AM CARGO FOR WORLD TRANSPORTATION
ORIGINAL TITLE PAGE
TARIFF NO. 100

FMC No.: 025334-100
Non-Vessel Operating Common Carrier

Effective Date: 19NOV2014
Published Date: 19NOV2014
Expiration Date:

Controlled Carrier Status: NONE

TITLE PAGE

TARIFF NO. 100
Negotiated Rate Arrangements ("NRA") Governing Rules Tariff
NAMING RULES AND REGULATIONS ON CARGO MOVING
IN CONTAINERS AND BREAK BULK
BETWEEN
U.S. PORTS AND POINTS
AND
WORLD WIDE PORTS AND POINTS

AM Cargo for World transportation is a Non-Vessel Operating Common Carrier (NVOCC) licensed by the Federal Maritime Commission ("FMC") operating under FMC number 025334.

NOTICE TO TARIFF USERS

Carrier has opted to be exempt from tariff publication requirements pursuant to 46 C.F.R. §520 and 532. In that respect Carrier has opted for exclusive use of Negotiated Rate Arrangements NRAs".
NVOCC NRA means the written and binding arrangement between an NRA shipper or consignee and eligible NVOCC to provide specific transportation service for a stated cargo quantity, from origin to destination on and after receipt of the cargo by the Carrier or its agent (originating carrier in the case of through Transportation).

Carrier shall issue quotation sheets, booking confirmations, e-mail communications and other writings with applicable rates and charges for the shipments subject of the NRA, and shipper's or consignee's response by e-mail or other writing (collectively "the writings") which will constitute an offer by Carrier and acceptance by Shipper or Consignee for transportation services pursuant to 46 C.F.R. §520.13 and §532. The terms contained in the writings shall be a valid offer for thirty (30) days from the booking date, unless otherwise rescinded by the Carrier prior to receiving Shipper's cargo. Carrier's or Carrier's agent's receipt of cargo for this shipment constitutes final acceptance by Shipper or Consignee of this offer, and the terms of the NRA shall bind the parties. If the writing provided by shipper or consignee to accept the offer does not contain the legal name and address of the shipper or consignee and its affiliates agreeing to the NRA, the shipper or consignee must provide these by separate writing which shall be considered part of the NRA.
All applicable origin, destination, local, terminal and/or port charges shall apply to all NRAs for the account of the cargo.
Rates may not be modified in an NRA after the time the shipment is received by the Carrier or its agent (including originating carriers in the case of through transportation).

PUBLISHED BY:
AM CARGO FOR WORLD TRANSPORTATION
21 AMIN FEKRY RAMI STATION, 9TH FLOOR
ALEXANDRIA, EGYPT
PUBLISHING OFFICER: MARWA IBRAHIM ELMOSALAM
EMAIL: MARWA_ELMOSALAM@A-MCARGO.NET
TEL: 002-03 4849471

TARIFF DETAILS

Tariff Number:	**025334-100**
TARIFF TITLE:	**NRA GOVERNING RULES TARIFF**
EFFECTIVE:	19NOV2014
THRU:	None
EXPIRES:	None
PUBLISH:	19NOV2014
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CERTIFICATION:	ALL INFORMATION CONTAINED IN THIS TARIFF IS TRUE, ACCURATE AND NO UNLAWFUL ALTERATIONS ARE PERMITTED.

ORGANIZATION INFORMATION

NUMBER:	**025334-100**
NAME:	**AM CARGO FOR WORLD TRANSPORTATION**
TRADE NAME:	
TYPE:	NON-VESSEL OPERATING COMMON CARRIER
HDQ. COUNTRY:	Egypt
HOME OFFICE:	21 AMIN FEKRY RAMI STATION, 9TH FLOOR ALEXANDRIA, EGYPT
PHONE:	002-03 4849471
FAX:	
CONTACT:	MARWA IBRAHIM ELMOSALAM
EMAIL:	MARWA_ELMOSALAM@A-MCARGO.NET

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Rule 1: Scope

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

U.S. ATLANTIC BASE PORTS (ACBP)
Baltimore, MD
Boston, MA
Chester, PA
Charleston, SC
Jacksonville, FL
Miami, FL
New York, NY
Newark, NJ
Norfolk VA
Philadelphia, PA
Savannah, GA
Wilmington, NC
U.S. GULF COAST BASE PORTS: (GCBP)
Houston, TX
Galveston, TX
New Orleans, LA
Tampa, FL
Mobile, AL
U.S. PACIFIC COAST BASE PORTS: (PCBP)
Port Hueneme, CA
Los Angeles, CA
Long Beach, CA
Oakland, CA
San Francisco, CA
San Pedro, CA
Portland, OR
Seattle, WA
Tacoma, WA
GREAT LAKES BASE PORTS
Includes Chicago, IL
SUBSTITUTED SERVICE AND INTERMODAL SERVICE
A. SUBSTITUTED SERVICE
This provision shall govern the transfer of cargo by trucking or other means of transportation at the expense of the Ocean Carrier. In no event shall any such transfer arrangements be such as to result directly or indirectly in any lessening or increasing of the cost or expense which the shipper would have borne had the shipment cleared through the port originally intended.
B. INTERMODAL SERVICE
Carrier will provide through intermodal service via all combinations of air, barge, motor and rail service.
Intermodal Rates will be shown as single-factor through rates as specified in individual NRAs. Carrier's liability will be determined in accordance with the provisions indicated in their Bill of Lading (Rule 8 herein). Intermodal rates will apply via US Atlantic, Gulf or Pacific Coast Base Ports as specified in the individual NRA of this tariff. Intermodal rates will apply from locations specified in rule 1-B.

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Rule 1-A:	**Worldwide Ports and Points**

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Except as noted this tariff provides rules and regulations between USA Ports and Points, and Worldwide Ports and Points. NRAs to and from World Inland Points apply via Base Ports.

AFGHANISTAN
ALBANIA
ALGERIA
AMERICAN SAMOA
ANDORRA
ANGOLA
ANGUILLA
ANTARCTICA
ANTIGUA AND BARBUDA
ARGENTINA
ARUBA
ASHMORE AND CARTIER ISLANDS
AUSTRALIA
AUSTRIA
BAHAMAS THE
BAHRAIN
BAKER ISLAND
BANGLADESH
BARBADOS
BASSAS DA INDIA
BELGIUM
BELIZE
BENIN
BERMUDA
BHUTAN
BOLIVIA
BOTSWANA
BOUVET ISLAND
BRAZIL
BRITISH VIRGIN ISLANDS
BRUNEI
BULGARIA
BURKINA
BURMA
BURUNDI
CAMBODIA
CAMEROON
CANADA
CAPE VERDE
CAYMAN ISLANDS
CENTRAL AFRICAN REPUBLIC
CHAD
CHILE
CHINA
CHRISTMAS ISLAND
CLIPPERTON ISLAND
COCOS (KEELING) ISLANDS
COLOMBIA
COMOROS
CONGO
COOK ISLANDS
CORAL SEA ISLANDS
COSTA RICA
CUBA
CYPRUS
CZECHOSLOVAKIA
DENMARK
DJIBOUTI
DOMINICA
DOMINICAN REPUBLIC
ECUADOR
EGYPT
EL SALVADOR
EQUATORIAL GUINEA
ETHIOPIA
EUROPA ISLAND
FALKLAND ISLANDS (ISLAS MALVIN
FAROE ISLANDS
FEDERATED STATES OF MICRONESIA
FIJI
FINLAND
FRANCE
FRENCH GUIANA
FRENCH POLYNESIA
FRENCH SOUTHERN AND ANTARCTIC
GABON
GAMBIA THE
GAZA STRIP
GERMANY
GHANA
GIBRALTAR
GLORIOSO ISLANDS
GREECE
GREENLAND
GRENADA
GUADELOUPE
GUAM
GUATEMALA
GUERNSEY
GUINEA
GUINEA BISSAU
GUYANA
HAITI
HEARD ISLAND AND MCDONALD ISLA
HONDURAS
HONG KONG
HOWLAND ISLAND
HUNGARY
ICELAND
INDIA
INDONESIA
IRAN
IRAQ
IRAQ SAUDI ARABIA NEUTRAL ZONE
IRELAND
ISRAEL
ITALY
IVORY COAST
JAMAICA
JAN MAYEN
JAPAN
JARVIS ISLAND
JERSEY
JOHNSTON ATOLL
JORDAN
JUAN DE NOVA ISLAND
KENYA
KINGMAN REEF
KIRIBATI
KOREA DEMOCRATIC PEOPLES REP
KOREA REPUBLIC OF
KUWAIT
LAOS
LEBANON
LESOTHO
LIBERIA
LIBYA
LIECHTENSTEIN
LUXEMBOURG
MACAU
MADAGASCAR
MALAWI
MALAYSIA
MALDIVES
MALI
MALTA
MAN ISLE OF
MARSHALL ISLANDS
MARTINIQUE
MAURITANIA
MAURITIUS
MAYOTTE

