

COIL-TAINER LIMITED
 Tariff Code
 Rule Report
 COIL-TAINER LIMITED TARIFF FMC-002 BETWEEN US AND WORLD
 015816-002

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 Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 1 Effective: 29Mar2018
 (P)(R)(C)

Scope

Rules, regulations and rates published herein apply BETWEEN United States Atlantic Ports and Points, Puerto Rico, Virgin Islands and Guam, AND Worldwide Ports and Points as specified below:

A. U.S. PORTS, TERRITORIES, POSSESSIONS AND INLAND POINTS

All Ports and Interior Points in the following areas:

Alabama	Louisiana	Ohio
Arizona	Maine	Oklahoma
Arkansas	Maryland	Oregon
California	Massachusetts	Pennsylvania
Colorado	Michigan	Rhode Island
Connecticut	Minnesota	South Carolina
Delaware	Mississippi	South Dakota
District of Columbia	Missouri	Tennessee
Florida	Montana	Texas
Georgia	Nebraska	Utah
Idaho	Nevada	Vermont
Illinois	New Hampshire	Virginia
Indiana	New Jersey	Washington
Iowa	New Mexico	West Virginia
Kansas	New York	Wisconsin
Kentucky	North Carolina	Wyoming
	North Dakota	

Puerto Rico
 Virgin Islands
 Guam

B. WORLDWIDE PORTS AND POINTS

All Ports and Points in the following Areas:

Canada	
Bulgaria	Norway
Cyprus	Poland
Denmark	Portugal
Egypt	Romani
Finland	Russia
France	Spain
Germany	Sweden
Greece	Syria
Ireland	Turkey
Israel	United Kingdom
Italy	Yugoslavia
Jordan	

OTHER COUNTRIES:

CAPE VERDE
 CAYMAN ISLANDS
 CENTRAL AFRICAN REPUBLIC

EUROPA ISLAND
 FALKLAND ISLANDS (ISLAS MALVIN)
 FOROE ISLANDS
 FIJI
 FRENCH GUIANA
 FRENCH POLYNESIA
 FRENCH COUTHERN AND ANTARCTIC
 GABON
 GAMBIA THE
 GAZA STRIP
 GIBRALTAR
 GLORIOSO ISLANDS
 GREENLAND
 GRENADA
 GUADELOUPE
 GUERNSEY
 ICELAND
 IRAN
 IRAQ
 JAN MAYEN
 JARVIS ISLAND
 JERSEY
 JUAN DE NOVA ISLAND
 KINGMAN REEF
 KIRIBATI
 KOREA DEMOCRATIC PEOPLES REP
 LAOS
 LESOTHO
 LIBYA LIECHTENSTEIN
 LEXEMBOURG
 MADAGASCAR
 MALAWI
 MALDIVES
 MALE
 MALTA
 MAN ISLE OF
 MARSHALL ISLANDS
 MARTINIQUE
 MAURITIUS
 MAURU ISLAND, NAURU
 MAYOTTE
 MEXICO
 MONACO
 MONGOLIA
 MONTSERRAT
 NAMIBIA
 NAVASSA ISLAND
 NEW CALEDONIA
 NIGER
 NIUE
 PALMYRA ATOLL
 PAPUA NEW GUINEA
 PARACEL ISLANDS
 PITCAIRN ISLANDS
 REUNION
 RWANDA
 SAN MARINO
 SAO TOME AND PRINCIPE

CHAD
 CHRISTMAS ISLAND
 CLIPPERTON ISLAND
 COCOS (KEELING) ISLANDS
 COMOROS
 COOK ISLANDS
 CORAL SEA ISLANDS
 CUBA
 DOMINICA
 EQUATORIAL GUINEA

SEYCHELLES
 SIERRA LEONE
 SLOVENIA
 SOLOMON ISLANDS
 SOMALIA
 SOUTH GEORGIA AND THE SOUTH SA
 ST HELENA
 ST KITTS AND NEVIS
 ST PIERRE AND MIQUELON
 ST VINCENT AND THE GRENADINES

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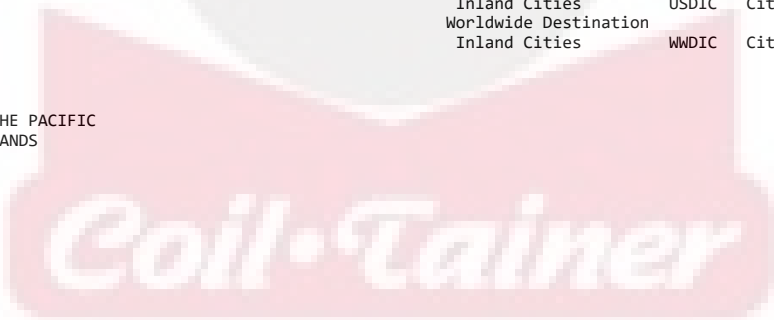
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RULE: 1 Scope
 (Continued...)

SUINEA
 SURINAME
 SVALBARD
 SWAZILAND
 TOGO TOKELAU
 TONGA
 TRINIDAD AND TOBAGO
 TROMELIN ISLAND
 TRUST TERRITORY OF THE PACIFIC
 TURKS AND CAICOS ISLANDS
 TUVALU
 VANUATU
 VATICAN CITY
 WALLIS AND FUTUNA
 WEST BANK
 WESTERN SAMOA
 YEMEN
 YUGOSLAVIA
 ZAIRE
 ZAMBIA
 ZIMBABWE

U.S. Destination
 Inland Cities USDIC City Destination
 Worldwide Destination
 Inland Cities WWDIC City Destination



C. LOCATION GROUPS

Group Name	Code	Type	Origin/Destination
USA - Worldwide	USAWW	Scope	Origin
Worldwide - USA	WWUSA	Scope	Destination
U.S. Origin Ports	USOP	Port	Origin
Worldwide Origin Ports	WWOP	Port	Origin
U.S. Destination Ports	USDP	Port	Destination
Worldwide Destination Ports	WWDP	Port	Destination

The following shall govern the transfer of cargo by trucking or other means of transportation at the expense of the Ocean Carrier.
 Shipments may be picked up or delivered at a port other than the originally intended port, for transfer to another Port of Loading, or to the originally intended Port of Discharge. In no event shall any such transfer or arrangements under which it is performed 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 loaded orh the

U.S. Origin Inland Cities	USOIC	City	Origin
Worldwide Origin Inland Cities	WWOIC	City	Origin

Intermodal Rates will be shown as single-factor through rates as specified in individual TLI's.
 ===== End of Rule Text =====

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RULE: 2 Effective: 21Dec1998 Special case: 011475
 (S)

Application of Rates and Charges

1. Rates published in this Tariff are stated in terms of U.S. Currency 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.

All freight rates and other charges shall be based on the actual gross weight and/or overall measurement of each piece or package, except as otherwise provided.

Tariff apply only to the specific commodity named and cannot be applied to analogous articles. Unless a commodity is specifically provided for, the Cargo, N.O.S., Dangerous/Hazardous Cargo, N.O.S., Refrigerated Cargo, N.O.S. rate will apply (for definition of Dangerous/Hazardous Cargo, N.O.S., See Rule 16).

9. Wherever rates are provided for articles named herein, the same rate will also be applicable on parts of such articles where so described in the ocean bill of lading, except where specific rates are provided for such parts.
 10. 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

Rates 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) rates 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 the 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.

3. Packages containing articles of more than one description shall be rated on the basis of the rate provided for the highest rated article contained therein.

4. Rates as published herein 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 Import/Export Declaration covering the shipment. Carrier must verify the Bill of Lading description with the validated United States Import/Export Declaration. Shipper amendments in the description of the goods will only be accepted if validated by United States Customs.

Trade names are not acceptable commodity descriptions and shippers are required to declare their commodity by its generally accepted generic or common name.

6. Unless otherwise specified, when the rates in this Tariff 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 rates shown in this Tariff 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, rates published in this

thereto or any other official interferences with commercial intercourse arising from the above conditions reserves the right to cancel any outstanding booking or contract in conformity with Federal Maritime Commission Regulations."

11. When a commodity can properly be carried under more than one tariff item, but which by its nature is clearly influenced by its end use, the freight shall be assessed based on the rate of the end use commodity e.g.:

Rubber Gloves, Cotton Gloves, etc. would all be rated under "Gloves, NOS" rather than Rubber Goods, Textiles, etc.

The above does not apply in cases where there is a specific tariff rate for the commodity in question e.g.: If the tariff contains a rate for Rubber Gloves, than this rate will apply - and NOT the Gloves, NOS rate.

12. When two or more rates may be applicable to a given shipment and one rate is more specific than the others, the specific rate shall apply.

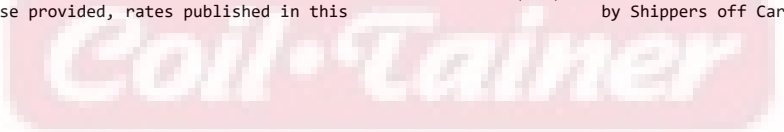
One rate is more specific than another when it describes the commodity being shipped more explicitly, ie: Canned Pineapple is more specific than Canned Fruit or Canned Goods, NOS.

A rate to a specific destination is more specific than a rate to a geographic range or zone, i.e.: A rate to New York, NY is more specific than a rate to East Coast Ports.

13. Any Tollage, Wharfage, Handling and/or other charges assessed against the cargo at Ports of Loading/Discharge will be for the account of the cargo. Any Tollage, Wharfage, Handling and/or Charges at Port of Loading in connection with storage, handling and receipt of cargo before loading on the vessel shall be for the account of the cargo.

Any Additional Charges which may be imposed upon the cargo by Governmental Authorities will be for the account of the cargo.

14. TYPES OF SERVICE PROVIDED
CY/CY (Y/Y) - The term CY/CY means containers packed by Shippers off Carrier's premises,



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RULE: 2 Application of Rates and Charges

(Continued...)

