place virtualized and the contest of the resist of the contest of the resist of the contest of the resist of the resist

20. Not with standing the foreigning, the Carrier shall neither be liable therefor no concluded a sto the

20. Not-with an implier tregory, the Carie stell mile to belief better tom conducted as bother conscribes of may be mile also gather or representations.
When any vargount owned released by Carie is packed or loaded by stoppe or a signer of destrappidation of the Stell of Laing stems of the Goods and present effective of the Goods and present effective or destrappidation of the Stell of Laing stems of the Goods and present effective or destrappidation of the Stell of Laing stems of the Goods and present effective or destrappidation of the Stell of Laing and stems of the Stell of Laing and Laing an

21. When containers, vens, trailers, transportable tanks, flats, pelletized units and all other packages 2.1. When containers, years, presers, preservations, seas, poetenziourus airu ai chie politique, di herendiari ereletto operaticity) as cargo unbis per dipidate di nosabelly Cleare, such cargo unbis shall be deemed shipped sei Shipped weight on election of control Carder has no resconder mener of checitori per berughty, veget, condition or esisteme of the contrats thereof, does not serves at the quantity, veget, condition or esisteme of auth contrats as furnishe by the shipper and resetled in this Bill of Lading to be accurated and shall not be label for noncepat, or misclescoption of authoritants. Cleare shall have no responsibility of ladiny whatsower freethor or misclescoption of authoritants. Cleare shall have no responsibility of ladiny whatsower freethor.

indescription of such contents. Carrier dhall have no responsibility or liability what sever three for or the posting loading, security and/or showeyed of unterflat of such carry units on the content carrier and the subject of such carrier and the support of such carrier and the support of such carrier and the support of such carrier to great the carry carrier and where the given and carrier to great the carrier to give the code are properly deceated in closed, separates and werner to (git hat the code are properly deceated in carrier and subject the code are properly deceated in the respect of such carrier and support the code study in the support of such carrier and support the code study in a final subject the code study in a final such that the carrier and is the trade carrier and support the code study in a final such as the support of such carrier and support the code such such as the support of such carrier and support the code such such as the support of such as the such as the support of such as the su 13. If all anytimetre performance of the contract elektrocally fiss BI of Lading's) or is left year in the temperature of the contract elektrocally first BI of Lading's) or is left year in the temperature of the contract o

- 22. The Medinart and the Coods themselves shall be fedire for and shall indemnify the Carrier and the Carrier shall have a fine a fine in the Coods for all expenses of mending, respirat, principality, appealing, or comparing, the coods are of perfectly of the coods and appealing of topics contrast of policies, also of the expenses or respirat grantines alternated which in the cooks shall be represented in the cooks of the principality of elevent upon the Carrier viewed or conveyance in comparing the cooks of the cook compain with the Goods investment classos roturing any atom or requirent or day permitted or general adult of the recomplication of the day of the destination of ordaries process of destination accordance industrial mainly purchasing or actives band of telephor described accompany the Goods or boungly with even regulations or which report to the Goods or the comply with even regulations or shall be destinated in the control of the control of the control of the control of your day of the control of ones on the Medicant The Control of the day of the control of publication of the Medicant The Control of the control of publication of the Medicant Control of the control of publication of the Medicant Control of publication of the Medicant Control of publication of pub
- here in all abstract dropes (including or Carelly) deliver control of public of the delivery and or seek of the Country free Carelly of the prepared to the country free Carelly of the Ca

asing or resulting from any such faller of performance by the Mechant Any pessin, time or program or googlessively any poly potent moveralize sections. Whenever the recognised considerable exclusive agent of the Mechant to deproces and any peament of registrous maps, man corporation shall not be considered power to the Center shall be considered such person, then corporation beyon any peam of the registrous the Center shall be considered as the Performance in the peament of the feet; if the Center shall be considered as shall be feet and the peament of the feet; if the Center shall be considered as shall be desired as the Performance of the feet of the Center shall be considered as shall be desired as the Center shall be considered as the Center shall be performed by the Center shall be considered as the Center

- rrier shall not be liable for any consequential or special dam ages and shall have the option o
- 25. The weight or quantity of any but leaguh rested in this BI of Lading is the weight or quantity as esset tentility afficipatly differ hand the Carrier and Continum disconcerposat abort with regard to the execute of the exit This BI of Lading paid in the december deviations expand the Continum for organization of product of product of the exit of the execution of the execu

26. Neither the Center nor any coparation owned by subsidery to or rescorded or affiliated with the Center the beliable bursiver for or bronsklergood any loss or demage both e good counting at any time and even though before loading on or alser discharge from the ship by research or by means of any the vindscover unless such the shall be caused by its design or neglect or byts actual faut 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.

