

TLI Shipping, LLC
OTI License: 17171NF
Tariff Number TLIS-000
Effective: January 01, 2016
Publication: January 01, 2016

TITLE PAGE

TLI Shipping, LLC
Tel: 240-389-6055 Fax: 301-421-4326

NVOCC Tariff No. TLIS-000

Naming
Rules and Regulations
Applicable on the Transportation of Commodities

Certification

All information contained in this tariff is true and accurate and no unlawful alterations will be permitted. The official tariff is available on the Internet web site:

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<p>SHIPMENTS TO BE DONE EXCLUSIVELY BY NEGOTIATED RATE ARRANGEMENTS</p> <p>RULE NO 1: RULE 1: SCOPE</p> <p>EFFECTIVE</p> <p>Rules and conditions named herein apply to all transportation of cargo by TLI Shipping, LLC.</p>		

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<p>RULE NO 001-1: THROUGH RATES/INTERMODAL TRANSPORTATION</p> <p>EFFECTIVE:</p> <p>Carrier will provide through intermodal service via all combinations of barge, motor and rail service. Intermodal Rates will be shown as single-factor through rates as specified in individual TLIs or combination through rates constructed by the addition of applicable inland factors. Carrier's liability will be determined in accordance with the provisions indicated in their Bill of Lading. This tariff contains local, through and proportional rates as defined in 46 CFR Part 514.2.</p> <p>SUBSTITUTED SERVICE</p> <p>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 shippers would have borne had the shipment cleared through the port originally intended.</p> <p>RULE NO 002: APPLICATION OF RATES AND CHARGES</p> <p>EFFECTIVE:</p> <p>A. Except as otherwise stated in a Negotiated Rate Arrangement, rates for transportation and any other services shall be stated in terms of United States Currency and apply per weight ton of 1000 Kilos (W) or measurement ton of 1 Cubic Meter (M), or container unit (C), whichever produces the greater revenue, in accordance with the specifications of the applicable rate.</p> <p>B.</p> <p>1. Rates as stated in any NRA or agreement shall apply between port/ point of loading and port/point of discharge, and, unless otherwise specifically provided, shall not include terminal, handling, wharfage, marine insurance or any other accessorial charges which may be established by Custom of the Port, by Port Tariffs, or by U.S. Customs. Any accessorial charges that are assessed against the cargo will be for the account of the cargo.</p>		

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<p>F. DESCRIPTION OF SERVICE</p> <p>Except as otherwise provided all rates and charges shall be applicable only to the transportation of general commodities in containers and apply to specific categories of services as noted below.</p> <p>DOOR (D)</p> <p>AT ORIGIN - applies when the cargo is loaded on shipper's premises at shipper's expenses. Rate includes inland transportation from shipper's premises to carrier's designated facility.</p> <p>AT DESTINATION -applies when the cargo is unloaded on consignee's premises at consignee's expenses. Rate includes inland transportation from carrier's facility to the consignee's premises.</p>		

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<p style="text-align: center;">HOUSE (H), OCEAN PORT (O) OR CONTAINER YARD (Y)</p> <p>AT ORIGIN - applies when the empty container is made available to the shipper at carrier's designated facility. Rate does NOT include pickup, loading or return of loaded container to carrier's designated facility.</p> <p>AT DESTINATION - applies when the loaded container is made available to the consignee at carrier's designated facility. Rate does NOT include, delivery, unloading or return of empty container to carrier's designated facility.</p> <p>MOTOR (M) OR RAIL (R)</p> <p>AT ORIGIN - applies when the empty container is made available to the shipper at carrier's container depot. Rate does NOT include pick-up/loading or return of loaded container to carrier's designated MOTOR (M) or RAIL (R) terminal. Rate includes all inland transportation from MOTOR (M) or RAIL (R) terminal to carrier's facility.</p> <p>AT DESTINATION - applies when the loaded container is made available to the consignee at carrier's MOTOR (M) or RAIL (R) terminal. Rates does NOT include delivery, unloading or return of empty container to carrier's designated container depot. Rate includes all inland transportation from carrier's facility to MOTOR (M) or RAIL (R) terminal.</p> <p>PIER (P) OR CONTAINER FREIGHT STATION (S)</p> <p>AT ORIGIN - applies when the shipper delivers cargo to carrier's designated facility at shipper's expense. For full container loads rate includes loading the container by the carrier.</p> <p>AT DESTINATION - applies when the consignee picks up cargo at carrier's designated facility at consignee's expense. For full container loads rate includes unloading the container by the carrier.</p>		

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<p data-bbox="228 464 797 485">G. PROHIBITED OR RESTRICTED ARTICLES</p> <p data-bbox="198 522 1411 575">Except as otherwise provided, the following articles will not be handled unless prior arrangements have been made with carrier:</p> <ol data-bbox="391 611 1421 1115" style="list-style-type: none"> 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 other cargo. 3) Cargo which requires protection from heat or cold. 4) Bank bills, coin or currency, deeds, drafts, notes or valuable paper of any kind; jewelry including costume or 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. 5) Animals, Birds and Fish, alive. <p data-bbox="198 1152 531 1173">H. MARKING OF FREIGHT</p> <ol data-bbox="391 1209 1421 1415" style="list-style-type: none"> 1) Each single carton, package or other separate article MUST be plainly and durably marked with the name and address of the shipper and the name and address of the consignee. 2) Every container must comply with all local, national, and international requirements and regulations applicable to the marking and labeling of such containers from point of origin to point of destination. <p data-bbox="198 1453 391 1474">I. INSURANCE</p> <p data-bbox="198 1512 1386 1596">Unless otherwise provided, rates stated in a NRA or other agreement do not include Marine Insurance, and no premiums for account of shipper may be absorbed by the carrier.</p>		