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.

15. SERVICE OPTIONS:

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

Door (D)

Door Service pertains to the carrier providing inland transportation to the shippers/consignees designated facilities.

Door Service is applicable only where specifically provided in the individual TLI's or where specified in an inland rate table.

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.

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===== End of Rule Text =====



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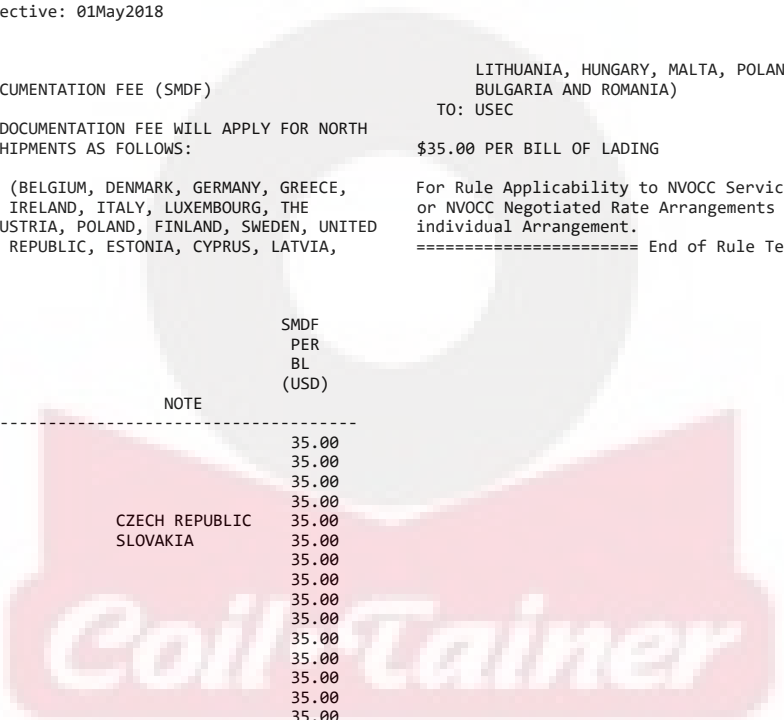
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RULE: 2 A Effective: 01May2018
 (C)

SECURITY MANIFEST DOCUMENTATION FEE (SMDF) LITHUANIA, HUNGARY, MALTA, POLAND, SLOVENIA, SLOVAKIA,
 BULGARIA AND ROMANIA)
 TO: USEC
 A SECURITY MANIFEST DOCUMENTATION FEE WILL APPLY FOR NORTH ATLANTIC WESTBOUND SHIPMENTS AS FOLLOWS: \$35.00 PER BILL OF LADING
 FROM: EUROPEAN UNION (BELGIUM, DENMARK, GERMANY, GREECE, SPAIN, FRANCE, IRELAND, ITALY, LUXEMBOURG, THE NETHERLANDS, AUSTRIA, POLAND, FINLAND, SWEDEN, UNITED KINGDOM, CZECH REPUBLIC, ESTONIA, CYPRUS, LATVIA, For Rule Applicability to NVOCC Service Arrangements(NSA) or NVOCC Negotiated Rate Arrangements (NRA) refer to individual Arrangement.
 ===== End of Rule Text =====

DEFINED TABLE: SMDF

LOCATION (COUNTRY)	NOTE	SMDF PER BL (USD)
AUSTRIA		35.00
BELGIUM		35.00
BULGARIA		35.00
CYPRUS		35.00
CZECHOSLOVAKIA	CZECH REPUBLIC	35.00
CZECHOSLOVAKIA	SLOVAKIA	35.00
DENMARK		35.00
FINLAND		35.00
FRANCE		35.00
GERMANY		35.00
GREECE		35.00
HUNGARY		35.00
IRELAND		35.00
ITALY		35.00
LUXEMBOURG		35.00
MALTA		35.00
NETHERLANDS		35.00
POLAND		35.00
PORTUGAL		35.00
ROMANIA		35.00
SPAIN		35.00
SWEDEN		35.00
UNION OF SOVIET SOCIALIST REPU		35.00
UNION OF SOVIET SOCIALIST REPU	ESTONIA	35.00
UNION OF SOVIET SOCIALIST REPU	LATVIA	35.00
UNION OF SOVIET SOCIALIST REPU	LITHUANIA	35.00
UNITED KINGDOM		35.00
YUGOSLAVIA		35.00
YUGOSLAVIA	SLOVENIA	35.00



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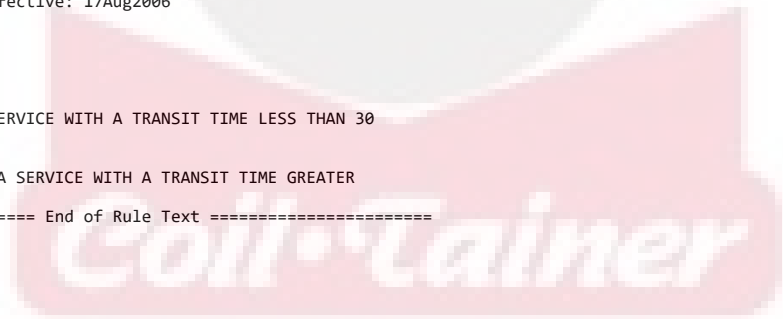
RULE: 2 B Effective: 17Aug2006
(I)(R)

SERVICE

PRIME SERVICE - A SERVICE WITH A TRANSIT TIME LESS THAN 30
DAYS

DEFERRED SERVICE - A SERVICE WITH A TRANSIT TIME GREATER
THAN 30 DAYS

===== End of Rule Text =====





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RULE: 3 Effective: 21Dec1998 Special case: 011475
 (5)

Rate Applicability Rule

The tariff rates, rules and charges applicable to a given shipment must be those published and in effect when the cargo is received by the common carrier or its agent

(including originating carriers in the case of rates for through transportation). A shipment shall not be considered as "received" until the full bill of lading quantity has been received.

===== End of Rule Text =====



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RULE: 4 Effective: 21Dec1998 Special case: 011475
(S)

Heavy Lift

Not Applicable.

===== End of Rule Text =====



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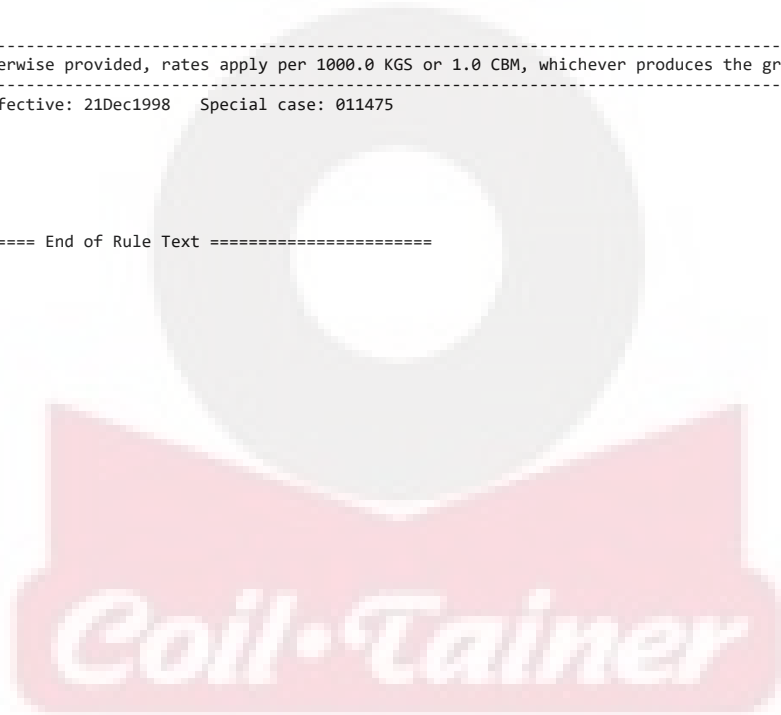
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RULE: 5 Effective: 21Dec1998 Special case: 011475
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Extra Length

Not Applicable.

===== End of Rule Text =====



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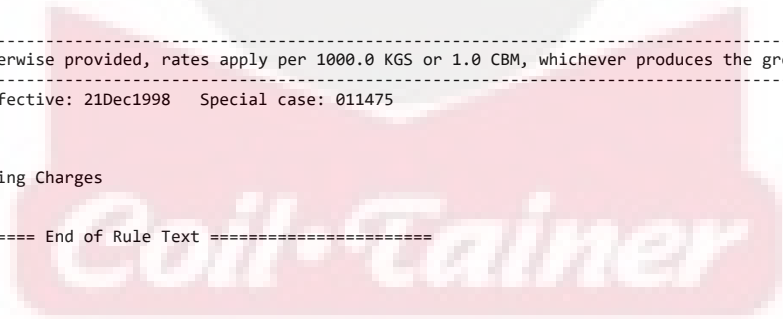
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RULE: 6 Effective: 21Dec1998 Special case: 011475
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Minimum Bill of Lading Charges

Not Applicable.

===== End of Rule Text =====





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RULE: 7 Effective: 21Dec1998 Special case: 011475
 (S)

Payment of Freight Charges

All freight and other charges on the Bill of Lading are to be prepaid and due and payable in lawful currency of the United States when billed. Collect shipments can be accepted only by prior agreement in which case the rate of exchange ruling the day of receipt of cargo by carrier, in

Both Shipper and Consignee of the goods or articles shipped shall be liable jointly and severally for all unpaid charges payable on account of a shipment pursuant to applicable tariffs including, but not confined to, sums advanced or disbursed by Carrier on account of such shipment.

===== End of Rule Text =====

accordance with Rule 3, shall apply.



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RULE: 8 Effective: 22Dec1998 Special case: 011475
 (S)

Bill(s) of Lading

and conditions of this Bill of Lading, this Bill of Lading shall prevail.