MEXICO
MIDWAY ISLANDS
MONACO
MONGOLIA
MONTSERRAT
MOROCCO
MOZAMBIQUE
NAMIBIA
NAURU
NAVASSA ISLAND
NEPAL
NETHERLANDS
NETHERLANDS ANTILLES
NEW CALEDONIA
NEW ZEALAND
NICARAGUA
NIGER
NIGERIA
NIUE
NORFOLK ISLAND
NORTHERN MARIANA ISLANDS
NORWAY
OMAN
PAKISTAN
PALMYRA ATOLL
PANAMA
PAPUA NEW GUINEA
PARACEL ISLANDS
PARAGUAY
PERU
PHILIPPINES
PITCAIRN ISLANDS
POLAND
PORTUGAL
PUERTO RICO
QATAR
REUNION
ROMANIA
RWANDA
SAN MARINO
SAO TOME AND PRINCIPE
SAUDI ARABIA
SENEGAL
SEYCHELLES
SIERRA LEONE
SINGAPORE
SOLOMON ISLANDS
SOMALIA
SOUTH AFRICA
SOUTH GEORGIA AND THE SOUTH SA
SPAIN
SPRATLY ISLANDS
SRI LANKA
ST HELENA
ST KITTS AND NEVIS
ST LUCIA
ST PIERRE AND MIQUELON
ST VINCENT AND THE GRENADINES
SUDAN
SURINAME
SVALBARD
SWAZILAND
SWEDEN
SWITZERLAND
SYRIA
TAIWAN
TANZANIA UNITED REPUBLIC OF
THAILAND
TOGO
TOKELAU
TONGA
TRINIDAD AND TOBAGO
TROMELIN ISLAND
TRUST TERRITORY OF THE PACIFIC
TUNISIA
TURKEY
TURKS AND CAICOS ISLANDS
TUVALU
UGANDA
UNION OF SOVIET SOCIALIST REPU
UNITED ARAB EMIRATES
UNITED KINGDOM
URUGUAY
USA
VANUATU
VATICAN CITY
VENEZUELA
VIETNAM
VIRGIN ISLANDS
WAKE ISLAND
WALLIS AND FUTUNA
WEST BANK
WESTERN SAHARA
WESTERN SAMOA
YEMEN
YUGOSLAVIA
ZAIRE
ZAMBIA
ZIMBABWE

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025334-100:	**AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)**
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Rule 1-B:	**Intermodal Service**

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

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025334-100:	**AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)**
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Rule 2:	**Notice to Tariff Users**

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a. Carrier has opted to be exempt from tariff publication requirements pursuant to 46 C.F.R. §§520 and 532. In that respect Carrier has opted for use of Negotiated Rate Arrangements ("NRAs").

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

c. Carrier's Rules are provided free of charge to Shipper, Consignee and the public at www.a-m**cargo**.net containing the terms and conditions governing the charges, classifications, rules, regulations and practices of Carrier.

d. Carrier shall issue quotation sheets, booking confirmations, e-mail communications and other writings with applicable rates and charges for the shipments subject of the NRA, and shipper's or consignee's response by e-mail or other writing (collectively "the writings") which will constitute an offer by Carrier and acceptance by Shipper or Consignee for transportation services pursuant to 46 C.F.R. §§520 and 532. The terms contained in the writings shall be a valid offer for thirty (30) days from the booking date, unless otherwise rescinded by the Carrier prior to receiving Shipper's cargo. Carrier's or Carrier's agent's receipt of cargo for this shipment constitutes final acceptance by Shipper or Consignee of this offer, and the terms of the NRA shall bind the parties. If the writing provided by shipper or consignee to accept the offer does not contain the legal name and address of the shipper or consignee and its affiliates agreeing to the NRA, the shipper or consignee must provide these by separate writing which shall be considered part of the NRA.

e. Rates may not be modified in an NRA after the time the shipment is received by the Carrier or its agent (including originating carriers in the case of through transportation.

f. Except as otherwise provided in the NRA all shipments that are subject to origin, destination, terminal, local or foreign charges shall be for the account of the cargo.

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025334-100:	**AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)**
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Rule 2A:	**Application of NRAs and Charges**

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1. NRAs are stated in terms of U.S. Currency and or local currencies, as applicable, and apply per 1 Cubic Meter (M) or 1,000 Kilos (W), as indicated, whichever basis yields the greater revenue, except as otherwise specified. Where the word "Weight" or the letter "W" appears next to an article or commodity, weight rates are applicable without regard to measurement. Where the word "Measurement" or the letter "M" appears next to an article or commodity, measurement rates are applicable without regard to weight.

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

NRAs indicated by W/M are optional weight or measurement rates and the rate yielding the greater revenue will be charged.

2. Except as otherwise provided, all "Port" (i.e., Port-to-Port) rules published herein apply from/to places where the common carrier originates or terminates its actual ocean carriage of cargo. Tolls, Wharfage, Cost of Landing, and all other expenses beyond the port terminal area are for account of Owner, Shipper or Consignee of the cargo and all such expenses levied in the first instance against the Carrier will be billed in an equal amount to the Owner, Shipper or Consignee of the Cargo.

NRAs shall be inclusive of all charges pertinent to the transportation of cargo and not including Customs clearance assessments or Forwarding Charges, except as provided.

Alternatively, at shipper's or consignee's request, carrier will arrange for inland transportation as shipper's or consignee's agent. All associated costs will be for the account of the cargo. Overland carriers will be utilized on an availability of service basis and not restricted to any preferred Carriers, except as Ocean Carrier deems necessary to guarantee safe and efficient movement of said cargo.

Carrier shall not be obligated to transport the goods in any particular type of container or by any particular Vessel, Train, Motor, Barge or Air Carrier, or in time for any particular market or otherwise than with reasonable dispatch. Selection of Water Carriers, Railways, Motor, Barge or Air Carrier used for all or any portion of the transportation of the goods shall be within the sole discretion of the Ocean Carrier.

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

4. NRAs do not include Marine Insurance or Consular fees.

5. Description of commodities shall be uniform on all copies of the Bill of Lading and MUST be in conformity with the validated United States Export Declaration covering the shipment. Carrier must verify the Bill of Lading description with the validated United States Export Declaration. Shipper amendments in the description of the goods will only be accepted if validated by United States Customs.

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

6. Unless otherwise specified, when NRAs are based on the value of the commodity, such commodity value will be the F.O.B. or F.A.S. value at the port of loading as indicated on the Commercial Invoice, the Custom Entry, the Import/Export Declaration or the Shipper's Certificate of Origin. The F.O.B. value and the F.A.S. value include all expenses up to delivery at the Loading Port.

7. Except as otherwise provided, NRAs apply only to the specific commodity named and cannot be applied to analogous articles.

8. 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, acts of God, regulations of any governmental authority pertaining thereto or any other official interferences with commercial intercourse arising from the above conditions and affecting the Carrier's operations, the Carrier reserves the right to cancel any outstanding booking or contract in conformity with Federal Maritime Commission Regulations, by publication in this Tariff, any affected rate or rates in order to meet such conditions.

9. 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.

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Rule 2-010:	Packing Requirements

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1. Except as otherwise provided herein, articles tendered for transportation will be refused for shipment unless in such condition and so prepared for shipment as to render transportation reasonably safe and practicable. Provisions for the shipment of articles not enclosed in containers does not obligate the Carrier to accept an article so offered for transportation when enclosure in a container is reasonable necessary for protection and safe transportation.

2. Packages must be marked durably and legibly and must show the port of destination. All packages must be numbered, which number together with marks and destination must appear on the shipping receipts and Bill of Lading.

3. Gross weight in pounds, and/or Kilos, and initials of port must be clearly and legibly shown on packages, and on original and copies of dock receipts tendered at time of delivery.

4. Each package, bundle or piece of freight must be plainly marked with the full or initials of consignee, and the destination must be shown in full to insure proper delivery. If necessary, corrections must be made by the shipper or his representative.

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Rule 2-020:	Diversion By Carrier

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

1. To ocean carrier's terminal (motor, rail or water), at port of destination declared on the bill of lading at the expense of the ocean carrier. Carrier may, at their convenience, deliver cargo to ports en-route between Carrier discharging terminal and carrier’s delivery terminal provided the NRAs are already provided for such destinations in individual commodity items.

2. The ocean carrier may forward cargo direct to a point designated by the consignee, provided the consignee pays the cost which he would normally have incurred either by rail, truck or water, to such point if the cargo has been discharged at the terminal port named in the ocean bill of lading within any commercial zone, such payment by the consignee shall be the cost he would normally have incurred to such point of delivery.