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<p>J. LIMITATION OF SERVICE</p> <ol style="list-style-type: none"> 1) The carrier is not obligated under this tariff to transport property for which suitable equipment is not available, nor is transportation to be performed under impractical or unsafe circumstances in the judgment of the carrier. 2) Nothing in this tariff shall be construed as to create any obligation for the carrier to institute or maintain any service from or to any places named herein, and all rates, rules and regulations will apply when services so mentioned are operating. <p>K. PARTS</p> <p>Wherever rates are provided on articles named herein, the same rates will apply on parts of such articles, except where specific rates are provided for such parts.</p> <p>L. TYPES OF SERVICE REQUESTED BY SHIPPER</p> <ol style="list-style-type: none"> 1) Customer must notify Carrier prior to shipment as to the type of service preferred and the type of service requested must clearly be marked on the Bill of Lading at time of shipment. The service code type as designated below will be shown as a note in individual TLIs. If no service code is shown, the service type shall be "R" for Regular type service. 		

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<table border="1"> <thead> <tr> <th><u>CODE</u></th> <th><u>TYPE OF SERVICE</u></th> <th><u>DEFINITION OF SERVICE</u></th> </tr> </thead> <tbody> <tr> <td>B</td> <td>ECONOMY</td> <td>Demands lowest rate regardless of transit time or service availability. No guarantee of space or frequency of sailing will be provided.</td> </tr> <tr> <td>R</td> <td>REGULAR</td> <td>Customer accepts transit time, frequency of sailing as provided by carrier on a regular basis.</td> </tr> <tr> <td>S</td> <td>SUPERIOR</td> <td>Same as Premium Service but in addition, customer is guaranteed space availability and transit time.</td> </tr> </tbody> </table> <p>M. CONTAINER PRO-RATE PROVISION</p> <p>When full container load shipments are from one shipper to multiple consignees or from multiple shippers to one consignee, and are loaded off of carrier's premises, the full container load rates published herein will apply and will be pro-rated according to the individual shipper(s)/consignee(s) utilization of the container involved. Shipments moving under this provision will not be subject to Rule 6.</p> <p>N. PACKAGING REQUIREMENTS</p> <p>All cargo shall be properly packed in such manner as to protect it against damage from stowage in holds or handling in quantities along with other cargo in any customary manner required for usual sea dispatch.</p> <p>O. FORCE MAJEURE</p> <p>The following clauses shall apply to all carriage undertaken by the carrier to the extent permitted by law unless specifically exempted, notwithstanding any contrary provisions in any Bill of Lading or any failure to state such clauses in any contract of carriage.</p>				<u>CODE</u>	<u>TYPE OF SERVICE</u>	<u>DEFINITION OF SERVICE</u>	B	ECONOMY	Demands lowest rate regardless of transit time or service availability. No guarantee of space or frequency of sailing will be provided.	R	REGULAR	Customer accepts transit time, frequency of sailing as provided by carrier on a regular basis.	S	SUPERIOR	Same as Premium Service but in addition, customer is guaranteed space availability and transit time.
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<p>1) Changed circumstances: "Without prejudice to any rights or privileges of the carrier under covering Bills of Lading 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 carriers' operations, the carrier reserves the right to cancel any outstanding booking or contract of carriage, or to increase the rates if in conformity with the provisions of the Shipping Act, 1984."</p> <p>2) Force Majeure: "Without prejudice to any rights or privileges of the carrier under covering Bills of Lading or under applicable provisions of law, the Carrier shall not be liable for any losses from any cause arising from or due to circumstances beyond its reasonable control, which circumstances shall include, but not be limited to Acts of God, war, hostile act, criminal act, revolution, riot, strikes or other labor disturbances, civil commotion, blockade, embargo, act or restraint of government or damage by flood or natural catastrophe."</p> <p>P. METRIC CONVERSION</p> <p>In areas where the metric system prevails the following conversion factors will apply:</p> <p>2.2046 lbs. = 1 kilos 2204.6 lbs. = 1000 kilos 35.31 cu. ft. = 1 cubic meter 3937 inch = 1 centimeter</p>		

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<p data-bbox="228 464 626 485">Q. SHIPPER LOAD AND COUNT</p> <p data-bbox="196 525 1424 905">Where containers are loaded by shipper or his agent and sealed, carrier will accept such shipments subject to "Shipper's Load and Count" and Bill of Lading shall be so clausd and carrier will not be responsible either directly or indirectly for damage resulting from improper loading or mixing of articles in the container or any discrepancy in count or concealed damage to articles. The shipper shall furnish carrier with a list of contents showing description of goods and the gross weight and cubic measurements of the contents of the container. Carrier reserves the right to open and inspect the contents of a container and so indicates on the Bill of Lading, resealing the container. When containers loaded with goods moving subject to shipper's load and count are delivered to consignee or his agent, consignee or his agent must furnish carrier with a claim-free receipt prior to release of container or contents for delivery.</p> <p data-bbox="196 940 485 961">R. RATES NOT SHOWN</p> <p data-bbox="196 995 732 1016">EFFECTIVE: NOT APPLICABLE</p> <p data-bbox="196 1052 514 1073">S. TLI LEVEL CHARGES</p> <p data-bbox="196 1106 732 1127">EFFECTIVE: NOT APPLICABLE</p> <p data-bbox="196 1171 704 1192">T. SPECIFICITY OF CLASSIFICATION</p> <p data-bbox="196 1232 732 1253">EFFECTIVE: NOT APPLICABLE</p>		