TERMS AND CONDITIONS

3. WARRANTY/ACKNOWLEDGEMENT.

1. DEFINITIONS

- a) "Carriage" means the whole of the operations and services undertaken or performed by or on behalf of the Carrier with respect to the goods.
- b) "Carrier" means the Company named on the face side hereof and on whose behalf this Bill of Lading was issued and whether acting as carrier or bailee.
- c) "Charges" means freight, deadfreight, demurrage and all expenses and money obligations incurred and payable by the Merchant.
- d) "Container" means any container (closed or open top), van, trailer, flatbed, transportable tank, railroad car, vehicle, flat, flatrack, pallet, skid, platform, cradle, sling-load or any similar article of transport.
- e) "Goods" means the cargo received from the shipper and described on the face side hereof and any Container not supplied by or on behalf of the Carrier, and on whose behalf this Bill of Lading has been signed.
- f) "Merchant" means the shipper, consignee, receiver, holder of this Bill of Lading, owner of the cargo or person entitled to the possession of the cargo and the servants and agents of any of these, all of whom shall be jointly and severally liable to the carrier for the payment of all charges, and for the performance of the obligations of any of them under this Bill of Lading.
- g) "On Board" or similar words endorsed on this Bill of Lading mean that in a Port to Port movement, the Goods have been loaded on board the Vessel or are in the custody of the actual ocean carriers and in the event of intermodal transportation, if the originating carrier is an inland carrier, means that the Goods have been loaded on board rail cars or another mode of transport at the Place of receipt or are in the custody of a participating carrier and in route to the Port of Loading named on the reverse side.
- h) "Participating Carrier" means any other carrier by water, land or air, performing any stage of the Carriage, including inland carriers, whether acting as sub-carrier, substitute carrier or bailee.
- i) "Person" means an individual, a partnership, a body corporate or any other entity of whatsoever nature.
- j) "Vessel" means the ocean vessel named on the face side hereof, and any substitute vessel, feedership, barge, or other means of conveyance by water used in whole or in part by the Carrier to fulfill this contract.

The Merchant warrants that in agreeing to the Terms and Conditions hereof, it is, or is the agent and has the authority of, the owner or person entitled to the possession of the Goods or any person who has a present or future interest in the Goods.

The Merchant acknowledges that the Carrier is a non-vessel operating common carrier ("NVOCC"), and that it neither owns nor charters vessels, as a result of which the Carrier or any sub carrier (which may be a NVOCC) will be required to contract with an actual ocean carrier to accomplish the Carriage contemplated by this Bill of Lading and does so as agent of the Merchant.

The Merchant further acknowledges that by identifying the carrying Vessel on the face side hereof, it knows or can determine the name of the actual ocean carrier, and the terms and conditions of the actual ocean carrier's bill of lading and applicable tariffs and agrees to be bound thereby.

4. RESPONSIBILITY.

- a) Except where the Carriage covered by this Bill of Lading is to or from a port of locality where there is in force a compulsorily applicable ordinance or statute of a nature similar to the International Convention for the Unification of certain Rules relating to Bills of Lading, dated at Brussels, August 25, 1924, the provisions of which cannot be departed from, this Bill of Lading shall have effect subject to the Carriage of Goods by Sea Act of the United States ("COGSA"), approved April 16, 1936, and nothing herein contained, unless otherwise stated, shall be deemed a surrender by the Carrier of any of its rights immunities, exemptions, limitations or exonerations or an increase of any of its responsibilities or liabilities under COGSA or, as the case may be, such ordinances or statutes. The provisions of COGSA or such compulsorily applicable ordinances or statutes (except as otherwise specifically provided herein) shall govern before loading on and after discharge from the vessel and throughout the entire time the Goods or Containers or other packages are in the care, custody and/or control of the Carrier, its agents, servants, Participating carriers or independent contractors (inclusive of all subcontractors), whether engaged by or acting for the carrier or any other person, and during the entire time the Carrier is responsible for the Goods.
- b) The Carrier shall not be liable in any capacity whatsoever for any delay, non-delivery, mis-delivery or other loss or damage to or in connection with the Goods or Containers or other packages occurring at any time contemplated under subdivision a) of this clause.
- c) The Carrier shall, irrespective of which law is applicable under subdivision a) of the clause, be entitled to the benefit of the provisions of sections 4281 to 4287, inclusive, of the revised statutes of the United States and amendments thereto.

2. CARRIER'S TARIFF

The Goods carried hereunder are subject to all the terms and conditions of the Carrier's applicable tariff or tariffs on file with the Federal Maritime Commission, Interstate Commerce Commission or any other regulatory body which governs a particular portion of the Carriage and said terms and conditions are hereby incorporated herein as part of the Terms and Conditions of this Bill of Lading. Copies of the relevant provisions of the

applicable tariff or tariffs are obtainable from the Carrier, Federal Maritime Commission, Interstate Commerce Commission or other concerned regulatory body upon request. In the event of any conflict between the terms and conditions of such tariff or tariffs and the Terms

d) The rights, defenses, exemptions, limitations of and exonerations from liability and immunities of whatsoever nature provided for in this Bill of Lading shall apply in any action or proceeding against the Carrier, its agents and servants and/or any

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RULE: 8 Bill(s) of Lading
 (Continued...)

Participating carrier or independent contractor.

5. THROUGH TRANSPORTATION.

When either the place of receipt or place of delivery set forth herein is an inland point or place other than the port of loading (Through Transportation basis), the Carrier will procure transportation to and from the sea terminal and such inland points or places and, notwithstanding anything in this Bill of Lading contained, but always subject to clause 4. hereof, the Carrier shall be liable for loss or damage of whatsoever nature and howsoever arising to the following extent, but no further:

- a) Upon proof that the loss or damage arose during a part of the carriage herein made subject to COGSA, as set forth in clause 4.a) hereof, said legislation shall apply; or
- b) Upon proof that the loss or damage not falling within a) above, but concerning which the law of any country, state or subdivision thereof contains provisions that are compulsorily applicable and would have applied if the Merchant had made a separate and direct contract with the Carrier, a Participating carrier or independent contractor, as referred to in clause 4. a), relative to a particular stage of transport wherein the loss or damage occurred and received as evidence thereof a particular receipt or other document, then the liability of the Carrier, Participating carrier and independent contractor shall be subject to the provisions of such law.
- c) If it should be determined that the Carrier bears any responsibility for loss or damage occurring during the care, custody and/or control of any participating carrier or independent contractor, and be subject to law compulsorily applicable to their bills of lading, receipts, tariffs and/or law applicable thereto, then the Carrier shall be entitled to all rights, defenses, immunities, exemptions, limitations of and exonerations from liability of whatsoever nature accorded under such

- handled or are damaged directly or indirectly during any handling, and even if the Goods or other goods are transported on free in, stowed and/or free out terms, all exemptions, limitations of and exonerations from liability provided by law or by the Terms and Conditions hereof shall be available to all agents servants, employees, representatives, all participating (including inland), carriers and all stevedores, terminal operators, warehousemen, crane operators, watchmen, carpenters, ship cleaners, surveyors and all independent contractors whatsoever. In contracting for the foregoing exemptions, limitations of and exonerations from liability, the Carrier is acting as agent and trustee for and on behalf of all persons described above, all of whom shall to this extent be deemed to be a party to the contract evidenced by this Bill of Lading, regardless for whom acting or by whom retained and paid, it being always understood that said beneficiaries are not entitled to any greater or further exemptions, limitations of or exonerations from liability than those that the Carrier has under this Bill of Lading in any given situation.
- c) The Carrier undertakes to procure such services as necessary and shall have the right at its sole discretion to select any mode of land, sea or air transport and to arrange participation by other Carriers to accomplish the total or any part of the carriage from Port of Loading to Port of Discharge or from place of Receipt to place of delivery, or any combination thereof, except as may be otherwise provided herein.
- d) The Merchant agrees that the Carrier shall be deemed to be a beneficiary of the actual ocean-carrier's Bill of lading and of all exemptions, limitations of and exonerations from liability therein contained even though the Carrier for the carriage of the Goods. Notwithstanding, under no circumstances shall the carrier be responsible for any damages to an extent greater than the actual ocean carrier or any beneficiaries of its bill of lading.
- e) No agent or servant of the carrier or other person or class named in subdivision b) hereof shall have power

bill of lading, receipt, tariff and/or applicable law, provided however, that nothing contained herein shall be deemed a surrender by the Carrier of any of its rights, defenses and immunities or an increase of any of its responsibilities or liabilities under this Bill of Lading, the Carrier's applicable tariff or laws applicable or relating to such Carriage.
d) Except as hereinabove provided, the Carrier shall have no liability for damage to the Goods.

6. SUBCONTRACTING; BENEFICIARIES.

- a) The Carrier shall be entitled to subcontract on any terms the whole or any part of the Carriage, loading, unloading, storing, warehousing, handling and any and all duties whatsoever undertaken by it in relation to the Goods or Containers or other packages or any other Goods.
- b) It is understood and agreed that if it should be adjudged that any person or entity other than or in addition to the Carrier is under any responsibility with respect to the Goods or any other goods, regardless of the port or place where any loss or damage shall occur and without regard to whether the goods covered hereby or any other goods are being

to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorized or ratified in writing by an officer or director of the Carrier having actual authority to bind the carrier to such waiver or variation.

7. MERCHANT'S RESPONSIBILITY; DESCRIPTION OF GOODS.

- a) The description and particulars of the Goods set out on the face hereof or any description, particular or other representation appearing on the Goods or documents relating thereto are furnished by the Merchant and the Merchant warrants to the carrier that the description, particulars and any representation made including, but not limited to, weight, content, measure, quantity, quality, condition, marks, number and value are correct.
- b) The Merchant warrants that it has complied with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred or suffered by reason thereof or by reason of illegal, incorrect or insufficient making numbering, addressing or any other particular relative to the Goods.