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

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Rule 2-030:	Mixed Commodity Rates

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Mixed Commodities

Mixed Commodities shall consist of a minimum of two of the named items, no one of which exceeds 90% of the total weight or cube of the shipment.

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Amendment No.: O
Rule 2-040: Container Capacity

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

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

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025334-100: AM CARGO FOR WORLD TRANSPORTATION
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Rule 2-050: Shipper Furnished Containers

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

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

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Rule 2-060: Measurement And Weight

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

1. All packages will be measured in inches and weight in Kilograms.
2. Rounding off- Dimensions
Where parts of inches occur in dimensions, such parts below 0.5 in. are to be ignored, and those of 0.5 in. And over are to be rounded off to the centimeter above.
3. Calculating Cubic Measurements
The three dimensions in inches (rounded off in accordance with (2) are to be multiplied together to produce the cube of one package or piece in cubic meters to four decimal places.
In case of a single package the decimals are to be rounded off at the second decimal, i.e., if the third decimal is below 5 the second decimal remains unaltered; if the third decimal is 5 or higher the second decimal is to be adjusted upwards.
In the case of multiple packages of like dimensions the cube on one package to six decimals is to be multiplied by the number of packages and the total cube is then to be rounded off to two decimals under the foregoing procedure.
4. OFFICIAL MEASURERS AND WEIGHERS
The straight loaded shipments of consolidator Cargo, stuffed at Carrier's nominated off dock CY locations, does not require measuring/weighing for purposes of confirming volume/weight of cargo. For such shipments, however, there must be a certificate from an officially appointed Sworn Measurer to confirm the exact location at which the shipment was stuffed into the container.

5. MIS-DESCRIPTION, UNDERWEIGHTS AND UNDER-MEASUREMENT

A. The carrier at loading port will assess freight on the shipments on the basis of the gross weights and/or measurements declared or deemed to have been declared by Shippers. Such assessment is subject to the terms and conditions of the carrier's Bill of Lading. Notwithstanding the foregoing Carrier may arrange at the port/point of destination for the verification of the description, measurement or weights of all such shipments as they, at their sole discretion, may decide and in all such cases the description, measurements or weights so obtained shall be used for determining the correct amount of freight which has to be paid and expense incurred should be for account of cargo.

B. If the gross weights and/or measurements declared by the Shippers are less than those ascertained and if the Shippers, by notification to the Carrier, within seven (7) days of the vessels sailing from port of loading or the consignees, by notification to the Carrier prior to the shipment leaving the custody of the Carrier, maintain that the gross weights and/or measurements stated by them are correct, freight shall be assessed provisionally on the controllers' figures and subsequently adjusted, if necessary, after an outturn reweighing and/or re-measuring. If such outturn re-weighting, re-measuring and/or resurveying shows that the gross weights, measurements and/or description were understated and/or mis-declared by the Shippers, re-measuring and/or resurveying shall be for the account of the cargo.

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025334-100: AM CARGO FOR WORLD TRANSPORTATION
NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O
Rule 2-070: Overweight Containers

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

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

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

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Tariff Rule Information

025334-100: AM CARGO FOR WORLD TRANSPORTATION
NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O
Rule 2-080: Shipper's Load And Count

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

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

No container will be accepted for shipment if the weight of the contents thereof exceeds the weight carrying capacity of the container.

Carrier will not be directly or indirectly responsible for:

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

2) Any discrepancy in count or concealed damage to articles.

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

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Tariff Rule Information

025334-100:	AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O	
Rule 2-090:	Diversion of Cargo (By Shipper or Consignee)

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

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

A. Definition of Diversion:

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

B. Conditions:

1. Requests must be received in writing by the carrier prior to the arrival of the vessel at Discharge Port. Carrier will make diligent effort to execute the request but will not be responsible if such service is operationally impractical or cannot be provided.
2. Cargo moving under a non-negotiable Bill of Lading may be diverted at the request of shipper or consignee. Cargo moving under a negotiable Bill of Lading may be diverted by any party surrendering the properly endorsed original Bill of Lading. Cargo moving under a negotiable Bill of Lading may also be diverted by the shipper or consignee at the carrier's sole discretion without receipt by the carrier of the original negotiable Bill of Lading so long as a new negotiable Bill of Lading is not requested or issued by the carrier. If a new negotiable Bill of Lading is requested by the shipper or consignee, the original negotiable Bill of Lading must be surrendered to the carrier prior to issuance of the new negotiable Bill of Lading.
3. This rule will apply to full Bill of Lading quantities or full container loads only.
4. A shipment may only be diverted once. Shipper may request cancellation of the original diversion request, resulting in delivery of the cargo to the original billed destination, provided that such request is received prior to arrival of vessel at Discharge Port, and provided that all diversion charges as set out in C. below, applicable to the original diversion request, are paid in full prior to the cancellation request being accepted by the carrier. In no instance will any refund of the diversion charges be made in the event of a cancellation. Any additional expenses incurred by the carrier will be for the account of the cargo.
5. Cargo, which, upon request of Merchant (stowage permitting), is diverted to a Port of Discharge within the Scope of this Tariff other than that shown in the Bill of Lading, shall be assessed the actual amount of expense incurred by Carrier, or as per carrier tariff at time of shipment, whichever is higher, plus, at the sole discretion of the Carrier, depending on the relevant administrative burdens resulting from the diversion, an administrative fee of up to $50/BL for cargo received and diversion requested prior to vessel departure, or up to $300/BL for cargo received and diversion requested post vessel departure, from origin port.
6. Diversion charges or administrative charge are payable by the party requesting the diversion.

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025334-100:	AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O	
Rule 2-100:	Security Fee

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

There will be a Security Fee of $50.00 charged per Bill of Lading.

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025334-100:	AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O	
Rule 2-110:	Restricted Articles

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Except as otherwise provided in each individual NRA, the following articles will not be accepted for transportation:

1. Cargo, loose on platforms or pallets, except when prior arrangements have been concluded with Carrier.
2. Cargo which because of its inherent vice is likely to impregnate or otherwise damage Carrier’s containers or cargo.
3. Bank bills, coin or currency; deeds, drafts, notes or valuable paper of any kind; jewelry including costume novelty jewelry, except where otherwise specifically provided, postage stamps or letters and packets of letters with or without postage stamps affixed; precious metals or articles manufactured therefrom; precious stones; revenue stamps; works of art; antiques or other related or unrelated old, rare or precious articles of extraordinary value except when prior arrangements have been concluded with carrier.

4. Corpses or cremated remains.
5. Animals, birds, fish, livestock.
6. Eggs, viz: Hatching.
7. Poultry or pigeons live (including birds, chickens, ducks, pheasants, turkeys, and any other fowl).
8. Silver articles or ware, sterling.
9. Except as otherwise provided herein or in tariffs making reference hereto, articles tendered for transportation will be refused for shipment unless in such condition and so prepared for shipment as to render transportation reasonably safe and practicable. Provisions for the shipment of articles not enclosed in containers does not obligate the carrier to accept an article so offered for transportation when enclosure in a container is reasonably necessary for protection and safe transportation.
10. Carrier, except as provided in tariffs making reference hereto, will not accept for transportation articles which, because of their length, weight or bulk cannot in carrier's judgment be safely stowed wholly within the trailer or containers dimensions.
11. Except as provided in tariffs making reference hereto, shipments requiring temperature control.
12. Shipments containing cargo likely to contaminate or injure other cargo, including green salted hides.

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025334-100: AM CARGO FOR WORLD TRANSPORTATION
NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O
Rule 2-120: Freight All Kinds (FAK)

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Unless otherwise provided herein, any item described as “Freight All Kinds” shall consist of a minimum of two different commodity items. Further restrictions to the item shall be contained in the NRA.

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025334-100: AM CARGO FOR WORLD TRANSPORTATION
NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O
Rule 2-130: ALTERNATE RATE/SERVICE LEVELS: ECONOMY, REGULAR, PREMIUM

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

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

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025334-100: AM CARGO FOR WORLD TRANSPORTATION
NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O
Rule 2-140: AES USA EXPORT SHIPMENTS

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Carrier requires complete and accurate Automated Export System / Shippers Letter of Instructions no later than 48 hours prior to port cut-off date or 2 hours before train border crossing. U.S. Customs and Border Protection (CBP) may impose penalties for failure to comply with the U.S. Bureau of Census, Mandatory Automated Export System regulations.

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025334-100: AM CARGO FOR WORLD TRANSPORTATION
NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O
Rule 2-150: DOCUMENTATION FEE

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Document fees are considered origin and destination local charges and shall be for the account of the cargo and are included in the individual NRA, if any.