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<p>RULE NO 002-01: APPLICATION OF RATES AND CHARGES: RATES ON MIXED SHIPMENTS</p> <p>EFFECTIVE:</p> <p>EFFECTIVE: NOT APPLICABLE</p> <p>RULE NO 003: RATE APPLICABILITY RULE EFFECTIVE:</p> <p>EFFECTIVE: NOT APPLICABLE</p> <p>RULE NO 004: HEAVY LIFT</p> <p>EFFECTIVE: NOT APPLICABLE</p> <p>RULE NO 005: EXTRA LENGTH</p> <p>EFFECTIVE: NOT APPLICABLE</p> <p>RULE NO 006: MINIMUM BILL OF LADING CHARGES</p> <p>EFFECTIVE:</p> <p>EFFECTIVE: NOT APPLICABLE</p> <p>.</p>		

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<p>RULE NO 007: PAYMENT OF FREIGHT CHARGES</p> <p>EFFECTIVE:</p> <p>A. Freight charges must be prepaid, unless prior arrangements have been concluded in accordance with the following provisions:</p> <ol style="list-style-type: none"> 1) Prepaid Freight and Prepayment of Freight: When freight or charges are prepaid, Bill of Lading must not be issued except upon payment of such freight or charges in U.S. Dollars or in foreign currency based on the highest (numerical) Telegraphic Transfer Selling Rate of Exchange (TTS) for U.S. Dollars pursuant to Rule 3. 2) Collect Freight: Collect freight and charges must be paid to the ocean carrier prior to release of cargo at terminal ports of discharge. 3) Freight charges must be paid to the carrier before release of the cargo, unless prior arrangement to the contrary has been made with the carrier. 4) Freight charges and all other charges must be prepaid on shipments of: <ol style="list-style-type: none"> a) Household Goods b) Personal Effects c) Privately Owned Motor Vehicles d) Refused/Returned Shipments 5) In the event Consignee or his agent refuses to pay freight and other charges, and merchandise remains undeliverable thereby, Shipper guarantees and remains liable for full payment of freight and other charges, together with any expense incurred while awaiting disposition of the cargo. <p>B. Ocean freight and other charges are due and completely earned upon receipt of cargo by the Carrier, ship and/or cargo lost or not lost.</p> <p>C. Currency Clause:</p> <p>Unless otherwise provided, Rates and Charges set out in any NRA or other agreement are quoted in United States of America 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 of this relationship, the Carrier reserves the right upon publication if in conformity with the provisions of the United States Shipping Act of 1984, as amended, to adjust its rates and charges as required to remove the adverse effects.</p>		

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<p>D. Freight and charges on collect shipments shall be paid for prior to the delivery of the cargo.</p> <p>E. Prepayment of freight monies and charges at destination, must be made in full for the complete original Bill of Lading quantity prior to the release of any original ocean Bill of Lading by the Carrier to the Shipper or his duly authorized licensed Freight Forwarder or his Agent.</p> <p>RULE NO 008: BILL(S) OF LADING</p> <p>EFFECTIVE: [ATTACHED]</p> <p>RULE NO 009: FREIGHT FORWARDER COMPENSATION</p> <p>EFFECTIVE:</p> <p>A. Payments of Compensation</p> <ol style="list-style-type: none"> 1. Compensation to a licensed Ocean Freight Forwarder will be paid in connection with any shipment dispatched on behalf of others when, and only when, such forwarder is licensed with the Federal Maritime Commission under Section 19 (a) of the Shipping Act of 1984 and has certified in writing that it holds a valid license and has performed the following services: <ol style="list-style-type: none"> A. Engaged, booked, secured, reserved, or contracted directly with the Carrier or its agent for space aboard a vessel or confirmed the availability of that space. B. Prepared and processed the Ocean Bill of Lading, dock receipt, or other similar document with respect to the shipment. 2. Carrier will not pay compensation for services described in Paragraph (1), more than once on the same shipment. 3. Carrier will not knowingly pay compensation on a shipment in which the forwarder has a direct or indirect beneficial interest. 		