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- c) The Merchant further warrants that the Goods are packed in a manner adequate to withstand the ordinary risks of carriage having regard to their nature and in compliance with all laws, regulations and requirements which may be applicable. commencement of the Carriage except where the Carrier has agreed to seal the Container.
 - d) No goods which are or may become dangerous, inflammable or damaging or which are or may become liable to damage any property or person whatsoever shall be tendered to the carrier for Carriage without the Carrier's prior express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside so as to indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the articles are or are liable to become of a dangerous, inflammable or damaging nature, the same may at any time be destroyed, disposed of, abandoned or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's right to charges.
2. The Merchant shall defend, indemnify and hold harmless the carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by c) 1. above except for c) 1. iii).
 3. Where the Carrier is instructed to provide a container, in the absence of a written request to the contrary, the Carrier is only obliged to provide a dry container; i.e., without temperature or atmosphere control, and is not under an obligation to provide a Container of any other type or quality.
9. CONTAINERIZED CARGO.
 Goods may be stowed by the Carrier in Containers, and Containers, whether stowed by the Carrier or received fully stowed, may be carried on or under deck without notice, and the Merchant expressly agrees that cargo stowed in a Container and carried on deck is considered

- e) The Merchant shall be liable for all loss or damage of any kind whatsoever, including but not limited to contamination, soiling, detention and demurrage before, during and after the carriage of property (including but not limited to Containers of the carrier or any person or vessel (other than the Merchant) caused by the Merchant or any person acting on its behalf or for which the Merchant is otherwise responsible.
- f) The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 8. or from any cause in connection with the Goods for which the carrier is not responsible.

8. CONTAINERS.

- a) Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods.
- b) The terms and conditions of the Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a container to the Merchant, whether supplied before or after the goods are received by the Carrier or delivered to the Merchant.
- c) If a container has been stuffed by or on behalf of the Merchant.

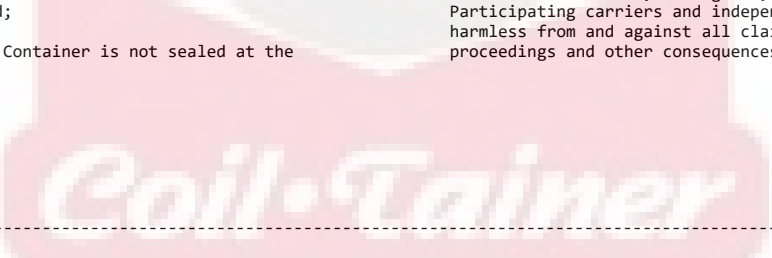
- 1. The Carrier shall not be liable for loss of or damage to the Goods.
 - i) caused by the manner in which the container has been stuffed;
 - ii) caused by the unsuitability of the Goods for carriage in containers;
 - iii) caused by the unsuitability or defective condition of the Container provided that subdivision c) shall only apply if the unsuitability or defective condition arose (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;
 - iv) if the Container is not sealed at the

for all legal purposes to be cargo stowed under deck. Goods stowed in Containers on deck shall be subject to the legislation referred to in Clause 4. hereof and will contribute in General Average and received compensation in General Average, as the case may be.

10. CONTAINERS WITH HEATING OR REEFER APPARATUS.

Containers with temperature or atmosphere control apparatus for heating, refrigeration or otherwise will not be furnished unless contracted for expressly in writing at time of booking and, when furnished, may entail increased charges. In the absence of an express request, it shall be conclusively presumed that the use of a dry container is appropriate for the Goods.

Merchant must provide Carrier with desired temperature range in writing at time of booking and insert same on the face side of the Bill of Lading, and where so provided, Carrier is to exercise due diligence to maintain the temperature within a reasonable range while the Containers are in its care, custody and/or control or that of any Participating carrier or independent contractor. The Carrier does not accept any responsibility for the functioning of temperature or atmosphere-controlled Containers not owned or leased by Carrier or for latent defects not discoverable by the exercise of due diligence where the container is furnished by the Carrier. Where the Container, that the Goods have been properly stuffed and secured within the Container and that the thermostatic controls have been properly set by or on behalf of the Merchant prior to delivery of the Container to the Carrier, its agent, servants, or any Participating carrier or independent Contractor. The Merchant accepts responsibility for all damage or loss of whatsoever nature resulting from a breach of any of these warranties, including but not limited to other cargo consolidated in the Container with the Merchant's Goods or to any other cargo, property or person damaged or injured as a result thereof, and the Merchant agrees to defend, indemnify and hold the Carrier, its agents, servants, Participating carriers and independent contractors harmless from and against all claims, suits, proceedings and other consequences thereof regardless of



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their nature and merit.

11. OPTION OF INSPECTION.

with the authority of any government or authority or having under the terms of the insurance on the vessel or other conveyance employed by the Carrier

The Carrier and any Participating carrier shall be entitled, but under no obligation, to open any Container at any time and to inspect the contents. If it thereupon appears that the contents or any part thereof cannot safely or properly be carried or carried further, either at all or without incurring any additional expense, the Carrier and Participating carrier may abandon the transportation thereof and/or take any measures and/or incur any reasonable additional expenses to continue the carriage or to store the Goods, which storage shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred.

12. DECK CARGO.

Deck cargo (except that carried in Containers on deck) and live animals are received and carried solely at Merchant's risk (including accident or mortality of animals), and the Carrier will not in any event be liable for any loss or damage for or from which he is exempt, immune or exonerated by applicable law, or from any other cause whatsoever not due to the fault of the Carrier, any warranty of seaworthiness in the premises being hereby waived and the burden of proving liability being in all respects upon the Merchant. Except as may be otherwise provided, such shipments shall be deemed Goods and shall be subject to all Terms and Conditions of this Bill of Lading.

13. METHODS AND ROUTES OF TRANSPORTATION; LIBERTIES.

With respect to the Goods or Containers or other packages, the Carrier may at any time and without notice to the Merchant:

- a) use any means of transport (water, land and/or air) or storage whatsoever;
- b) forward, tranship by the underlying carrier or arrange to carry on another vessel or conveyance or by any other means of transport than that named on the reverse side hereof;
- c) carry Goods on or under deck at its option;
- d) proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route or in or out of geographical rotation;
- e) proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- f) store, vanned or devanned, at any place whatsoever, ashore or afloat, in the open or covered;
- g) proceed with or without pilots;
- h) carry livestock, contraband, explosives, munitions, warlike stores, dangerous or hazardous goods or goods of any and all kinds;
- i) drydock or stop at any unscheduled or unadvertised port for bunkers, repairs or for any purpose whatsoever;
- j) discharge and require the Merchant to take delivery, vanned or devanned;
- k) comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act

the right to give such orders, directions or recommendations.

- 1) take any other steps or precautions as may appear reasonable to the Carrier under the circumstances. The liberties set out in subdivisions a) through l) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated Carriage and not be an unreasonable deviation. In no circumstance whatsoever shall the carrier be liable for direct, indirect or consequential loss or damage caused by delay.

14. MATTERS AFFECTING PERFORMANCE.

- a) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whensoever and howsoever arising (whether or not the Carriage has commenced), the Carrier may:
 - i) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the carrier may deem safe and convenient whereupon the responsibility of the carrier in respect of such Goods shall cease;
 - ii) without prejudice to the Carrier's right subsequently to abandon the Carriage under i) above, continue the Carriage;
 - iii) take any and all steps set forth in Clause 13. hereof.
- b) The Liability of the Carrier with respect to the Goods shall cease on the delivery or other disposition of the Goods in government or authority or any person acting or purporting to act as or on behalf of such government or authority.
- c) In any event the Carrier shall be entitled to full charges on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

15. DELIVERY.

If delivery of the Goods or Containers or other packages or any part thereof is not taken by the Merchant when and where and at such time and place as the Carrier is entitled to have the Merchant take delivery, they shall be considered to have been delivered to the Merchant, and the Carrier may, at its option, subject to its lien and without notice, elect to have same remain where they are or sent to a warehouse or other place, always at the risk and expense of the Merchant and Goods. If the Goods are stowed within a Container owned or leased by the carrier, the carrier shall be entitled to devan the contents of any such container, whereupon the Goods shall be considered to have been delivered to the Merchant, and the Carrier may, at its option, subject to its lien and without notice, elect to have same remain where they are sent to a warehouse or other place, always at the risk and expense of the Merchant