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025334-100:	AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O	
Rule 2-160:	AMS CHARGES

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

AMS charges are applicable on all import shipments and identified in each individual NRA.

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025334-100:	AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O	
Rule 2-170:	SUBMISSION OF CARGO DECLARATION DATA

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

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

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

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

2. Shipper's complete name and address, or the identification number issued to the shipper by the U.S. Customs Service upon implementation of the Automated Commercial Environment ('ACE').

3. Complete name and address of the consignee, owner or owner's representative, or its ACE identification number.

4. Internationally recognized hazardous material code when such materials are being shipped.

5. Seal numbers for all seals affixed to the container.

B. TIME FOR SUBMISSION OF DATA BY SHIPPERS TO CARRIER.

Except as otherwise provided below, the time for shipper to submit data to Carrier shall be as follows:

1. Shippers who submit their shipping instructions in paper format will be required to submit their shipping instructions to Carrier no later than seventy-two (72) hours prior to vessel arrival at the foreign port of load. This applies to all U.S. destined cargo as well as cargo intended to be transshipped at a U.S. port and cargo that will remain on the vessel for carriage to a non-U.S. port.

C. CERTAIN NON-VESSEL OPERATING COMMON CARRIERS.

Non-vessel operating common carriers ('NVOCCs') that are licensed by or registered with the FMC and that have obtained Customs bonds may submit the required inbound cargo declaration data directly to the U.S. Customs Service in accordance with Customs Service regulations and guidelines. For purposes of this provision, an NVOCC is registered with the FMC if it has been issued an Organization Number by the FMC, has published a valid and effective rules tariff, and has posted the required financial security with the FMC.

1. Certification. Any NVOCC that submits cargo declaration information directly to the Customs Service shall, unless notified by the Carrier pursuant to subparagraph C(1) above that it is not required to do so, in lieu of the information required to be submitted pursuant to paragraph A of this rule, provide the Carrier, not later than the deadline for shipper submission of cargo information under paragraph B of this rule, with a written certification stating that the required inbound cargo declaration data for its cargo has been transmitted to the U.S. Customs Service in a timely and accurate manner. Such certification shall describe the cargo tendered with sufficient specificity (including container number) that Carrier may readily identify such cargo.

2. NVOCC Co-Loading. For purposes of this paragraph, the term 'Master NVOCC' shall mean the NVOCC that is the customer of the Carrier and tenders co-loaded cargo to the Carrier in its name. In the event the Master NVOCC submits cargo declaration data for co-loaded cargo directly to the Customs Service, it shall do so for all NVOCCs with which it co-loads. In the event the Master NVOCC does not submit cargo declaration data for co-loaded cargo directly to the Customs Service but NVOCCs with which it co-loads transmit cargo declaration data for their cargoes directly to the Customs Service, it shall be the obligation of the Master NVOCC to provide Carrier with the certification described in subparagraph C (1) with respect to all co-loaded cargo tendered to Carrier by the Master NVOCC.

3. All NVOCCs shall be subject to Paragraphs D and E of this rule.

D. FAILURE TO PROVIDE INFORMATION; DENIAL OF PERMISSION TO LOAD CARGO.

1. In the event Carrier fails to provide the required inbound cargo declaration data to the U.S. Customs Service for all cargo to be loaded on its vessel within the time period required by Customs Service regulations it may, among other things, be assessed a civil penalty, denied permission to unload the cargo for which information was not timely provided, and/or denied permission to unload any cargo from the vessel on which the cargo is moving. Accordingly, Carrier may refuse to load any cargo tendered to it for which it has not received either (i) the data required by paragraph A of this rule by the deadline specified pursuant to paragraph B; or (ii) the certification required by paragraph C of this rule by the deadline specified therein.

2. Any and all costs incurred by Carrier with respect to cargo in its possession which is not loaded due to the non-provision of information or certification, or which is not loaded pursuant to the instructions of the U.S. Customs Service (regardless of whether or not the required data or certification has been provided for such cargo), including but not limited to inspection, storage and/or re-delivery costs, shall be for the account of the cargo. Carrier shall have a lien on cargo in its possession for amounts due hereunder and may hold cargo until such amounts (and any other unpaid freights or charges) are paid or sell such cargo after a reasonable period. In the event Carrier is forced to take legal action to collect amounts due hereunder, Carrier shall be entitled to recover all costs (including reasonable attorneys' fees and expenses) incurred in connection with such legal action.

E. INDEMNIFICATION OF CARRIER.

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

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

G. DOCUMENTATION CHARGES. See Rule Nos. 2-150 for charges to apply.

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025334-100:	**AM CARGO FOR WORLD TRANSPORTATION**
	NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O	
Rule 2-180:	**U.S. CUSTOMS RELATED CHARGES**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Shippers must comply with all customs and consular regulations. Any fine or penalty imposed by government authorities for failure to comply with customs or consular regulations shall be at the expense of shipment, or merchant. Goods which are not cleared through customs for any reason may be cleared by Carrier at the expense of the shipment or merchant and may be warehoused at the risk and expense of the shipment or merchant or may be turned over to the Customs authorities without any further responsibility on the part of the Carrier.

NRAs are not inclusive of U.S. Customs related charges, such as, but not limited to, Customs clearance assessments, USDA/FDA/US customs examination, X-ray, insurance, storage, forwarding charges, drayage, demurrage, bonded warehousing, formal customs entry, if required, or tax and duties. Any such accrued U.S. Customs related charges shall be at the expense of the shipment, cargo or merchant.

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025334-100:	**AM CARGO FOR WORLD TRANSPORTATION**
	NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O	
Rule 2-190:	**FDA PRIOR NOTICE**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

As described in each individual NRA.

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025334-100:	**AM CARGO FOR WORLD TRANSPORTATION -D/B/A- - NRA RULES TARIFF NO. 100 - Between (US and World)**
Amendment No.: O	
Rule 2-200:	**Cargo Roll-Over Fee**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Carrier will require complete and accurate shipping instructions by the "Document Due by Date" mentioned on the NRA, Booking Confirmation / Rate Confirmation document. If not received by the "Document Due By date", cargo will be rolled/postponed to the next available vessel and all costs associated with the postponement (handling, storage, demurrage, etc.) will be billed to the Shippers/Owners Account. A Cargo Roll-Over Fee of $200.00 shall be charged.

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025334-100:	**AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)**
Amendment No.: O	
Rule 2-210:	**Free Time Detention / Demurrage / Storage**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Goods received at break-bulk terminal, CFS or CY are subject to free time and detention, demurrage, or storage provisions of the appropriate port terminal tariff or ocean common carrier tariff. In the absence of such tariff, the free time and charges contained in the closest public port terminal tariff will apply. Should there be no port terminal tariff or public port terminal tariff to apply, the free time allowed shall be as follows:

Export: Per Diem, free time for export is 5 working days from pick up of equipment, thereafter USD 150.00 per day

Import: Demurrage, free time shall be 5 working days from availability of equipment at the port, thereafter USD 150.00 per day.

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025334-100:	**AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)**
Amendment No.: O	
Rule 3:	**Rate Applicability Rule**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

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

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025334-100:	**AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)**
Amendment No.: O	
Rule 4:	**Heavy Lift**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Heavy Lift charges are applicable and shall be included in the individual NRA.

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025334-100:	**AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)**
Amendment No.: O	
Rule 5:	**Extra Length**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

An Over Length surcharge will apply to any single piece 12 feet and over and shall be included in the individual NRA.

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025334-100:	**AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)**
Amendment No.: O	
Rule 6:	**Minimum Bill of Lading Charges**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

None

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Tariff Rule Information

025334-100:	**AM CARGO FOR WORLD TRANSPORTATION** **NRA RULES TARIFF NO. 100 - Between (US and World)**
Amendment No.: O	
Rule 7:	**Payment of Freight and Charges**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

A. CURRENCY

Rates and charges are quoted in U.S. Currency and have been determined with due consideration to the relationship of U.S. currency to other currencies involved. In the event of any material change in this relationship, carrier reserves the right, upon publications in conformity with the provisions of the U.S. Shipping Act of 1984, as amended, to adjust the NRAs and charges as required.

B. PAYMENT IN U.S. DOLLARS

Except as otherwise noted, freight and charges shall be prepaid in the United States in US currency.

C. METHODS OF PAYMENT

Payment for freight or charges due the carrier must be payable in legal tender or, at carrier's option, by check or bank draft acceptable by carrier's bank for immediate credit without charges.

D. PREPAID FREIGHT

1. When freight monies and charges are prepaid, such payment shall be made not later than the time of release of any original Ocean Bill of Lading by the carrier to the shipper or his duly authorized licensed Freight Forwarder or Agent acting in his behalf.