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<p data-bbox="228 459 626 485">B. Rates of Compensation</p> <ol data-bbox="391 520 1406 1115" style="list-style-type: none"> <li data-bbox="391 520 1406 575">1. Such compensation shall be based on percentage of the applicable rate for the commodity involved. <li data-bbox="391 579 1406 695">2. The applicable percentage shall be as shown below: (Applies on Export Shipments Only) FCL LCL 2.5% 2.5% <li data-bbox="391 730 1406 1115">3. Exceptions - Compensation will not be due or payable on the following: <ol data-bbox="586 789 1406 1115" style="list-style-type: none"> <li data-bbox="586 789 922 814">(a) Advance charges. <li data-bbox="586 819 1406 873">(b) Temporary freight charges or emergency surcharges. <li data-bbox="586 877 1406 961">(c) Bulk cargoes and lumber exempted from filing requirements of the Shipping Act, 1984. <li data-bbox="586 966 1406 1020">(d) Military Sealift Command or Military Traffic Management Command cargoes. <li data-bbox="586 1024 1406 1115">(e) Terminal Handling Charge, Bunker Adjustment Factor, Currency Adjustment Factor or any Surcharge named in the tariff. <p data-bbox="196 1178 894 1203">RULE NO 010: SURCHARGES AND ARBITRARIES</p> <p data-bbox="196 1241 358 1266">EFFECTIVE:</p> <p data-bbox="196 1304 1422 1413">All surcharges, arbitraries and assessorial charges which are established by Custom of the Port, by Port Tariffs, by U.S. Customs are for the account of the cargo and will be indicated in specific TLIs under this attached TLI notes and/or assessorial charges field as appropriate.</p>		

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<p>RULE NO 011: MINIMUM QUANTITY RATES</p> <p>EFFECTIVE: NOT APPLICABLE</p> <p>When two or more TLIs are named for the same commodity over the same route and under similar conditions, and the application is dependent upon the quantity of the commodity shipped, the total freight charges assessed against the shipment may not exceed the total charges computed for a larger quantity, if the TLI specifying a required minimum quantity (either weight or measurement per container or in containers), will be applicable to the contents of the container(s), and if the minimum set forth is met or exceeded. At the shipper's option, a quantity less than the minimum level may be freighted at the lower TLI if the weight or measurement declared for rating purposes is increased to the minimum level.</p> <p>RULE NO 012: AD VALOREM RATES</p> <p>EFFECTIVE:</p> <p>A. The liability of the carrier as to the value of shipment at the rates herein provided shall be determined in accordance with the clauses of the carrier's regular Bill of Lading form.</p> <p>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 rates applying on the commodities shipped as specified herein.</p> <p>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 three and three quarters per cent (3-3/4%) of the value declared in excess of the said Bill of Lading Limit of Value and is in addition to the base rate.</p>		

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<p>RULE NO 013: TRANSSHIPMENT</p> <p>EFFECTIVE: NOT APPLICABLE</p> <p>RULE NO 014: CO-LOADING IN FOREIGN COMMERCE</p> <p>EFFECTIVE:</p> <p>DEFINITION:</p> <p>Co-loading shall mean the combining of cargo, in the import and export foreign commerce of the U.S., by two or more NVOCC's for tendering to an ocean carrier under the name of one or more of the NVOCC's.</p> <p>EXTENT OF ACTIVITY:</p> <p>Carrier may participate in co-loading agreements on a Carrier-to-Carrier relationship. Carrier tendering cargo for co-loading shall notify shipper of such action by annotating each applicable Bill of Lading with the identity of any other NVOCC with which its cargo has been co-loaded.</p> <p>AND/OR</p> <p>Carrier may participate in co-loading on a Shipper/Carrier relationship, meaning the receiving NVOCC issues a Bill of Lading to the tendering NVOCC for carriage of the co-load cargo. Carrier shall co-load cargo at its discretion and shall notify shipper of such action by annotating each applicable Bill of Lading with the identity of any other NVOCC with which its shipment has been co-loaded.</p> <p>LIABILITY:</p> <p>Carrier's liability to the shipper shall be as specified on the shipper's Bill of Lading regardless of whether or not the cargo has been co-loaded.</p> <p>PAYMENT OF FREIGHT CHARGES:</p> <p>Where carrier engages in co-loading , carrier will be responsible to pay any other common carrier 5 rate and charges in order to transport the shipper's cargo to its destination and there will be no additional charge assessed to the shipper. Where carrier is the tendering NVOCC, carrier shall be responsible to the receiving NVOCC for payment of any charges for the transportation of the cargo.</p>		

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<p>RULE NO 015: OPEN RATES IN FOREIGN COMMERCE</p> <p>EFFECTIVE: NOT APPLICABLE</p> <p>RULE NO 016: HAZARDOUS CARGO</p> <p>EFFECTIVE:</p> <p>A. The carriage of Dangerous Goods or Hazardous Materials as defined in the IMDG Code is expressly subject to the conditions set forth herein and on the Bill of Lading.</p> <p>B. Dangerous Goods consist of those commodities identified as such in the International Maritime Dangerous Goods Code (the "IMDG Code"). Hazardous Materials are those commodities identified as such in the United States Code of Federal Regulations.</p> <p>C. Stowage of dangerous goods or hazardous materials will be made in accordance with the IMDG Code unless alternate stowage arrangements are requested and approved by the carrier in advance. The shipper shall be solely liable for any losses caused by or due to any failure to notify the carrier in advance of special stowage requirements with respect to any cargo, regardless of whether carrier may have or should have become aware of special stowage requirements through other means.</p> <p>D. The Carrier will undertake to carry goods of an explosive, inflammable, radioactive corrosive damaging, noxious, hazardous, poisonous, injurious or dangerous nature only upon the Carrier's acceptance of a prior written application by the shipper for the carriage of such goods. Such application must accurately state the nature, name, label and classification of the goods as well as the method of rendering them innocuous, with the full names and addresses of the shipper and the consignee.</p> <p>E. The shipper shall undertake that the nature of the goods referred to in the preceding paragraph is distinctly and permanently marked and manifested on the outside of the package(s) and container(s) and shall also undertake to submit the documents or certificates required by any applicable statues or regulations or by the Carrier.</p>		