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- and Goods. exist on receipt.
16. CHARGES, INCLUDING FREIGHT. 19. BOTH-TO-BLAME COLLISION.
- The charges payable hereunder have been calculated on the basis of particulars furnished by or on behalf of the Merchant. The carrier shall, at any time, be entitled to inspect, reweigh, remeasure or revalue the contents and, if any of the particulars furnished by the Merchant are found to be incorrect, the charges shall be adjusted accordingly, and the Merchant shall be responsible to pay the correct charges and all expenses incurred by the carrier in checking said particulars or any or them.
- If the Vessel on which the Goods are carried (the carrying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object) as a result of the negligence of the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold harmless the Carrier against all claims by or liability to (and any expenses arising therefrom) any vessel or person in respect of any loss of or damage to, or any claim whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object and set-off, recouped or recovered by such vessel, object or person against the Carrier, the carrying Vessel or her owners or charterers.
- Charges shall be deemed earned on acceptance of the Goods or Containers or other packages for shipment by the carrier and shall be paid by the Merchant in full, without any offset, counterclaim or deduction, cargo and/or vessel or other conveyance lost or not lost, and shall be non-returnable in any event.
- This provision is to remain in effect in other jurisdictions, even if unenforceable in the courts of the United States.
- In arranging for any services with respect to the Goods, the carrier shall be considered the exclusive agent of the Merchant for all purposes, and any payment of charges to other than the carrier shall not, in any event, be considered payment to the carrier.
20. GENERAL AVERAGE.
- The Merchant shall defend, indemnify and hold the Carrier, any Participating carrier, independent contractor, their agents and servants, harmless from and against all liability, loss, damage, and expense which may be sustained or incurred relative to the above,
- a) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1974, as amended, at any place at the option of the Carrier and the amended Jason Clause as approved by BIMCO is to be considered as incorporated herein, and the Merchant shall provide such security as may be required by the Carrier in this connection.
17. CARRIER'S LIEN.
- b) Notwithstanding a) above, the Merchant shall defend, indemnify and hold harmless the carrier and any participating carrier in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made against the Carrier and/or any Participating carrier and shall provide such security as may be required by the carrier in this connection.
- The Carrier shall have a lien on the Goods, inclusive of any container owned or leased by the Merchant, as well as on any charges due any other person, and any documents relating thereto, which lien shall survive delivery, for all sums due under this contract or any other contract or undertaking to which the Merchant was party or otherwise involved, including, but not limited to, General Average contributions, salvage and cost of recovering such sums, inclusive of attorney fees. Such lien may be enforced by the Carrier by public or private sale at the expense of and without notice to the Merchant.
- c) Neither the carrier nor any Participating carrier shall be under any obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.
21. LIMITATION OF LIABILITY.
- The Merchant agrees to defend, indemnify and hold the carrier, any participating carrier, independent contractor, their agents and servants, harmless from and against all liability, loss, damage, or expense which may be sustained or incurred by the carrier relative to the above and the Merchant agrees to submit to the jurisdiction of any court, tribunal or other body before whom the Carrier may be brought, whether said proceeding
- Except as otherwise provided in this Clause or elsewhere in this Bill of Lading in case of any loss or damage to or in connection with cargo exceeding in actual value the equivalent of \$500 lawful money of the United States, per package, or in case of cargo not shipped in packages, per shipping unit, the value of the cargo shall be deemed to be \$500 per package or per shipping unit. The Carrier's liability, if any shall be determined on the basis of a value of \$500 per

is of civil or criminal nature.

18. RUST.

It is agreed that superficial rust, oxidation or any like condition due to moisture, is not a condition of damage but is inherent to the nature of the Goods. Acknowledgement of receipt of the Goods in apparent good order and condition is not a representation that such conditions or rust, oxidation and the like did not

package or per shipping unit or pro rata in case of partial loss or damage, unless the nature of the cargo and valuation higher than \$500 per package or per shipping unit shall have been declared by the Merchant before shipment and inserted in this Bill of Lading, and extra freight paid if required. In such case, if the actual value of the cargo per package or per shipping unit shall exceed such declared value, the value shall nevertheless be deemed to be declared value and the carrier's liability, if any, shall not exceed

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the declared value.
The words "shipping unit" shall mean each physical unit (e.g., container, bundle, pallet, etc.) or piece of cargo not shipped in a package, including articles or things of any description whatsoever, except cargo shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight and related charges.
As to cargo shipped in bulk, the limitation applicable thereto shall be the limitation provided in Section 1304 (5) of COGSA, or such other legislation, convention or law as may be applicable, and in no event shall anything herein be construed as a waiver of limitation as to cargo shipped in bulk.
Where a container is not stuffed by or on behalf of the carrier or the parties characterize the Container as a package or a lump sum freight is assessed, in any of these events, each individual such container, including in each instance its contents, shall be deemed a single package and Carrier's liability limited to \$500 with respect to each such package, except as otherwise provided in this clause or elsewhere in this Bill of Lading with respect to each such package. In the event this provision should be held invalid during that period in which compulsory legislation shall apply of its own force and effect, such as during the tackle-to-tackle period, it shall nevertheless apply during all non-compulsory periods such as, but not limited to, all periods prior to loading and subsequent to discharge from the Vessel for which the Carrier remains responsible.
Where compulsorily applicable legislation provides a limitation less than \$500 per package or shipping unit, such lesser limitation shall apply and nothing herein contained shall be construed as a waiver of a limitation less than \$500.
Further, where a lesser monetary limitation is applicable, such as during handling by a Participating

carrier must be notified in writing of any such loss or damage or claim before or at the time of discharge/removal of the Goods by the Merchant or, if the loss or damage is not then apparent, within 3 consecutive days after discharge/delivery or the date when the Goods should have been discharged/delivered. If not so notified, discharge, removal or delivery, depending upon the law applicable, shall be prima facie evidence of discharge/delivery in good order by the carrier of such Goods.
In any event, the Carrier shall be discharged from all liability of whatsoever nature unless suit is brought within 1 year after delivery of the Goods or the date when the Goods should have been delivered, provided however, that if any claim should arise during a part of the transport which is subject by applicable law and/or tariff and/or contract to a shorter period for notice of claim or commencement of suit, any liability whatsoever of the Carrier shall cease unless proper claim is made in writing and suit is brought within such shorter period.
Suit shall not be deemed "brought" unless jurisdiction shall have been obtained over the Carrier by service of process or by an agreement to appear. In the event this provision should be held invalid during that period in which compulsory legislation shall apply of its own force and effect, such as during the tackle-to-tackle period, it shall nevertheless apply during all non-compulsory periods during which the carrier remains responsible.

23. NON-WAIVER AND SEPARABILITY.

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or any defense, immunity, exemption, limitation of or exoneration from liability contained in the laws of the United States, or of any other country whose law may be applicable.

carrier or independent contractor and damage occurs during its or their period of care, custody, control and/or responsibility, the Carrier shall be entitled to avail itself of such lesser limitation.

The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff or tariffs, incorporated herein by virtue of clause 2. above) shall be separable, and if any part or term hereof shall be held invalid, such holding shall not affect the validity or enforceability of any other part or term hereof.

===== End of Rule Text =====

22. NOTICE OF CLAIM; TIME FOR SUIT.

As to any loss or damage presumed to have occurred during the Carrier's period of responsibility, the

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RULE: 9 Effective: 15Mar1999
(C)

Freight Forwarder Compensation

Freight Forwarder Brokerage Commission will apply on individual TLI's as specified.

===== End of Rule Text =====



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RULE: 10 Effective: 21Dec1998 Special case: 011475

(S)

Surcharges and Arbitraries

Not Applicable.

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RULE: 11 Effective: 21Dec1998 Special case: 011475
 (S)

Minimum Quantity Rates

When two or more TLIs are named for carriage of goods of the same description over the same route and under similar conditions and the application is dependent upon the quantity of the goods shipped, the total freight charges assessed against the shipment shall not exceed the total charges computed for a larger quantity, if the rate

noted alongside a qualification 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 rate if the weight or measurement declared for rating purposes is increased to the minimum level.

===== End of Rule Text =====



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RULE: 12 Effective: 28Apr2018
 (A)(C)

Ad Valorem Rates

- A. The liability of the Carrier as to the value of shipments at the rates herein provided shall be determined in accordance with the clauses of the Carrier's regular Bill of Lading form.
- 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 to the commodities shipped as specified herein.

C. Where value is declared on any piece or package in excess of the Bill of Lading limit of value of \$500.00 the Ad Valorem rate, specifically provided against the item, shall be 20% percent of the value declared in excess of the said Bill of Lading limit of value and is in addition to the base rate.

===== End of Rule Text =====



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RULE: 13 Effective: 21Dec1998 Special case: 011475
(5)

Transshipment
Not Applicable.
===== End of Rule Text =====



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RULE: 14 Effective: 21Dec1998 Special case: 011475
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Co-Loading in Foreign Commerce

Not Applicable.

===== End of Rule Text =====



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RULE: 15 Effective: 21Dec1998 Special case: 011475
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Open Rates in Foreign Commerce

Not Applicable.

===== End of Rule Text =====



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RULE: 16 Effective: 21Dec1998 Special case: 011475
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Hazardous Cargo

Explosives, Inflammables, or other Dangerous and Hazardous Cargo, or cargo of an objectionable nature, are subject to Carrier's option of acceptance and to special booking arrangements.

In the event the authorities at destination take the position that cargo is corrosive, inflammable, explosive or injurious, the owners of such cargo shall take delivery immediately when vessel, whether in berth or

not, is ready to discharge same, otherwise vessel, without any further notice (and notwithstanding any custom of the port to the contrary), may discharge such cargo into lighter or other conveyance at the risk of the owners of such cargo, all expenses beyond vessel's tackle, including lighterage and/or transportation incurred in conveying such cargo to the warehouse or place designated by the port authorities or the storage or reception of same, to be for account of the Consignees, and/or Owners and/or Shippers of such cargo.

===== End of Rule Text =====



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 Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 17 Effective: 21Dec1998 Special case: 011475
 (S)

Green Salted Hides in Foreign Commerce

Not Applicable.

===== End of Rule Text =====



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RULE: 18 Effective: 21Dec1998 Special case: 011475
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Returned Cargo in Foreign Commerce

Not Applicable.

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RULE: 19 Effective: 21Dec1998 Special case: 011475
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Shippers Requests in Foreign Commerce

Any shipper situated in the United States may transmit his requests and complaints as hereinafter defined to the Carrier or to any agent acting for him in the Port of Loading, or the Carrier's agents in the United States at the address indicated in the Organization Tariff Record.

Any written notice including telex, cable or other printed electronic communication is Acceptable.

As used in this rule, the phrase "Requests and Complaints" means any communication requesting a change in tariff rates,

rules or regulations; objecting to rate increase or other tariff charges; and protests 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.

Consultation will be Arranged upon receipt of a written request by the Carrier in order to resolve any disputes, claims or Controversies which may arise.