Can be suggested.

If the vessel can be into odicion with another vessel as a result of the fault or regigance of the other vessel and any ed., neglect or detail of the Carie, Misate, mane, gild of the sevents of the Carier agents of the research produced the care agents at loss of religibly the dried or morning used or the owners in so far as such as or liability protects to a for demay to any data withsteened or the Medicant paid or people by the dried or morning used of the owners to the Medicant and subdit except of proceeding by the dried or morning used or the owners to the Medicant and subdit except of proceeding by the dried or morning used or the owners to the Medicant and subdit except of the contracting of the contracting used or dried.

The regarging provisors shall also apply where the owners, operators of those independent or except of medicant produced the facility research or publication the colling resistors objects end such interest of accidion contact had great or dried accident. This provision is brown in in their united dried events of the Couls office United States of America.

General average shall be adjusted stated and settled according to the York Antiverp Rules 1974 except Rule XII thereof, at such port or place as may be selected by the Canier and as to matters not provided for by these Rules according to the laws and usage's or New York.

hates 1944 except full exit thereof, a surpport prices annayle except and as to mattern of provided to by these flust except on the level and segled of NewYork.

In such adustment discussments in foreign curencies shall be exchanged into United Statement of the referencing on the discussion and adult of the control of t

29. In case of any loss or damage to or in correction with Goods exceeding in adult value the equivalent of \$500 lawful money of the United States per peculage or in case of Goods and shipped in peculages or shipping unit the value of the Goods shall be deemed to be \$500 per package or per shipping unit. The Canies laidily if any shall be delemined on the base of a value.

bote \$500 perpediages op an stipping unt. The Carrier's statisfylfanyskal to detainined on the basis of a wild part of pro sist in case of patiel lass or deninger unless frentue of the Cooks and a wall administer from \$500 per pediages op an stipping unt of pro sist in case of patiel lass or deninger unless the returned or face of the stipping under stipping of the dust view of the cooks per padage or par shipping unt shall exceed such declared view, the value of an entire feet side program of the cooks per padage or par shipping unt shall exceed such declared view and the Credit label, and not exceed the declared view and the Credit label, and not exceed the declared view and the Credit label, and not exceed the declared view and the Credit label, and not exceed the cooks program of shapped in the view of Shipping unit shall men exceed poors and shapped in bulk and interprate of the veryith of the measurement until engloped in cabusting registrateges.

Where contains, vant spieles pringordatels, brais, filts, palettaturts and other such padages arent padaed by the Carrier each included such container, was help adole padages are not padaed by the Carrier each included such container, was help adole padages are not padaed by the Carrier each included and provided the state of the veryity in each restorate its state be deemed as any pagage and Carrier's liabily intended to \$500 with respect to each suphopadage.

respect to each such package

- 30. As to biss or damage to the Goods or packages counting or pessinned to have counted during ocean valgage interspectations of damage another general nature of the general valgage to the general nature of the general valgages and the period of the removal of the Goods or packages into the customy of the person entitled to delivery three of their first of Lading or if the loss or durings be that Appeart Valin three consocially each general value for the first package of the darking of the period of the darking of the darking value from the deciration of the darking value from the darking
- 31. As to loss or damage to the Goods or package occurring or presumed to have occured uting ocean ceitings, the Center and the vessel shall be distinguist from all liability-interspect of loss, demander, mischellery, deby or interspect of any other treach of this contract and any dain what ocean with respect to the Goods or packages unless statis trought with one; year after dethery of the Goods or package or the late when the Goods or package should investmental devices. Sufficient the deviment brought unless jurisdiction shall have been obtained over the Carrier and/or the vessel by service of processor/byanagreement/oappear.
- 32. Gold siter, greate, bullon or other valuables including those named or described in Sec. 4501 of the Revised Statute of the United State will not be received by the Carrier unless that the ordered and value are obtained to the Carrier and a special window agreement threator has been made in advance and will not in any case be loaded or landed by the Carlier. No such valuables shall be considered incered early or deliverable the Carrier of through decived the shall be supposed on the carrier of the carrier of the color post for color decived by the shall be sub-possession of the carrier of the the Care unit through doced the ship byte shippe and put in the dust procession of and a whiten recipil threather beginn by the Mader or the role office in draige. Such valuation will only be delivered byte Clarier doced the ship on presentation of bits of shippy present and our put and believe put locatife. Cerein septically also costs. If delivery is not so taken promptly after the ship's entired in the port of docharge, the goods may be reliable of the control of an add or orded on solely at the risk and express of the goods.
- 33. It is screed that supericial rust, oxidation or any like condition due to moisture is not a condition of damage but is inheent to the nature of the cargo and admovedgement of recipt of the Goods in appeared good order and condition is not a representation that such conditions of rust, coldation and the like old not exist on receipt.
- 34. The contract evidenced by or contained in this Bill of Lasing shall be governed by an construed in accordance with Hong Kong law and, save as may be compulsorly 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 and gines uper and experiment in the curs of multiplication by the wholl place of the whole of the whole of the contravience in the state of the form of the first state of the state of th sale discretion of Center 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

BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Rule 9: Freight Forwarder Compensation

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Rule 10: Surcharges, Assessorial and Arbitraries

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

Tariff Rule Information

028054 BLUE LOTUS OCEAN LINE LIMITED

028054 NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 11: Minimum Quantity Rates

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019
Carrier may charge minimum quantity rates as specified in each individual NRA.
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Tariff Rule Information

028054 BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Rule 12: Ad Valorem Rates

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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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AMENDMENT NO. O

Rule 13: Transshipment

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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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AMENDMENT NO. O

Rule 15: Open Rates in Foreign Commerce

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Not Applicable.

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AMENDMENT NO. O

Rule 16: Hazardous Cargo

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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 Tarriff:

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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028054 BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O

Rule 17: SOLAS Regulations

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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. Blue Lotus Ocean Line Limited 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 BLUE LOTUS OCEAN LINE LIMITED will rely on the accuracy of the VGM details furnished by us and that BLUE LOTUS OCEAN LINE LIMITED 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, BLUE LOTUS OCEAN LINE LIMITED 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 BLUE LOTUS OCEAN LINE LIMITED 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. RETURN TO TABLE OF CONTENT

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AMENDMENT NO. O

Rule 18: Returned Cargo in Foreign Commerce

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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.

028054 BLUE LOTUS OCEAN LINE LIMITED
NRA RULES 028054 - Between (US and World)

AMENDMENT NO. O

Rule 19: Shippers Requests in Foreign Commerce

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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AMENDMENT NO. O

Rule 20: Overcharge Claims

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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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Rule 21: Use of Carrier Equipment

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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025054 NRA RULES TARIFF NO. 01 - Between (US and World)
AMENDMENT NO. O

Rule 22: Automobile Rates in Domestic Offshore Commerce

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Not Applicable.

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AMENDMENT NO. O

Rule 23: Carrier Terminal Rules and Charges

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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AMENDMENT NO. O

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

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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

AMENDMENT NO. O

Rule 24: NVOCCs in Foreign Commerce: Bonds and Agents Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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. SU62214
- Issued By: Aspen American Insurance Company, 175 Capital Blvd, Suite 300, Rocky Hill, CT 06067 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. RETURN TO TABLE OF CONTENT

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

Rule 25:

Certification of Shipper Status in Foreign Commerce Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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

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Rule 26:

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Reserved for future use

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AMENDMENT NO. O

Rule 27: Loyalty Contracts in Foreign Commerce

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Not Applicable.

028054 BLUE LOTUS OCEAN LINE LIMITED

028054 NRA RULES TARIFF NO. 01 - Between (US and World)
AMENDMENT NO. 0

Rule 28:

Definitions

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

CARRIER - means Blue Lotus Ocean Line Limited

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 BLUE LOTUS OCEAN LINE LIMITED a registered Non-Vessel Operating Common Carrier (NVOCC) with the U.S. Federal Maritime Commission under FMC organization number 028054.

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.

BLUE LOTUS OCEAN LINE LIMITED

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

AMENDMENT NO. O **Rule 29:**

ABBREVIATIONS, CODES AND SYMBOLS

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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 B/L Lumpsum LS

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

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

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

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

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 Р Pier

DDC Destination Delivery Charge Pkg 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

Ft Feet or Foot 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

028054 BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01

AMENDMENT NO. O

1,122 110225 1111111 1101 0

Rule 30: Access to Tariff Information

Effective: 02OCT2019 Thru: 06SEP2019 Expires: 06SEP2019 Publish: 02OCT2019

This tariff is published on the Internet web site of Blue Lotus Ocean Line Limited at. Please refer to the tariff profile or title page for additional contact information.

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AMENDMENT NO. O

Rule 31-200: Reserved for Future Use

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

028054 BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01

AMENDMENT NO. O Rule 201:

NVOCC SERVICE ARRANGEMENT (NSA) ESSENTIAL TERMS (ET)

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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