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<p>F. Containers provided by the Shipper must comply with the IMDG Code and all applicable requirements imposed by national, local or port authorities. Carrier reserves the right to inspect any tendered container, reject any noncompliant container and substitute a suitable container at shipper's cost.</p> <p>G. Whenever the goods are discovered to have been received by the Carrier without complying with the foregoing paragraphs or the goods are found to be contraband or prohibited by any laws or regulations of the port of loading, discharge or call or any place or waters during the transport, the Carrier shall be entitled to have such goods rendered innocuous, thrown overboard or discharged or otherwise disposed of at the Carrier's discretion without compensation and the Shipper shall be liable for and indemnify the Carrier against any kind of loss, damage or liability including loss of freight, and any expenses directly or indirectly arising out of or resulting from such goods.</p> <p>H. The Carrier may exercise or enjoy the right or benefit conferred upon the Carrier under the preceding paragraph whenever it is apprehended that the goods received in compliance with foregoing paragraphs become dangerous to the Carrier, Vessel, cargo, persons and or other property.</p> <p>I. The Carrier has the right to inspect the contents of the package(s) or container(s) at any time and anywhere without the shipper's agreement but only at the risk and expense of the Merchant.</p> <p>J. Rates will be based on both number of containers (C) and cargo segregation indices.</p> <p>K. Carrier will hold shipper(s) solely responsible for any penalties and/or damages resulting from failure to comply with the preceding requirements.</p> <p>L. All shipments tendered pursuant to this rule are subject to prior booking with the carrier and are governed by the International Maritime Dangerous Goods Code and Code of Federal Regulations Title 46 Part 146.25 and Title 49 Parts 100-199.</p> <p>M. Included in the Foregoing are the regulations of the U.S. Department of Transportation set forth in 46 CFR 146.29, which specified that the following information requirements must accompany each shipment of hazardous goods from the U.S.</p>		

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<p>1. A 24 Hour Telephone Number</p> <p>It is required that the shipper provided on the shipper document (e.g. the Bill of Lading), a 24 hour emergency telephone number of a person or organization in foreign countries and in the U.S., having or having immediate access to, knowledge about the hazardous material and comprehensive emergency response and accident mitigation information for the material. The Carrier cannot accept shipments of chemicals and other hazardous materials which do not provide a 24 hour telephone number.</p> <p>2. Emergency Response Measures to Accompany the Cargo The following emergency response information must accompany each hazardous materials shipment and be kept with the vehicle/vessel operator:</p> <ul style="list-style-type: none"> - a description of the hazardous material - immediate health hazard information and preliminary first aid measures - immediate precautions and methods of handling spills, leaks and fires, etc. <p>3. NOS Shipments Must Show Technical Name. NOS Descriptions of hazardous goods on the shipping paper must be accompanied by the chemical's technical name.</p> <p>Any fines or penalties incurred due to the failure of the shippers to conform to the regulations will be for the account of the shipper. In addition shipper shall indemnify and hold carrier harmless from and against any liability for damage to property or person arising from the ocean or inland transportation and handling of hazardous cargoes, except where such liability is the exclusive fault of the carrier.</p> <p>RULE NO 017: GREEN SALTED HIDES IN FOREIGN COMMERCE</p> <p>EFFECTIVE: NOT APPLICABLE</p> <p>RULE NO 018: RETURNED CARGO IN FOREIGN COMMERCE</p> <p>EFFECTIVE: 26 Jul 1996</p> <p>NOT APPLICABLE</p>		

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<p>RULE NO 019: SHIPPERS REQUESTS IN FOREIGN COMMERCE</p> <p>EFFECTIVE:</p> <p>A. Shippers may transmit requests and complaints or consultations to</p> <p style="padding-left: 100px;">TLI SHIPPING, LLC 327 E. Ridgeville Blvd Suite 250 Mt. Airy, MD 21771</p> <p>B. As used in this rule, the phrase "requests and complaints" means any communications requesting a change in tariff rates, rules or regulations; objecting to rate increases or other tariff changes; and protecting against erroneous billings due to an incorrect commodity classification, incorrect weight or measurement of cargo, or other implementation of the tariff. Routine requests for rate information sailing schedules, space availability and the like are not included in the foregoing.</p> <p>C. Shippers' request for rate action must include at least the following information:</p> <ul style="list-style-type: none"> - Shipper's Name/Address/Telephone Number - Commodity Description - Port/Point of Loading - Port/Point of Discharge - Cargo Quantity - Anticipated Shipment Date 		