===== End of Rule Text =====



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RULE: 20 Effective: 21Dec1998 Special case: 011475
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Overcharge Claims

- A. All claims for adjustment of freight charges must be presented to the Carrier in writing, within three (3) years after the date of shipment. Any expenses incurred by the Carrier in connection with its investigation of the claim shall be borne by the party responsible for the error, or, if no error be found, by the Claimant.
- B. For the purpose of uniformity in handling claims for adjustment of freight charges base on alleged errors in cargo description, tariff application, cargo weight and/or measurement, refunds will only be considered as follows:
 - 1. Claims must contain the following original or certified documents:
 - (a) Bill of Lading
 - (b) Packing List
 - (c) Commercial Invoice
 - (d) Custom Entry Permit/Import Declaration, as

cargo may be inspected at port of loading or at destination:

- (a) By carrier's agent
- (b) Jointly by shipper or consignee and carrier's agent, or
- (c) By a marine surveyor when requested by carrier's agent.
- C. Claims for freight rate adjustments will be acknowledged by the Carrier within 20 days of receipt by written notice to the Claimant of all governing Tariff provisions and Claimants rights under the Shipping Act of 1984.
- D. 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, pursuant to Section 11 (g) of the Shipping Act of 1984. Such claims must be filed within three years of the date the cause of action accrues.
- E. Complaints seeking reparation pursuant to Section 11(G)

applicable
(e) Customs Export Declaration as applicable

of the Shipping Act of 1984, shall be filed within
three (3) years after the cause of action is accrued.
===== End of Rule Text =====

2. If claim is presented to the carrier in writing,



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RULE: 21 Effective: 21Dec1998 Special case: 011475
 (S)

Use of Carrier Equipment

Not Applicable.
===== End of Rule Text =====



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Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 22 Effective: 21Dec1998 Special case: 011475
(5)

Automobile Rates in Domestic Offshore COMMERCE

Not Applicable.

===== End of Rule Text =====



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Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 23 Effective: 21Dec1998 Special case: 011475
(S)

Carrier Terminal Rules and Charges

Not Applicable.

===== End of Rule Text =====



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Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 24 Effective: 29Mar2018
 (C)

NVOCCs in Foreign Commerce: Bonds and Agents

COIL-TAINER LIMITED
 1615 West Chester Pike, Suite 105
 West Chester, PA 19312
 Phone: 610-918-8000
 Fax: 610-918-8680

Coil-Tainer Limited in conjunction withfiling of tariffs has

Surety Bond in the amount of \$75,000.00 secured through:

American Alternative Insurance Corp.
 c/o Roanoke Underwriting / Roanoke Trade Services Inc.
 1475 E. Woodfield Road, Suite 500
 Schaumburg, IL 60173 USA

The bond number: 2015020106

===== End of Rule Text =====



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Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 25 Effective: 21Dec1998 Special case: 011475

(S)

Certification of Shipper Status in Foreign Commerce

No NVOCC shipments shall be accepted unless the NVOCC is in compliance with the Federal Maritime Commission's Regulations as published in 46 CFR Part 583.7(a) and (b) (1) and (2).

===== End of Rule Text =====



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Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 26 Effective: 01Apr1999
(C)

Time/Volume Rates in Foreign Commerce

See Following Sub Rules:

===== End of Rule Text =====



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26 A

Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 26 A Effective: 05Apr2000
(C)

Reserved for Future Use

This rule intentionally left blank.
===== End of Rule Text =====





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26 B

Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 26 B Effective: 01Apr2001
(C)

Reserved For Future Use
This rule intentionally left blank.
===== End of Rule Text =====



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26 C -----+

+-----

Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 26 C Effective: 01Apr2002
(C)

Reserved For Future Use

This rule intentionally left blank.

===== End of Rule Text =====



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26 D

Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 26 D Effective: 01Apr2003
(C)

Reserved For Future Use

This rule intentionally left blank.
===== End of Rule Text =====



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26 E

Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 26 E Effective: 01Apr2004
(R)(C)

Reserved For Future Use

This rule intentionally left blank.

===== End of Rule Text =====





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 26 F

 Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 26 F Effective: 01Jan2006
 (C)

RESERVED FOR FUTURE USE

This rule intentionally left blank.
 ===== End of Rule Text =====



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26 G

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Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 26 G Effective: 01Mar2005
(C)

RESERVED FOR FUTURE USE

This rule intentionally left blank.
===== End of Rule Text =====



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26 H

Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 26 H Effective: 01Jan2006
(C)

RESERVED FOR FUTURE USE

This rule intentionally left blank.
===== End of Rule Text =====



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26 I

Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 26 I Effective: 01Jan2006
(C)

RESERVED FOR FUTURE USE

This rule intentionally left blank.
===== End of Rule Text =====



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Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 27 Effective: 21Dec1998 Special case: 011475
(S)

Loyalty Contracts in Foreign Commerce

Not Applicable.
===== End of Rule Text =====



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Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 28 Effective: 21Dec1998 Special case: 011475
(5)

Definitions

See following Sub-rules.

===== End of Rule Text =====



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RULE: 28 A Effective: 22Dec1998
 (C)

Tariff Terms

ANY QUANTITY

The term "Any Quantity" or "AQ" indicates the application of a rate, or other provision, with no specified quantity for shipment.

BASIC SHAPES

Anodes, Bars, Billets, Blooms, Bands, Briquettes, Cakes, Cathodes, Discs, Ingots, Pigs, Rods, Plates, Slabs, Sheets, Strip, Shot, Wire, (Including Clay Coated).

BUSINESS HOURS

The term "Business Hours" means the hours from 7:00 A.M. to 6:00 P.M., Mondays thru Fridays, excluding Holidays. Each of such days constitutes a "Business Day".

CARGO, N.O.S.

Cargo not otherwise specified.

CARRIER

The term "Carrier" means Coil-Tainer Limited or participating rail and motor carriers, including their authorized representatives or agents.

CFS-CFS

The term "CFS-CFS" means cargo delivered Break Bulk to Carrier's loading terminal or container Freight Station (CFS) to be packed into containers, by the Carrier and to be unpacked from the containers by the Carrier at Carrier's Terminal or Container Freight Station (CFS) at Port of Discharge. (Also referred to as Pier to Pier).

CFS-CY

The term "CFS-CY" means cargo delivered Break Bulk to Carrier's loading terminal or Container Freight Station (CFS) to be packed into containers by the Carrier and

otherwise provided, the term "Container" is interchangeable with trailer and has common meaning.

In this tariff the terms 20 ft. container, 40 ft. container, 40 ft. High-Cube container, 45 ft. container apply to containers with the following exterior dimensions:

	L	W	H
20 Foot	20 Feet	8 Feet	8 Feet 6 1/2 Inches
40 Foot	40 Feet	8 Feet	8 Feet 6 1/2 Inches
40 Foot High-Cube	40 Feet	8 Feet	9 Feet 6 1/2 Inches
45 Foot	45 Feet	8 Feet	9 Feet 6 1/2 Inches

CONTAINER FREIGHT STATION (CFS)

The term "Container Freight Station" means the location designated by Carrier for the receiving and delivery by Carrier or his authorized agent of goods to be or which have been moved in containers; provided, however, such Container Freight Station must be adjacent to Carrier's Container Yard as defined hereunder.

CONTAINER SERVICE CHARGE

The term "Container Service Charge" means the services performed at Loading Ports. "Container Services" referred to herein are restricted to the following:

1. Moving empty containers from CY to CFS.
2. Drayage of loaded containers from CFS to CY and/or ship's tackle.
3. Issuing dock receipt/shipper order.

CONTAINER YARD (CY)

The term "Container Yard" means the location designated by Carrier in the port area where (1) the Carrier assembles, holds or stores container; and (2) where containers loaded with goods are received or

moved to ultimate destination for unpacking by Consignee off Carrier's premises at Port of Discharge. (Also referred to as Pier to House).

CHARGE

The term "Charge" shall mean the amount or price stated by W, M, or PC or other designated unit to be charged and collected by the carrier or carriers, or by the operator of the terminal or wharf, for the use of any terminal facility or for any service rendered cargo beyond ship's tackle either at port of loading or port of discharge, relating to or connected with receiving, storing or delivering property.

CONSIGNOR, CONSIGNEE, SHIPPER

The term "Consignor", "Consignee" or "Shipper" include the authorized representatives or agents of such "Consignor", "Consignee" or "Shipper".

CONTAINER

The Term "Container" means a single rigid, nondisposable dry cargo, ventilated, insulated, reefer, flat rack, vehicle rack or open top containers with/without wheels or bogies attached not less than 18 feet nor more than 45 feet in length, having a closure or permanently hinged door, that allows ready access to the cargo. All types of containers will have construction, fittings, and fastenings able to withstand, without permanent distortion, all the stresses that may be applied in normal service use of continuous transportation. Except as

delivered.

CONTROLLED TEMPERATURE

"Controlled Temperature" means the maintenance of a specific temperature or range of temperature in Carrier's Trailers.

CY-CY

The term "CY-CY" means containers packed off Carrier's premises and move to ultimate destination for unpacking by Consignee off Carrier's premises at Port of Discharge. (Also referred to as House to House).

CY-CFS

The term "CY-CFS" means containers packed by Shipper off Carrier's premises and unpacked from container at Carrier's Terminal Container Freight Station (CFS) at Port of Discharge. (Also referred to as House to Pier).

DEMURRAGE

The term "Demurrage" indicates a charge assessed against cargo remaining in or on carrier's trailers after the expiration of free time.

FULL VISIBLE CAPACITY

The term "Full Visible Capacity" shall be understood to mean that the trailer shall be loaded as full as the character of the freight and other conditions permit, so that no more of the same type freight can be loaded therein, consistent with safety and precautions against

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RULE: 28 A Tariff Terms
(Continued...)

damage.

HANDLING CHARGES

The term "Handling Charges" or "Terminal Handling Charges" means the charges for those services performed in moving or conveying cargo, including ordinary breaking down, sorting and trucking from place where unloaded from railroad car, truck or other vehicle on the terminal direct to ship's tackle, or (2) from place or rest on terminal, barge or lighter to ship's tackle, or (3) between carrier's container and place of rest in terminal.