2. When freight and charges are billed prepaid they shall be paid in U.S. dollars.

E. FREIGHT COLLECT

All freight and charges which are billed on a freight collect basis must be paid in full in U.S. Dollars, or in a currency acceptable to the carrier provided such currency shall be unblocked, freely convertible and freely remittable free of tax into U.S. Dollars, for the complete originally issued Bill of Lading quantity prior to release of cargo or any portion thereof.

F. CURRENCY CONVERTIBILITY:

1. Conversion Provisions:

In addition to the United States Dollars, freight monies and charges may be billed and paid in foreign currencies, provided they are freely convertible and remittable and free of tax.

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Tariff Rule Information

025334-100:	**AM CARGO FOR WORLD TRANSPORTATION** **NRA RULES TARIFF NO. 100 - Between (US and World)**
Amendment No.: O	
Rule 8:	**Bill(s) of Lading Front/Face**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Carrier’s bill of lading, front and back provided herein:

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BILL OF LADING

shipper

Consignee (It "TO Order" so indicate)

Notify party (No claim shall attach for failure to notify)

A ✓ M Cargo

For World Transportation

21 Amin Fekry St., Infront of Elqaeed
Ibrahim Mosque - Raml Station -9 th floor
Tel.Fax: 002 03 4849471 - 002 03 4849468
002 03 4849467
Mobile : 01227701003

For delivery of the goods apply to

Ocaan vessel	Voy.no	Place of Receipt

port of loading	port of Discharge	B/L No.	place of Delivery

Marks and numbers	No. of pkgs. or Shipping Units	Description of packages and goods	Groos weight of cargo in kilos

Freight detalis charges etc.

BILL OF LADING

RECEIVED by the Carrier Goods as specified above in good order and condition ynless otherwise stated, to be trassported to such place as agreed. authorized or permitted herein and subject to all the terms and conditions appearing on the front and erverse of this Bill of Lading to which the Merchant agrees by accepting this Bill of Lading, any local privileges and customs not with stending .

Th particulars given below as stated by the shipper and the weight, measures. quantity. condition, contents and value of the goods are unknown to the Carrier.

in WITNESS where of (1) original Bill of Lading has been signed if not otherwise stated below, the same being accomplished the other(s), if any, to be voit. if required exchange for the Goods or delivery.

" The contact evidence by or or contained this Bill of Lading is governed by the low of EGYPT and any claim or disput arising hereunder or herewith shall be demermined by the courts in EGYPT nd no other court " (Terms to continue on back here of)

Excaess value declaration refer tocaluse 6 (4) (B) (C) on reverse side

Total Noof Packagess (inwords)	Freight payable at	Place and date of issue
JURISDICTION AND LAW CLAUSE "The contract evidence by or contained in this bill of lading iserned by the low of EGYPT and any claim or dispute arising hereunder or in connection herewith shall determined by the courts in EGYPT and no other court "	Number of original Bs/L	

(Terms continued on back hereof)

NOT NEGOTLABLE UNLESS CONSIGANED TO ORDER

Copy - Non Negotiable

1. DEFINITIONS

"Carrier" means the Company named on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed.

"Merchant" includes the shipper, the consignee, the receiver of the Goods, the holder of this Bill of Lading, any person having a present or future interest in the Goods or any person acting on behalf of the Carrier.

"Goods" includes the cargo supplied by the Merchant and includes any Container not supplied by or on behalf of the Carrier.

"Container" includes any container, trailer, transferable load, lift van, flat, pallet or any similar article of transport used to consolidate goods.

"Carriage" means the whole of the operations and services undertaken or performed by or on behalf of the Carrier in respect of the Goods.

"Combined Transport" arises where the Carriage called for by this Bill of Lading is not a Port to Port Shipment.

"Port to Port Shipment" arises where the Place of Receipt and the Place of Delivery are not indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery indicated are ports and this Bill of Lading does not in the nomenclature of the Place of Receipt or the Place of Delivery on the front hereof specify any place or sub-region in the area of the port so nominated.

"Hague Rules" means the amendments of the International Convention for Unification of certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.

"Hague Visby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1968.

"COGSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th June 1936.

"COGHA" means the Carriage of Goods by Water Act 1936 of Canada.

"Charges" includes freight and all expenses, any money obligations incurred and payable by the Merchant.

"Shipping Unit" includes a freight unit and the term "unit" as used in the Hague Rules or Hague Visby Rules.

"Person" includes an individual, a partnership, a body corporate or other entity.

"Stuffed" includes filled, consolidated, packed, loaded or secured.

2. CARRIER'S TARIFF

The provisions of the Carrier's applicable Tariff, if any, are incorporated herein. Copies of such provisions are obtainable from the Carrier or his agents upon request or where applicable, from a government body with whom the Tariff has been filed. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

3. WARRANTY

The Merchant warrants that in agreeing to the terms hereof he is or is the agent of and has the authority, as the person electing or entitled to the possession of the Goods or any person who has a present or future interest in the Goods.

4. NEGOTIABILITY AND TITLE TO THE GOODS

(1) This Bill of Lading shall be non-negotiable unless made out "to order" or which is otherwise stated to be negotiable and shall constitute title to the Goods and this notice shall be answer to receive or to transfer the Goods herein described.

(2) This Bill of Lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods as herein described. However, proof to the contrary shall not be admissible when this Bill of Lading has been negotiable or transferred for valuable consideration to a third party acting in good faith.

5. CARRIER RIGHTS AND INDEMNITIES FOR THE CARRIER AND OTHER PERSONS

(1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage.

(2) The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatsoever, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent contractor and his servants or agents, and all persons by whom the whole or any part of the Carriage, whether directly or indirectly, is performed, performed or undertaken, which imposes or attempts to impose upon any such person or vessel any liability whatsoever in connection with the Goods or the Carriage and if any claim or allegation should nevertheless be made to indemnify and hold harmless the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and vessel shall be entitled to the benefits of and to enforcing this from contract the Carrier as the extent of these provisions where he has not only on his own behalf but also as agent or trustee for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract.

(3) The Merchant shall defend, indemnify and hold harmless the Carrier against any claim or liability (and any expenses arising therefrom) arising from the Carrier's reliance on the Merchant's warranty under Clause 3 above.

(4) The defences and limits of liability provided for in the Bill of Lading shall apply in any suit against the Carrier whether the action be founded in Contract or in Tort.

6. CARRIER'S RESPONSIBILITY

(1) CLAUSE PARAMOUNT

(A) Subject to clause 13 below, this Bill of Lading insofar as it relates to the Carriage by sea, (except whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague Visby Rules compulsorily applicable (such as COGSA or COGHA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COGSA or COGHA where this Bill of Lading is subject to U.S. or Canadian legislation) shall apply to the Carriage of Goods, as shall references and reference to carriage by sea in such Rules or legislation shall be deemed to include reference to inland waterways.

If and to the extent that the provisions of the Harter Act of the United States of America 1936 (unless otherwise compulsorily applicable to regulate the Carrier's responsibilities for the Goods during any period prior to loading on or after discharge from the vessel) the Carrier's responsibility shall instead be determined by the provisions of such Harter Act but in such provisions are found to be invalid such exemption shall be subject to COGSA.

(B) The Carrier shall be entitled to take nothing in this Bill of Lading shall operate to deprive or limit such entitlements the Bill benefit of, and right to, all limitations of and exclusions from liability and all rights conferred or authorized by any applicable law, statute or regulation of any country including, but not limited to, where applicable any provisions of sections 4281 to 4287 inclusive of the Revised Statutes of the United States of America and amendments thereto and where applicable any provisions of the laws of the United States of America and without prejudice to the generality of the foregoing shall apply any time limitation or regulation applicable to the Owner of the vessel carrying the Goods as a carrier.

(2) PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited in that part of the Carriage from and being loading until the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any delay arising during any other part of the Carriage even though Charges for the whole Carriage have been charged by the Carrier. The Merchant undertakes that no claim or allegation shall be made against any person on behalf of the Merchant other than the Carrier whether in contract or in tort, including but not limited to negligence of the Carrier, servants or agents, and if any such claim or allegation should nevertheless be made to indemnify the Carrier against all consequences thereof. In addition to the foregoing every such person shall be entitled to the benefit of and to enforce this from contract the Carrier as the extent of these provisions where he has not only on his own behalf but also as agent or trustee for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract.

(3) COMBINED TRANSPORT

Save as otherwise provided in this Bill of Lading, the Carrier shall be liable for loss of or damage to the Goods occurring from the time that the Goods are taken in charge until the time of delivery to the extent set out below:

(A) The Carrier shall be entitled to rely upon all exclusions from liability under the Hague Rules or legislation that would have applied under (B) (A) above had the loss or damage occurred as set out. If there was no carriage by sea under the Hague Rules or COGSA or COGHA in this Bill of Lading is subject to U.S. or Canadian law respectively).