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<p>RULE NO 020: OVERCHARGE CLAIMS</p> <p>EFFECTIVE:</p> <p>All billed charges, whether prepaid or collect, are subject to correction if the description furnished by the shipper or shippers is found to be in error or if the weights or measurements are found to be incorrect. Claims for refunds of excess freight charges will be allowed only when proof of error has been determined as indicated below and only when the original paid freight bill is submitted within 3 years of the date the cause of action accrues. (See NOTE 1) Claims seeking the refund of freight overcharges may be filed in the form of a complaint with the Federal Maritime Commission, Washington, DC 20573, pursuant to Section 11(g) of the Shipping Act, 1984, within 3 years of the date the cause of action accrues.</p> <p>Claims for freight rate adjustment filed in writing shall be acknowledged by the carrier within twenty days of receipt by written notice to the claimant of the tariff provisions actually applied and claimant's rights under the Shipping Act, 1984.</p> <p>Measurements:</p> <ol style="list-style-type: none"> 1. Obvious error in calculation by the carrier. 2. By re-measurement by carrier at port of loading or discharge. 3. By joint measurement by carrier's agent and consignee of shipment at the port of discharge. 4. By re-measurement by a marine surveyor when requested by carrier's agent. <p>Weight:</p> <p>By production of invoice or packing list certified by the supplier; or by production of public weigher's certificate. Re-measurement or reweighing fees, cable expenses, and any other incidental charges are, in all cases, to be sustained by the party at fault.</p> <p>NOTE 1: When for any reason claimant cannot provide the original paid freight bill (not photocopy), a bond of indemnity must be submitted in lieu thereof.</p>		

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<p>RULE NO 021: USE OF CARRIER EQUIPMENT</p> <p>EFFECTIVE:</p> <p>Carrier provides no equipment of its own. Should Shipper or Consignee request the use of underlying Carrier's equipment for loading or unloading, all charges assessed against the equipment shall be for the account of the cargo.</p> <p>RULE NO 022: AUTOMOBILE RATES (IN DOMESTIC OFFSHORE COMMERCE)</p> <p>EFFECTIVE: NOT APPLICABLE</p> <p>RULE NO 023: CARRIER TERMINAL RULES AND CHARGES</p> <p>EFFECTIVE:</p> <p>All charges for terminal services, canal tolls, additional charges or other provisions are not under the control of the filing common carrier which is merely acting as a collection agent for these charges. Such charges will be indicated in specific TLIs under the attached TLI notes and/or assessorial charges field as appropriate. Issued in accordance with 46CFR Parts 514.13 (b)(28), 514.13(b)(29) and 514.15(b).</p> <p>RULE NO 024: NVOCCs IN FOREIGN COMMERCE: BONDS AND AGENTS</p> <p>EFFECTIVE: NOT APPLICABLE</p>		

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<p>B. AGENT FOR SERVICE OF PROCESS</p> <ol style="list-style-type: none"> 1. Carrier is located in the United States and may be served with judicial and administrative process including subpoena at its business address above. 2. In accordance with 46 CFR .24, if the designated legal agent cannot be served because of death, disability or unavailability, the Secretary, Federal Maritime Commission, will be deemed to be the carrier's legal agent for service of process. Any person serving the Secretary must also send to the carrier by registered mail, return receipt requested, at its address above, a copy of each document served upon the Secretary, and shall attest to that mailing at the time service is made upon the Secretary. 3. Service of administrative process, other than subpoenas, may be effected upon the legal agent by mailing a copy of the documents to be served by certified or registered mail, return receipt requested. Service of an administrative subpoena shall be made in accordance with 46 CFR 502.134. <p>RULE NO 025: CERTIFICATION OF SHIPPER STATUS IN FOREIGN COMMERCE</p> <p>EFFECTIVE:</p> <p>If the shipper or a member of a shipper's association tendering the cargo is identified as an NVOCC, the carrier shall obtain documentation that the NVOCC has a tariff and a bond as required by Sections 8 and 23 of the Shipping Act 1984 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 CFR Part 520 will be accepted by the Carrier as documenting the NVOCC's compliance with the tariff and bonding requirements of the Act.</p> <p>RULE NO 026: TIME/VOLUME RATES IN FOREIGN COMMERCE</p> <p>EFFECTIVE: NOT APPLICABLE</p> <p>RULE NO 027: LOYALTY CONTRACTS IN FOREIGN COMMERCE</p> <p>EFFECTIVE: NOT APPLICABLE</p>		