HOLIDAY

The term "Holiday" means any day designated as full holiday nationally, by State Statue or by local proclamation and those on which service to the shipping public is not offered.

PRIVATE-OWNED VEHICLE

Automobiles owned by an individual or a family for his or her own personal use.

QUALITY

That process by which the carrier strives to meet its customers' needs the first and every time by anticipating and preventing problems.

RAIL CARRIER

Means participating Rail Carriers named in this Tariff.

RAIL CARRIER'S TERMINAL

The term "Rail Carrier's Terminal" means:
(a) The place where stuffed containers are delivered by Rail Carrier and where empty containers will be returned by Consignees.
(b) The place where Rail Carrier assembles, holds or

KNOCKED DOWN

The term "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 1/3% from its normal shipping cubage when set up or assembled.

KNOCKED DOWN FLAT

The term "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% from its normal shipping cubage when up or assembled.

LESS-THAN-TRUCKLOAD (LTL)

The term "Less-Than-Truckload" or "LTL" indicated the application of a rate or other provision, on a quantity of freight comprising less than a specific truckload minimum quantity.

MOTOR CARRIER

Means participating Motor Carrier named in this Tariff.

NESTED

The term "Nested" shall mean 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 place 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

The term "Nested Solid" shall mean that three or more of the articles must be placed on within or upon the other so that the outer side surfaces of the one above will in contract 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 rate item in this Tariff.

PACKING (Stuffing)

The term "Packing" covers the actual placing of cargo into the container as well as the proper stowage thereof within the container.

PORT

The term "Port" means the place where ocean carrier's vessel calls.

stores Water Carrier's Containers.

REVENUE TON

1,000 Kilos or 1 Cubic Meter as freighted.

SHIPMENT

Except as otherwise provided, a shipment is defined as that quantity of freight received from one shipper at one point of origin, at one place one time on one bill of lading or shipping document for delivery to one consignee, at one point of destination.

SHIPPER

The term "Shipper" shall include the person named as such in the bill of lading, the consignee and the owner of the goods, the holder

SHIP'S TACKLE

The term "Ship's Tackle" in this Tariff means that location immediately accessible to cargo gear use for lifting containers to or from the vessel.

SITE

The term "Site" means a particular platform or specific location for loading or unloading at a "Place".

SPECIAL RATE

Rate established for specified commodity for specific period of time to cover what appears to be at the time the rate is established, only a temporary volume movement of the commodity.

STORAGE

The term "Storage" shall include the charge assessed by the terminal on cargo remaining at the terminal after free time has expired and before such cargo has been loaded to the vessel or before such cargo has been placed in public warehouse for storage.

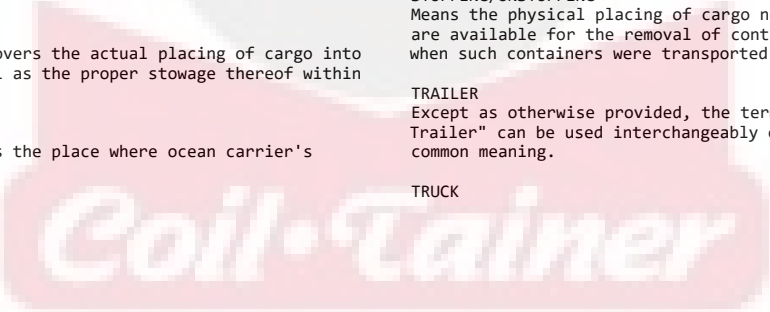
STUFFING/UNSTUFFING

Means the physical placing of cargo no lifting facilities are available for the removal of containers from flat car when such containers were transported without chassis.

TRAILER

Except as otherwise provided, the term "Container or Trailer" can be used interchangeably or together with common meaning.

TRUCK



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The term "Truck" means a vehicle or vehicles propelled or drawn by a single mechanical power unit and used on the highways in the transportation of property.

TRUCKLOAD

The term "Truckload" or "TL" indicates the application of a rate, or other provision, on a specified minimum quantity.

WATER (OR OCEAN) CARRIER

Means Direct Container Line, Inc.

WATER CARRIER'S TERMINAL

- a. The Container Freight Station and Container Yard at ports shown in Rule 1-A.
- b. The place where Water Carrier assembles, holds or

stores its containers.

WORKING DAYS

Means that period of each calendar day excepting Saturdays, Sundays and Holidays from 8:00 A.M. to 5:00 P.M.

UNPACKING (Stripping)

The Term "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.

VENTILATED, VENTILATION

The term "Ventilated" or "Ventilation" means equipment with openings to permit the passage of air through such openings.

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===== End of Rule Text =====



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RULE: 28 B Effective: 21Dec1998 Special case: 011475
 (S)

Assessorial Components and Definitions

Assessorial means a particular service or condition, other than the basic transportation, which is usually described in a commodity description, TLI, or Tariff Rule, and for

which a charge may be added to the basic ocean freight rate.

The following Sub-rules contain definitions to the terms used within an assessorial.

===== End of Rule Text =====



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RULE: 28 C Effective: 21Dec1998 Special case: 011475
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Fields Within an Assessorial

A number of field types are used when defining an assessorial. The fields used are described below.

ACTUAL-COUNT This field represents the actual number of rate units shipped when the rate basis is EACH.

ACTUAL-HEIGHT This field represents the actual height of the commodity.

ACTUAL-LENGTH This field represents the actual length of the commodity.

ACTUAL-MBF This field represents the actual MBF (thousand-board-feet) measure of the cargo.

ACTUAL-VALUE For Ad Valorem rates, this field represents the actual value of the cargo.

ACTUAL-VOLUME This field represents the actual volume of the commodity shipped. This is the volume before any modifications have been applied.

ACTUAL-WEIGHT This field represents the actual weight of the commodity shipped. This is the weight before any modifications have been applied.

ACTUAL-WIDTH This field represents the actual width

rate. In conference rates, used to specify a member carrier to include carrier-specific surcharges.

COMMODITY-NUMBER This field represents the commodity number as specified in the TLI, consisting of the nonhyphenated combination of the six-digit commodity category number and the four-digit commodity description number data elements.

CONTAINER-COUNT This field represents the number of containers used for the shipment.

CONTAINER-SEQ This field represents the container sequence number.

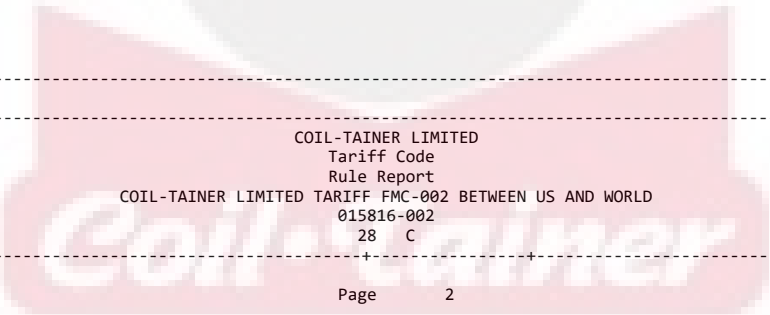
CONTAINER-SIZE This field represents the size of container used (e.g., 20FT, 40FT).

CONTAINER-TEMP This field represents the environment of the container (e.g., FRZ for Frozen).

CONTAINER-TYPE This field represents the type of container (e.g., FR for Flat Rack, RE for Reefer).

DESTINATION This field represents a destination

	of the commodity.		location; it may be a city, port, state/province, country, or location group.
BAF-CHARGES	This field represents the BAF-CHARGES special charge accumulator that is used to collect the value of BASIC-OCEAN-FREIGHT plus any other special charges which employ the BAF-CHARGES special charge accumulator name (data field). The BAF-CHARGES data field may then be used to calculate the BAF charge.	DEST-INLAND-DIST	This field represents the inland distance (if any) from the destination via-port to an inland destination point.
BASIC-OCEAN-FREIGHT	This field represents the computation (before any application of a Currency Adjustment Factor) of the TLI rate by multiplying the base rate times the appropriate unit for the rate basis (e.g., if the rate basis is Per Container, the number of containers multiplied by the rate).	DEST-INLAND-MODE	This field represents the type of transportation used from the port of discharge to the destination (e.g., motor, rail).
CAF-CHARGES	This field represents the CAF-CHARGES special charge accumulator that is used to collect the value of BASIC-OCEAN-FREIGHT plus any other special charges which employ the CAF-CHARGES special charge accumulator name (data field). The CAF-CHARGES data field may then be used to calculate the CAF charge.	DEST-INLAND-RATE	This field represents the inland rate charge for moving cargo from the Port of Discharge to the final destination when such charge is not included in the TLI base rate.
CARRIER CODE	This field represents the SCAC/STAC code of a carrier affiliated with a Conference. Used by the operator to designate a specific carrier independent action in a Conference tariff when more than one carrier filed for an independent action	DEST-SERVICE-TYPE	This field represents the destination service code; this is the second code in the service type code.
		FF-BROKER-TYPE	This field represents the freight forwarder/broker type.
		FF-CHARGES	This field represents the Freight Forwarder Compensation special charge accumulator (FF-CHARGES) that is used to collect the value of BASIC-OCEAN-FREIGHT plus any other special charges which employ the FF-CHARGES



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RULE: 28 C Fields Within an Assessorial
 (Continued...)

	special charge accumulator name (data field). The FF-CHARGE data field may then be used to calculate the Freight Forwarder Compensation.		basic ocean freight (this may or may not be the same as the TLI-RATE-BASIS).
FREIGHT-TONS	For Weight or Measure rates, this field represents the weight or volume units used to calculate the bottom-line rate, whichever was chosen to yield greater revenue.	RATED-COUNT	This field represents the adjusted quantity of units shipped when the rate basis is EACH, after any modifications have been applied.
		RATED-MBF	This field represents the adjusted MBF (thousand-board-feet) measure for the cargo.