(B) Where under (A) above the Carrier is not liable in respect of some of the causes relating thereto for which he is liable from compensation to the extent that those causes for which he is liable have contributed to the loss or damage.

(C) Subject to (B) (C) below, where the Hague Rules or any legislation applying such Rules (or the Hague Visby Rules (such as COGSA or COGHA)) a net compensation is payable, the Carrier shall only shall not exceed US$2.00 per kilo of the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser.

(D) The value of the Goods shall be determined according to the commodity exchange price or the price and time at delivery to the Merchant or at the place and time when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quality at such place and time.

(E) Where the stage of Carriage where the loss or damage occurred can be proved:

(i) the liability of the Carrier shall be determined by the provisions contained in any international convention or national law of the country which provisions:

(a) cannot be departed from by private contract to the detriment of the Merchant, and

(b) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular document which must be issued in order to make such international convention or national law applicable.

(ii) with respect to the transportation in the United States of America or in Canada or the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carrier's contracts of carriage and tariffs and any law compulsorily applicable. The Carrier guarantees the fulfillment of such inland carrier's obligations under their contracts and tariffs.

(iv) Where the stage of carriage in the above paragraphs any nations of the Carrier shall be determined by (C)(E)(i) above.

(4) GENERAL PROVISIONS

(A) Delay, Consequential Loss

Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever, and howsoever caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the transport.

(B) Package or Shipping Unit Limitation

Where the Hague Rules or any legislation making such Rules compulsorily applicable (such as COGSA or COGHA) to this Bill of Lading apply, the Carrier shall not, unless a declared value has been noted in accordance with (C) below, be liable for any loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit limitation as laid down in such Rules or legislation. Such limitation amount according to COGSA is US$500 and according to COGHA is CAN $500. If no limitation amount is applicable under such Rules or legislation, the limitation shall be US$500.

(C) Ad Valorem, Declared Value of Package or Shipping unit

The Carrier's liability may be increased to a higher value by a special price or writing at the value of the Goods by the shipper upon delivery to the Carrier of the Goods for shipment, such higher value being inserted on the front of this Bill of Lading in the space provided and, if required by the Carrier, extra freight paid to such value. If the actual value of the Goods shall exceed such declared value. The value shall nevertheless be described as the declared value and the Carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

(D) Definition of Package or Shipping Unit

Where a Container is used to consolidate Goods and such Container is stuffed by the Carrier, the number of packages or shipping units stated on the face of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units for the purposes of any limit of liability per package or shipping unit provided in any international convention or national law relating to the carriage of Goods by sea. Except as aforesaid the Container shall be considered as the package or shipping unit.

The words "shipping unit" shall mean each physical unit or piece of cargo not shipped in a package, including animals or things of any description whatsoever, except Goods shipped in bulk, and irrespective of the weight or measurement used or employed in calculating freight charges. As to Goods shipped in bulk the limitation applicable shall be the limitation provided in such convention or law which may be applicable, and in no event shall anything herein be construed to be a waiver or limitation as to Goods shipped in bulk.

(E) Rivet, etc.

It is agreed that superficial rust, oxidation or any like common dust or moisture is not a corrosion of damage due to whatever in the nature of, the Goods and as proper belongings of receipt of the Goods in apparent good order and condition is not a representation that such corrosions or rust existence or the like shall not exist or receive.

(F) Basis of loss or damage

The Carrier shall be deemed prima facie to have delivered the Goods as described in this Bill of Lading unless notice of loss of or damage to the Goods, indicating the general nature of such loss or damage, shall have been given in writing to the Carrier or his representative at the place of delivery before or at the time of removal of the Goods into the custody of the person entitled to delivery thereof under the Bill of Lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

(G) Time Bar

The Carrier shall be discharged of all liability unless suit is brought in the proper forum and written notice thereof received by the Carrier within nine months after delivery of the Goods or the date when the Goods should have been delivered. In the event that such time period shall be found contrary to any provision of law compulsorily applicable, the period prescribed by such provision of law shall then apply but in that circumstance only.

7. MERCHANT'S RESPONSIBILITY

(1) The description and particulars of the Goods set out on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, all weights, content, measure, quantity, quality, condition, marks, numbers and value are correct.

(2) The Merchant shall comply 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. If by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

(3) The Merchant undertakes 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.

(4) 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 express consent in writing and without the Container or other covering in which the Goods are to be carried being plainly and conspicuously marked on the outside as to nature and quality of any such articles and so as to comply with all applicable laws, regulations and requirements. Every such articles are delivered to the Carrier without such as box container 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.

(5) The Merchant shall be liable for the loss, damage, contamination, delay, detention or items caused before, during and after the Carriage to property including, but not limited to, that of the Carrier or any person or vessel (other than the Merchant) referred to in 5(2) above caused by the Merchant or any person acting on his behalf or for which the Merchant is otherwise responsible.

(6) 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 7 or from any cause in connection with the Goods for which the Carrier is not responsible.

8. CONTAINERS

(1) Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods.

(2) The terms of this 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.

(3) If a Container has been stuffed by or on behalf of the Merchant:

(A) the Carrier shall not be liable for loss of or damage to the Goods

(B) caused by the manner in which the Container has been stuffed

(C) caused by the unsuitability of the Goods for carriage in Containers

(D) caused by the unsuitability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier this provision (a) shall only apply if the unsuitability or defective condition would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed.

(E) if the Container is not sealed at the commencement of the Carriage unless where the Carrier has agreed to sealing Container.

(F) 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 (A) (B) (C) (D) and (E) above.

(4) Where the Carrier is instructed to provide a Container in the absence of a written request to the contrary the Carrier is not under an obligation to provide a Container of any particular type or subject.

9. TEMPERATURE CONTROLLED CARGO

(1) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice (and filling in the box on the front of this Bill of Lading if this Bill of Lading has been prepared by the Merchant or a person acting on his behalf) of their nature and particular temperature range to be maintained and in the case of a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container and that be thermostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier.

If the above requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods caused by such non-compliance.

(2) The Carrier shall not be liable for any loss of or damage to the Goods arising from defrost, derangement, breakdown, stoppage of the temperature controlling machinery, plant, insulation or any apparatus of the Container, provided that the Carrier shall before or at the beginning of the Carriage exercise due diligence to maintain the refrigerated Container in an efficient state.

10. INSPECTION OF GOODS

The Carrier or any person authorized by the Carrier shall be entitled, but under no obligation to open any Container or package at any time and to inspect the Goods.

11. MATTERS AFFECTING PERFORMANCE

(1) 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 omission of the Goods) whatsoever and howsoever arising (whether or not the Carriage has commenced) the Carrier may:

(A) without notice to the Merchant or obtain 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.

(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage

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.

(2) The delivery of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

12. METHODS AND ROUTE OF TRANSPORTATION

(1) The Carrier may at any time and without notice to the Merchant:

(A) use any means of transport or storage whatsoever used or carry the Goods on any vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another including transshipping or carrying the Goods on another vessel than that named on the front hereof or by any other means of transport whatsoever, at any place whatsoever and remove Goods which have been stuffed in or on a Container and forward the same or any member whatsoever, advised or any vessel and by any route in the direction considered or not the nearest or most direct or customary or advertised route and proceed to or stay at any place whatsoever once or more often and at any order, load or unload the Goods from any conveyance at any place whether or not the place is a port named on the front hereof as the intended Port of Loading or intended Port of Discharge, comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions, permit the vessel to proceed with or without pilots, to tow or be towed or to be dry-docked, permit the vessel to carry materials, Goods of all kinds, dangerous or inflammable, contraband, explosives, explosives or warlike stores and bar armed or unarmed.

(2) The liberties set out in (1) above may be invoked by the Carrier for any purpose whatsoever whether or not connected with the Carriage of the Goods. Anything done in accordance with (1) above or any deviation arising therefrom shall be deemed to be within the contemplated Carriage and shall not be a deviation of unreasonable nature or degree.

13. DECK CARGO (AND LIVE STOCK)

(1) Goods of any description whether containerized or not may be stowed on or under deck without notice to the Merchant and such stowage shall not be a deviation or unreasonable nature or degree. Subject to (2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (other than livestock) shall be deemed to be carried under the terms and conditions of the Hague Rules or any legislation making such Rules or the Hague Visby Rules compulsorily applicable (such as COGSA or COGHA) to this Bill of Lading.