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<p>RULE NO 028: DEFINITIONS</p> <p>EFFECTIVE:</p> <p>Explanation of definitions as used throughout this Rules tariff,</p> <table> <tr><td>AW.....</td><td>Water</td></tr> <tr><td>BAF.....</td><td>Bunker Adjustment Factor</td></tr> <tr><td>CAP.....</td><td>Currency Adjustment Factor</td></tr> <tr><td>COFC.....</td><td>Container on Flat Car</td></tr> <tr><td>DDC.....</td><td>Destination Delivery Charge</td></tr> <tr><td>F.....</td><td>Fahrenheit</td></tr> <tr><td>FCL.....</td><td>Full Container Load</td></tr> <tr><td>FI.....</td><td>Free In to Vessel</td></tr> <tr><td>F10.....</td><td>Free In and Out to Vessel</td></tr> <tr><td>F10 ST.....</td><td>Free In and Out, Stowed and Trimmed</td></tr> <tr><td>FO.....</td><td>Free Out to Vessel</td></tr> <tr><td>I.D.....</td><td>Inside Diameter</td></tr> <tr><td>K .D.....</td><td>Knocked Down</td></tr> <tr><td>LCL.....</td><td>Less than full Container Load</td></tr> <tr><td>Min.....</td><td>Minimum</td></tr> <tr><td>MLB.....</td><td>Mini-Landbridge</td></tr> <tr><td>N.O.S.....</td><td>Not Otherwise Specified</td></tr> <tr><td>NVOCC.....</td><td>Non Vessel Operating Common Carrier</td></tr> <tr><td>0 .D.....</td><td>Outside Diameter</td></tr> <tr><td>R/T.....</td><td>Revenue Ton</td></tr> <tr><td>SOC.....</td><td>Shipper Owned Container</td></tr> <tr><td>SOTC.....</td><td>Shipper Owned Tank Container</td></tr> <tr><td>SU.....</td><td>Set Up</td></tr> <tr><td>THC.....</td><td>Terminal Handling Charge</td></tr> <tr><td>TLI.....</td><td>Tariff Line Item</td></tr> <tr><td>TOFC.....</td><td>Trailer on Flat Car</td></tr> <tr><td>Viz.....</td><td>Namely</td></tr> <tr><td>VOCC.....</td><td>Vessel Operating Common Carrier</td></tr> </table>			AW.....	Water	BAF.....	Bunker Adjustment Factor	CAP.....	Currency Adjustment Factor	COFC.....	Container on Flat Car	DDC.....	Destination Delivery Charge	F.....	Fahrenheit	FCL.....	Full Container Load	FI.....	Free In to Vessel	F10.....	Free In and Out to Vessel	F10 ST.....	Free In and Out, Stowed and Trimmed	FO.....	Free Out to Vessel	I.D.....	Inside Diameter	K .D.....	Knocked Down	LCL.....	Less than full Container Load	Min.....	Minimum	MLB.....	Mini-Landbridge	N.O.S.....	Not Otherwise Specified	NVOCC.....	Non Vessel Operating Common Carrier	0 .D.....	Outside Diameter	R/T.....	Revenue Ton	SOC.....	Shipper Owned Container	SOTC.....	Shipper Owned Tank Container	SU.....	Set Up	THC.....	Terminal Handling Charge	TLI.....	Tariff Line Item	TOFC.....	Trailer on Flat Car	Viz.....	Namely	VOCC.....	Vessel Operating Common Carrier
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<p>CARGO, N.O.S. - means articles not otherwise specified in individual commodity items of this tariff.</p> <p>CAUTION - means articles that may be subject to Rule No. 16.</p> <p>CO-LOADING - means the combining of cargo, in the import or export foreign commerce of the U.S. by two or more NVOCC's for tendering to an ocean carrier under the name of one or more of the NVOCC's.</p> <p>DRY CARGO - means cargo other than that requiring temperature control .</p> <p>EXPLOSIVE CARGO - means cargo falling within Class A, B and C explosives as defined in Rule 16.</p> <p>LABEL CARGO - means cargo requiring White, Yellow, Red, Red Gas, Green Gas, Poison Gas and Tear Gas labels as shown. See Rule No. 16.</p> <p>MIXED SHIPMENT - means a shipment consisting of articles described in and rated under two or more rate items of this Tariff.</p> <p>NON-HAZARDOUS - means non-label cargo that is permitted stowage between decks or under deck (other than Magazine) under C.F.R. Title 46 - shipping, as amended from time to time, and such cargo will be rated in accordance with the rates applicable therefor as provided in the tariff item.</p> <p>REVENUE TON - means 1,000 kilos or 1 cubic meter as freight charges are assessed.</p> <p>SHIPMENT - means a quantity of goods, tendered by one consignor on one Bill of Lading at one port/point of origin at one time in one or more containers for one consignee at one port/point of destination.</p> <p>STUFFING, UNSTUFFING - means the physical placing of cargo into or the physical removal of cargo from containers.</p> <p>WORKING DAY - means each calendar day, excepting Saturday, Sundays and Holidays, between 8:00 A.M. and 5:00 P.M.</p>		

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<p>RULE NO 029: SYMBOLS</p> <p>EFFECTIVE:</p> <p>Explanation of Symbols as Used Throughout this Tariff:</p> <p>AMENDMENT TYPE</p> <p>A Increase (in foreign commerce an across-the-board increase in domestic commerce)</p> <p>C Change resulting in neither increase or decrease in rates or charges</p> <p>E Expiration (Also use "A" in foreign commerce and "X" in domestic commerce in the application of a higher Cargo, NOS" or similar rate)</p> <p>G General rate increase or decrease (Domestic Commerce)</p> <p>I New or initial matter</p> <p>K Rate or change filed by a controlled common carrier member of a conference under independent action (Foreign Commerce)</p> <p>M Transportation of U.S. Department of Defense cargo by American - flag common carriers under terms and conditions negotiated and approved by the Military Sealift Command (MSC), (Foreign Commerce).</p> <p>P Extension of service to additional port(s) at rates already in effect for similar services at the port(s) being added; or the carrier's establishment additional terminal facilities at the port(s) already served, at the same rates as those currently applicable to comparable facilities of the carrier at the same port (Domestic Commerce) Addition of a port or point (Foreign Commerce).</p> <p>R Reduction (Not a General Rate Decrease in Domestic Commerce).</p> <p>S Special Case matter filed pursuant to Special Permission, Special Docket or other Commission direction, including a correction amendment to, or resubmission (after notice of intent to reject) of, Essential Terms; filing of material to put tariff in order after rejection or overturning a rejection; or, filing of tariff data after suspension, such as for domestic carriers and controlled carriers, Requires "Special Case Number"</p> <p>T Terminal rates, charges or provisions or canal tolls over which the carrier has no control</p> <p>W Withdrawal of an erroneous filing on the same filing date.</p> <p>X Exemptions:</p> <ol style="list-style-type: none"> 1. Controlled carrier data in U.S./bilateral trades or in trades served exclusively by controlled carrier; or, 2. Increase in domestic commerce. Not a General Rate Increase or across-the-board increase. 		