HAZARD-CODE	This represents the hazardous nature of the cargo being shipped.	RATED-VALUE	This field represents the adjusted value for cargo that is rated on an Ad Valorem basis.
INLAND-DIST	This field is used in a simple calculation statement just prior to a calculation statement to select a value from a rule table using INLAND-DIST as a selection column value. Allows assignment of either origin or destination inland distance from an inland rate table to be used in a rule table.	RATED-VOLUME	This field represents the adjusted volume of the commodity shipped after any modifications have been applied.
ORIGIN	This represents an origin location; it may be a city, port, state/province, country, or location group.	RATED-WEIGHT	This field represents the adjusted weight of the commodity shipped after any modifications have been applied.
ORIGIN-INLAND-DIST	This field represents the inland distance (if any) from the inland origin point to the origin via-port.	RESULT	This field represents the result of a calculation of an assessorial. This amount would get added into the total ocean freight to produce a bottom-line or "one true" rate.
ORIGIN-INLAND MODE	This field represents the type of transportation used from the origin to the port of load (e.g., motor, rail).	SERVICE-TYPE	This field represents the type of cargo move (e.g., 00 - ocean port to ocean port).
ORIGIN-INLAND-RATE	This field represents the inland rate for moving the cargo from the origin to the Port of Load.	SHIPPER-OWNED	This represents whether the vessel used in shipping the cargo is shipper-owned or leased.
ORIGIN SERVICE-TYPE	This field represents the origin service code; this is represented by the first character in the service type code.	STRIPPING-MODE	This field represents the method used to remove the cargo from the containers (hand or mechanical).
PACKAGING-TYPE	This field represents the packaging units used to contain the commodity (e.g., barrels, cartons, pallets).	STUFFING-MODE	This field represents the method used to load the cargo into the containers (hand or mechanical).
POD	This field represents Port of Destination - the port at which the cargo is unloaded from the ship.	SUBTOTAL-##	There are nine SUBTOTAL fields, SUBTOTAL-01 through SUBTOTAL-09, that are used as special charge accumulators. These may be used to collect the value of BASIC-OCEAN-FREIGHT plus any other special charges which employ the SUBTOTAL-## special charge accumulator names (data fields). The SUBTOTAL-## data field may then be used to calculate a specific charge in an assessorial using the SUBTOTAL-## data field.
POL	This field represents Port of Load - the port at which the cargo is loaded onto the ship.		
RATE-BASIS	This field the rate basis (e.g., Weight, Measure, Per Container) used to compute the		

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RULE: 28 C Fields Within an Assessorial
 (Continued...)

TARIFF-VOL-TON	This field represents the volume basis used in a tariff.	TLI-RATE-BASIS	This field represents the rate basis specified on the TLI (as opposed to the RATE-BASIS, which represents the rate basis used in calculations - this may differ from the TLI-RATE-BASIS as a result of assessorials or internal system mechanisms such as the selection of Weight or Measure when the TLI-RATE-BASIS is WM).
TARIFF-WT-TON	This field represents the weight basis used in a tariff.		
TEMP1	This field is used to hold data used in preliminary rate calculations.		
TEMP2	This field is used to hold data used in preliminary rate calculations	TLI-STOWAGE-CODE	This field represents the stowage code specified on the TLI, such as OD (On Deck) or BS (Bottom Stowage).
TLI-CTR-SIZE	This field represents the container size specified on a TLI (as opposed to at the calculation screen).	TOTAL-FREIGHT	This field represents the value of BASIC-OCEAN-FREIGHT plus any other charges which are added in cycled 20-89. When used in Cycles 80-89, TOTAL-FREIGHT is the sum of the total freight value for all container calculations in a single calculation sequence.
TLI-CTR-TEMP	This field represents the container temperature as specified by the tariff line item.		
TLI-CTR-TYPE	This field represents the container type as specified by the tariff line item.	TRANSSHIP	This field represents whether trans-shipment services are required for the cargo move.
TLI-RATE	This field represents the rate specified on the TLI.	VOLUME/WEIGHT-RATIO	This field represents the calculated ratio of the rated volume to the rated weight.
			===== End of Rule Text =====



Coil-Tainer

 COIL-TAINER LIMITED
 Tariff Code
 Rule Report
 COIL-TAINER LIMITED TARIFF FMC-002 BETWEEN US AND WORLD
 015816-002
 28 D

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 Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.

RULE: 28 D Effective: 21Dec1998 Special case: 011475
 (S)

Calculation Types Within an Assessorial

RESULT = ROUND-NEAREST (TEMP1, 0.01)

A number of calculation formats (known as calculation templates) are used in defining an assessorial. The calculation templates below are assignment statements. This means that the result of a function performed on A and B is assigned to the variable represented by X. In these templates, A and B represent variables or constants that are defined by the filer during tariff creation. An example is included with each calculation formula.

(In this example, the most recent value assigned to TEMP1 would be rounded, either up or down, to the nearest cent).

X = ROUND-UP (A,R)

X = A Sets one variable equal to another variable or constant.

Rounds the variable A up to the next unit represented by R.

ACTUAL-WEIGHT = 36,000.000 LBS

TLI-RATE = ROUND-UP (TLI-RATE, 0.50 USD)

X = A * B Multiplies one variable by another variable or constant.

(In this example, the TLI rate would be rounded up to the next fifty cents.)

RATED-WEIGHT = ACTUAL-WEIGHT * 10.00%

X = SELECT FROM table

X = A + B Adds one variable to another variable or constant.

Selects a value from a table of values where table is the name of the table created by the filer during tariff creation.

RESULT = TLI-RATE + 500.00 USD

RESULT = SELECT FROM CAF Table

X = A - B Subtracts one variable from another variable or constant.

X = SELECT FROM table USING column

TEMP1 = RATED-WEIGHT - ACTUAL-WEIGHT

Selects a value from a specific column in a table where table is the name of the table and column is the name of the column.

X = A / B Divides variable A by variable or constant B.

RESULT = SELECT FROM CAF Table USING France

TEMP2 = RATED-WEIGHT / CONTAINER-COUNT

X = max (A,B)

X = ROUND-DOWN (A,R)

Selects the variable or constant with the

Rounds the variable A down to the next unit represented by R.

RESULT = ROUND DOWN (RATED-VOLUME, 1.00)

(In this example, rated volume would be rounded down to the nearest cubic meter).

X = ROUND-NEAREST (A,R)

Rounds the variable A up OR down to the next unit represented by R.

maximum value.

RESULT = max (TEMP2, 120.00USD)

X = min (A,B)

Selects the variable or constant with the minimum value.

RESULT = min (BASIC-OCEAN-FREIGHT, 500.00 USD)

===== End of Rule Text =====

COIL-TAINER LIMITED
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RULE: 28 E Effective: 21Dec1998 Special case: 011475 (S)

Conditions Within an Assessorial

A number of condition types can be used in defining an assessorial. These condition types are listed in Sub-rule C of this rule.*

In addition to those listed in Sub-rule A, the condition "field condition value" may be applied according to specific need. This condition statement allows the user to create his/her own condition statement. When this option is selected a comparison can be made between two variables. Four steps are needed to execute this option.

- a). First, in the condition statements, "field condition value" will be entered.
- b). Then the first variable to be tested will be entered, (e.g., ACTUAL-COUNT, BASIC-OCEAN-FREIGHT, etc.);
- c). Then a list of the "field condition values" will appear. This represents the relationship you wish to test. The options include:
 - Equal to
 - Not Equal to
 - Greater than

- Less than
- Greater than or Equal to
- Less than or Equal to

d). Last, the value that the field variable is to be compared with; for example, if you selected "ACTUAL-COUNT" as the field variable and "equal to" as the condition, you might specify "10 PCS" as the value to which the actual count will be compared when the assessorial is evaluated.

WHEN: ACTUAL-COUNT is 10PCS

* NOTE: The system "Help" for condition type will reflect the currently available options.

In addition, the variable "always" may be applied according to specific need.

ALWAYS This is used typically after one or more condition sets to specify a default action that takes place when no other conditions apply.

WHEN: ALWAYS
===== End of Rule Text =====



COIL-TAINER LIMITED
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 28 F

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RULE: 28 F Effective: 21Dec1998 Special case: 011475
 (S)

<p>Cycles</p> <p>To accommodate dependent surcharges (and multiple container rating), the assessorial cycle definitions have been defined below:</p> <p>CYCLES 0 Thru 9 Used to redefine rating values such as</p>	<p>CYCLES 90 Thru 99 Used to calculate values (e.g., freight forwarder's compensation) for the entire shipment that are not included in the total ocean freight (i.e., that appear below the total ocean freight on a bill of lading).</p> <p>Assessorials defined in Cycles 0 through 79 are processed</p>
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rated weight, rated volume, rated count, etc. for the calculation of basic ocean freight.

CYCLES 10 Thru 19 Used to redefine basic ocean freight (e.g., to impose a maximum charge)

CYCLES 20 Thru 79 Used to compute general charges (applicable to individual containers/units)

CYCLES 80 Thru 89 Used to define charges that apply to the entire shipment, whether it consist of one or many containers.

once for each container or unit specified (See Sub-Rule F for multiple container rating), whereas assessorial defined in Cycles 80 through 99 are processed once for an entire shipment. Also, at Cycle 80, the values of actual and rated weight, volume, value, count, and MBF are set equal to the sum of their respective values for each container. (For example, if RATED-WEIGHT is 12KT for Container 1 and 15KT for Container 2, then at the end of Cycle 79 for Container 1, RATED-WEIGHT is 12KT; likewise, at the end of Cycle 79 for Container 2, RATED-WEIGHT is 15KT. At the beginning of Cycle 80, however, RATED-WEIGHT is set to the sum of all the rated weights for all containers - in this example, 27KT.

===== End of Rule Text =====