(2) Goods (not being Goods stuffed in or on Containers other than open flats or pallets) which are stowed on the front of this Bill of Lading to be carried on deck and which are so carried (and nowhere, whether or not carried on decks) are carried without responsibility on the part of the Carrier for loss of or damage of whatsoever nature arising during carriage by sea or inland waterway, whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchant shall defend, indemnify and hold harmless the Carrier against all and any such loss or damage arising howsoever in connection with carriage of such Goods.

14. DELIVERY OF GOODS

If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof not delivered or on a Container and by store the Goods or that part thereof either afloat or on shore or under cover or the open air and anywhere of the Merchant. Such storage shall constitute due delivery hereunder and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

15. BOTH-TO-BLAME COLLISION

If the vessel on which the Goods are carried (the carrying vessel) comes into collision with any other vessel or ship (the non-carrying vessel or vessels) as a result of the negligence of the non-carrying vessel or ships or the owner or whether of or person responsible for the non-carrying vessel or ships), the Merchant undertakes to defend, indemnify and hold harmless the Carrier against all claims to or liability to pay any person arising (whether any vessel or person in respect of any loss or damage to or any claim whatsoever of the Merchant, such indemnity to be limited to the sum recovered by the carrying vessel or owner of the carrying vessel or on behalf of or any person responsible for the non-carrying vessel or owner and not recovered or recovered by such vessel, object or persons) against the Carrier the carrying vessel or her owners or charterers.

16. GENERAL AVERAGE

(1) The Carrier may declare General Average which shall be payable according to the York-Antwerp Rules of 1974 or any others in the option of the Carrier and the amounts it shall Carrier as ascertained by BIMCO or in no circumstances as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.

(2) Notwithstanding (1) above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any claim and any assistance salvage declaration of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.

(3) The Carrier shall be under no obligation to take any steps whatsoever to collect recovery for General Average contributions due to the Merchant.

17. CHARGES

(1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.

(2) The charges have been calculated on the basis of particulars furnished by or on behalf of the shipper. The Carrier shall be entitled to production of the commercial invoice for the Goods, or such duly owned and to inspect overnight remissions and remains the Goods and if the particulars are found by the Carrier to be incorrect the full amount that the Carrier charges should have been for the Charges charged and the Carrier shall be entitled to the correct particulars.

(3) All Charges shall be paid without any set off, counter-claim deduction or stay of execution.

18. LIEN

The Carrier shall have a lien on Goods and any documents relating thereto and set off some whatsoever due at any time to the Carrier from the Merchant and for General Average contribution and a reasonable value of the Goods, and shall be entitled to exercise such lien at any place chosen by the Carrier at his absolute discretion. The Carrier shall have the right to sell the Goods and documents by public auction or private treaty without notice to the Merchant and as the Merchant's expense and without any liability towards the Merchant.

19. VARIATION OF THE CONTRACT

No servant or agents of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorized or endorsed in writing by a director or officer of the Carrier who has actual authority of the Carrier so to waive or vary.

20. PARTIAL INVALIDITY

If any provision of this Bill of Lading is held to be invalid or unenforceable by any court of competent jurisdiction such invalidity or unenforceability shall not affect any other provisions hereof and this Bill of Lading shall be carried out as if such invalid or unenforceable provision were not contained herein.

21. JURISDICTION AND LAW CLAUSE

This contract evidenced by or contained in this Bill of Lading is governed by the law of the Netherlands and any claim or dispute arising hereunder or in connection therewith shall be determined by the Courts in the Netherlands, and no other Court

Tariff Rule Information

025334-100:	AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O	
Rule 9:	Freight Forwarder Compensation

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Carrier may pay compensation as negotiated in the individual NRA on the applicable ocean freight charges to base ports, on cargo loaded, including heavy lift and extra length revenue, but excluding all other charges, except as provided below, subject to the following conditions and exceptions.

A. Compensation to be paid only to Freight Forwarders who are licensed or otherwise authorized by the Federal Maritime Commission.

B. Compensation shall be paid only if the freight forwarder has performed, in addition to the solicitation and securing of the cargo for the ship or the booking of, or otherwise arranging for space for such cargo, two or more of the following services:

1) The coordination of the movement of the cargo to shipside
2) The preparation and processing of the ocean Bill of Lading
3) The preparation and processing of dock receipts or delivery orders
4) The preparation and processing of consular documents or export declarations
5) The payment of the ocean freight charges on the cargo

C. Compensation shall be paid upon presentation of a duly certified invoice and may not be deducted from ocean freight and other charges due in accordance with rates and conditions in this Tariff.

D. Bills for compensation will not be honored unless presented to carrier within sixty days of the date of clearance of vessel.

E. Compensation will not be paid on through Bill of Lading cargo originating at port of loading beyond the application of this tariff.

F. No compensation shall be paid to anyone at port or ports of destination.

G. Freight Forwarders who are also Licensed Custom House Brokers shall be paid compensation as specified below based on the aggregate of all NRAs and charges applicable under this tariff, subject to the above conditions and exceptions.

H. Freight Forwarder Compensation shall be as specified in individual NRAs, if any.

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Tariff Rule Information

025334-100:	AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O	
Rule 10:	Surcharges, Assessorial and Arbitraries

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

All surcharges applicable to shipments are provided in individual Negotiated Rate Arrangements NRA’s and shall be for the account of the cargo.

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Tariff Rule Information

025334-100:	AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O	
Rule 11:	Minimum Quantity Rates

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Not applicable.

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Tariff Rule Information

025334-100:	AM CARGO FOR WORLD TRANSPORTATION NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O	
Rule 12:	Ad Valorem Rates

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

A. The liability of the Carrier as to the value of shipments at the NRAs herein provided shall be determined in accordance with the clauses of the Carrier's regular Bill of Lading form attached in rule 8.

B. If the Shipper desires to be covered for a valuation in excess of that allowed by the Carrier's regular Bill of Lading form, the Shipper must so stipulate in Carrier's Bill of Lading covering such shipments and such additional liability only will be assumed by the Carrier at the request of the Shipper and upon payment of an additional charge based on the total declared valuation in addition to the stipulated NRAs applying to the commodities shipped 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 five (5%) percent of the value declared in excess of the said Bill of Lading limit of value and is in addition to the base NRA.
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Tariff Rule Information

025334-100:	**AM CARGO FOR WORLD TRANSPORTATION** **NRA RULES TARIFF NO. 100 - Between (US and World)**
Amendment No.: O	
Rule 13:	**Transshipment**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Not Applicable.
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Tariff Rule Information

025334-100:	**AM CARGO FOR WORLD TRANSPORTATION** **NRA RULES TARIFF NO. 100 - Between (US and World)**
Amendment No.: O	
Rule 14:	**Co-Loading in Foreign Commerce**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

(1) The Carrier from time to time tenders cargo for co-loading.
(2) Carrier enters into carrier-to-carrier relationships for co-loading of cargo with the following NVOCCs from time to time:
(3) If Carrier enters into a co-loading arrangement which results in a shipper-to-carrier relationship as a tendering NVOCC Carrier shall be responsible to pay any charges for the transportation of the cargo.
(4) A shipper-to-carrier relationship shall be presumed to exist where Carrier issues a bill of lading to the tendering NVOCC for carriage of the co-loaded cargo unless Carrier and the tendering NVOCC enter a Carrier-to-Carrier Agreement in which case the presumption of a formation of a Carrier to Shipper relationship is rebutted. Carrier's NRA procedures shall be applicable to all co-loading NVOCCs tendering cargo to Carrier as a shipper.
(5) Carrier as part of the NRA process shall annotate in a clear and legible manner on each bill of lading where the identity of any other NVOCC may be located in its Rules Tariff to which the shipment has been tendered for co-loading.
(6) Co-loading rates. If cargo is accepted by Carrier from another NVOCC which tenders that cargo in the capacity of a shipper, NRA procedures shall apply.
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Tariff Rule Information

025334-100:	**AM CARGO FOR WORLD TRANSPORTATION** **NRA RULES TARIFF NO. 100 - Between (US and World)**
Amendment No.: O	
Rule 15:	**Open Rates in Foreign Commerce**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Not Applicable.
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Tariff Rule Information

025334-100:	**AM CARGO FOR WORLD TRANSPORTATION** **NRA RULES TARIFF NO. 100 - Between (US and World)**
Amendment No.: O	
Rule 16:	**Hazardous Cargo**