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<p style="text-align: center;">CONTAINER SIZE</p> <p>-----</p> <table> <tr><td>LTL</td><td>Less Than Load</td></tr> <tr><td>20</td><td>20FT</td></tr> <tr><td>24</td><td>24FT</td></tr> <tr><td>35</td><td>35FT</td></tr> <tr><td>40</td><td>40FT 8 '6"</td></tr> <tr><td>40A</td><td>40FT 9 ' 0" High Cube</td></tr> <tr><td>40B</td><td>40FT 9 ' 6" High Cube</td></tr> <tr><td>40S</td><td>40FT 8' 0"</td></tr> <tr><td>40X</td><td>40FT Any Height</td></tr> <tr><td>42</td><td>42FT</td></tr> <tr><td>43</td><td>43FT</td></tr> <tr><td>45</td><td>45FT 8'6"</td></tr> <tr><td>45A</td><td>45FT 9'0" High Cube</td></tr> <tr><td>45B</td><td>45FT 9'6" High Cube</td></tr> <tr><td>45S</td><td>45FT 8'0"</td></tr> <tr><td>45X</td><td>45FT Any Height</td></tr> <tr><td>48</td><td>48FT</td></tr> <tr><td>53</td><td>53FT</td></tr> <tr><td>N/A</td><td>Not Applicable</td></tr> </table> <p style="text-align: center;">CONTAINER TEMPERATURE</p> <p>-----</p> <table> <tr><td>AC</td><td>Artificial Atmosphere Control</td></tr> <tr><td>CLD</td><td>Chilled</td></tr> <tr><td>FRZ</td><td>Frozen</td></tr> <tr><td>HTD</td><td>Heated</td></tr> <tr><td>N/A</td><td>Not Applicable/Not Operating</td></tr> <tr><td>RE</td><td>Refrigerated</td></tr> <tr><td>VEN</td><td>Ventilated</td></tr> </table>			LTL	Less Than Load	20	20FT	24	24FT	35	35FT	40	40FT 8 '6"	40A	40FT 9 ' 0" High Cube	40B	40FT 9 ' 6" High Cube	40S	40FT 8' 0"	40X	40FT Any Height	42	42FT	43	43FT	45	45FT 8'6"	45A	45FT 9'0" High Cube	45B	45FT 9'6" High Cube	45S	45FT 8'0"	45X	45FT Any Height	48	48FT	53	53FT	N/A	Not Applicable	AC	Artificial Atmosphere Control	CLD	Chilled	FRZ	Frozen	HTD	Heated	N/A	Not Applicable/Not Operating	RE	Refrigerated	VEN	Ventilated
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RULES	Corr: 0	Issued:
<p>LOCATION TYPES -----</p> <p>Country C</p> <p>Group G</p> <p>Port P</p> <p>State S</p> <p>City Y</p> <p>RATE BASIS -----</p> <p>Weight W</p> <p>Measure M</p> <p>WM Weight/Measure (whichever produces the greater revenue)</p> <p>LS Lump</p> <p>Sum</p> <p>PC Per</p> <p>Container Ad</p> <p>AV</p> <p>Valorem</p> <p>EA Each (as</p> <p>defined) MBF</p> <p>1000 Board</p> <p>Feet</p> <p>SHIPMENT</p> <p>SERVICE -----</p> <p>Barge B</p> <p>Door D</p> <p>House H</p>		

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FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels	Cancels Page										
RULES	Corr: 0	Issued:										
<p style="text-align: center;">WEIGHT UNITS -----</p> <table border="0"> <tr><td>KGS</td><td>Kilograms</td></tr> <tr><td>KT</td><td>Kiloton</td></tr> <tr><td>LBS</td><td>Pounds</td></tr> <tr><td>ST</td><td>Short Tons (2000 LBS)</td></tr> <tr><td>LT</td><td>Long Tons (2240 LBS)</td></tr> </table> <p>RULE NO 030: ACCESS TO TARIFF INFORMATION</p> <p>EFFECTIVE:</p> <p style="padding-left: 40px;">Carrier's tariff is available to shippers via posting on the worldwide web at www.tlshipping.com.</p> <p>RULE NO 031: SEASONAL DISCONTINUANCE</p> <p>EFFECTIVE: NOT APPLICABLE</p> <p>RULE NO 032: RESERVED</p> <p>EFFECTIVE: RESERVED</p> <p>RULE NO 033: PROJECT RATES</p> <p>EFFECTIVE: NOT APPLICABLE</p>			KGS	Kilograms	KT	Kiloton	LBS	Pounds	ST	Short Tons (2000 LBS)	LT	Long Tons (2240 LBS)
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FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels	Cancels Page
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<p>RULE NO 034: TERMINAL TARIFFS</p> <p>EFFECTIVE: NOT APPLICABLE</p> <p>ANNEX I: RATE SCHEDULE</p> <p>EFFECTIVE:</p> <p>ANNEX II: BILL OF LADING</p> <p>EFFECTIVE</p> <p>ANNEX III: VESSELS AND VESSEL OPERATING COMMON CARRIERS</p> <p>Carrier reserves the right to select vessels and vessel operating common carriers as it shall, in its discretion, decide. Without limitation to the foregoing, Carrier may select place cargoes on the following vessels and with the following carriers:</p>		