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

A) All commodities which the office of the Federal Register in their publication entitled "Code of Federal Regulations (46 CFR 146.01-1) - Transportation or Storage of Explosives or other Dangerous Articles or Substances, and Combustible Liquids on board Vessels" prescribed to be carried on cargo vessels on deck only, either in the open or under cover, shall be charged the Dangerous or Hazardous Cargo, NRA; except where a specific NRA is provided for in this tariff.
B) Shipments of inflammable and hazardous cargo referred to in this rule are subject to special booking and shall be delivered at destination in accordance with regulations promulgated by Port Authorities and at the risk and expense of the consignee and/or owners of the goods.
C) The transportation of explosives, will be governed by the United States Code of Federal Regulations, i.e. CFR Titles 49, Shipping Parts 100-199 as revised or superseding regulations, and to the extent applicable, the International Maritime Dangerous Goods Code (IMCO) published by the Inter-Governmental Maritime Consultative Organization 101-103 Piccadilly, London, WIV, OAE, England as listed below:

1 - Explosives
2 - Gasses; Compressed, liquefied or dissolved under pressure; Inflammable Liquids; Inflammable Solids
5 - Oxidizing Substances and organic peroxide
4 - Poison and infectious substance
5 - Radioactive substance
6 - Corrosives
7 - Agent Thomas A. Phemister, Water Carrier Tariff No. 32 ICC No. 32, FMC 27 (Dangerous Articles Tariff)
8 - Agent Thomas A. Phemister's Bureau of Explosives Tariff No. B.O.E. - 600, ICC No. B.O.E. - 600, FMC F No. 2B
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Tariff Rule Information

025334-100: AM CARGO FOR WORLD TRANSPORTATION
NRA RULES TARIFF NO. 100 - Between (US and World)
Amendment No.: O
Rule 17: Free Time and Demurrage

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Any charges for storage, detention or demurrage of freight or containers, as a result of being in excess of the free time prescribed in their tariffs or agreements, assessed by vessel operators on whose vessel cargo is/was transported or terminal operator at origin point or port or destination point or port due to some default or oversight of shipper or consignee or holder of bill of lading will be for the account of the cargo without in any way affecting the liability of the carrier for the condition of cargo.
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Amendment No.: O
Rule 18: Returned Cargo in Foreign Commerce

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Not Applicable.
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Amendment No.: O
Rule 19: Shippers Requests in Foreign Commerce

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Shipper or Consignee requests or complaints (including request for adjustment in NRAs, tariff interpretation), must be made in writing and addressed to the carrier as shown on the Title Page and/or Tariff Record.
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Amendment No.: O
Rule 20: Overcharge Claims

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

A. Bill of Lading Commodity Description
Description of commodities on all Bills of Lading (which shall be verified by a comparison with the description of the corresponding customs declaration) shall determine the NRA to be applied. The Bill of Lading description shall be subject to correction in the event of mis-declaration of commodity.
B. Overcharges
For purpose of uniformity in handling claims for excess measurements, refunds will only be made as follows:
1. Where an error has been made by the dock in calculation of measurements.
2. Against re-measurement at port of loading prior to vessel's departure.
3. Against re-measurement by vessel's agent at destination.
4. By joint re-measurement of vessel's agent and consignee.
5. By re-measurement of a marine surveyor when requested by vessel's agent.
6. Re-measurement fees and cable expenses in all cases to be paid by party at fault.

In cases of claims by shipper or consignee of overcharge in weight certified invoice or weight certificate to be considered evidence of proper weight. Written claims for adjustment will be acknowledged by the carrier within twenty

(20) days of receipt by written notice to the claimant of the tariff provisions actually applied and the claimant's rights under the Shipping Act of 1984. Claims seeking a refund of freight overcharges may be filed in the form of a complaint with the Federal Maritime Commission, 800 North Capital St., Washington, DC 20573, within three years of the date of cause of action occurs.
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Amendment No.: O
Rule 21: Use of Carrier Equipment

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Carrier does not own or lease equipment. When equipment is provided to shippers and/or consignees by Vessel Operating Common Carriers (VOCCs), the VOCC, either directly or via the carrier, provisions as published by the VOCC in its FMC tariff shall be for the account of the cargo.
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Amendment No.: O
Rule 22: Automobile Rates in Domestic Offshore Commerce

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Not Applicable.
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Amendment No.: O
Rule 23: Carrier Terminal Rules and Charges

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

Carrier does not operate terminals at origin or destination. Except as otherwise provided in the NRA all shipments that are subject to origin, destination, terminal, local or foreign charges shall be for the account of the cargo.
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Amendment No.: O
Rule 23-01: Destination Terminal Handling Charges (DTHC)

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

In destination countries where DTHC's are required to be prepaid, Carrier shall require the same prior to shipment.
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Amendment No.: O
Rule 24: NVOCCs in Foreign Commerce: Bonds and Agents

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

A. Bonding of NVOCC

1. Carrier has furnished the Federal Maritime Commission a bond in the amount required by 46 CFR §§ 515, 521 to ensure the financial responsibility of Carrier for the payment of any judgment for damages or settlement arising from its transportation related activities or order for reparations issued pursuant to Section 11 of the Shipping Act, 1984 or penalty assessed pursuant to Section 13 of the Act.

2. **Bond No. KMS52005**

3. Issued By: Great American Insurance Company
580 Walnut Street
Cincinnati, Ohio

B. Agent for Service of Process

1. Carrier's legal agent for the service of judicial and administrative process, including subpoenas is; Carrier is a foreign registered ocean transportation intermediary, (See Title Page and/or Tariff Record).

2. In any instance in which the Carrier cannot be served because of death, disability or unavailability, the Secretary of the Federal Maritime Commission will be deemed to be the Carrier's legal agent for service of process.
3. Service of administrative process, other hand subpoenas, may be effected upon the Carrier by mailing a copy of the documents to be served by certified or registered mail, return receipt requested.
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Amendment No.: O
Rule 25: Certification of Shipper Status in Foreign Commerce

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

If the shipper or a member of a shipper's association tendering cargo to the Carrier is identified as an NVOCC, the carrier shall obtain documentation that the NVOCC has an active tariff published and a bond on file with the US Federal Maritime Commission as required by Sections 8 and 19 of the Shipping Acts of 1984 and 1998 before the Carrier accepts or transports cargo for the account of the NVOCC.
A copy of the tariff rule published by the NVOCC and in effect under 46 CFR §§ 520 and 532 will be accepted by the Carrier as documenting the NVOCC's compliance with the FMC tariff and bonding requirements of the Acts.
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Amendment No.: O
Rule 26: Reserved For Future Use

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Reserved for future use
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Amendment No.: O
Rule 27: Loyalty Contracts in Foreign Commerce

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Not Applicable.
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Amendment No.: O
Rule 28: Definitions

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

CARRIER - means publishing carrier and/or inland U.S. Carriers.
CONSIGNOR, CONSIGNEE OR SHIPPER - include the authorized representatives or agents of such "consignor," "consignee," or "shipper."
CONTAINER FREIGHT STATION (CFS) - (Service Code S) -
a) At Origin - The location designated by the carrier where the carrier will receive cargo to be packed into containers by the carrier, or his agent.
b) At Destination - The location designated by the carrier for the delivery of containerized cargo to be unpacked from said containers.
CONTAINER LOAD - (CL) - Means all cargo tendered to carrier in shipper-loaded containers.
CONTAINER YARD - The term "Container Yard" (CY) (Service Code Y), means the location where carrier receives or delivers cargo in containers.
CONTROLLED TEMPERATURE - means the maintenance of a specific temperature or range of temperatures in carrier's trailers.
DRY CARGO - means cargo other than that requiring temperature control.
IN PACKAGES - shall include any shipping form other than "in bulk," "loose," "in glass or earthenware, not further packed in other containers" or "skids"
KNOCKED DOWN (KD) - means that an article must be taken apart, folded or telescoped in such a manner as to reduce its bulk at least 33 1/3 percent from its normal shipping cubage when set up or assembled.

KNOCKED DOWN FLAT (KDF) - means that an article must be taken apart, folded or telescoped in such a manner as to reduce its bulk at least 66 2/3 percent from its normal shipping cubage when set up or assembled.
LESS THAN CONTAINER LOAD (LTL) - means all cargo tendered to carrier not in shipper-loaded/stuffed containers.
LOADING OR UNLOADING - means the physical placing of cargo into or the physical removal of, cargo from containers.
MIXED SHIPMENT - means a shipment consisting of articles described in and rated under two or more NRAs.
MOTOR CARRIER - means U.S. Motor Carrier or Motor Carriers.
NVOCC SERVICE ARRANGEMENT (NSA) means a written contract, other than a bill of lading or receipt, between one or more NSA shippers and an individual NVOCC or two or more affiliated NVOCCs, in which the NSA shipper makes a commitment to provide a certain minimum quantity or portion of its cargo or freight revenue over a fixed time period, and the NVOCC commits to a certain rate or rate schedule and a defined service level. The NSA may also specify provisions in the event of nonperformance on the part of any party.
NSA SHIPPER - means a cargo owner, the person for whose account the ocean transportation is provided, the person to whom delivery is to be made, a shippers' association, or an ocean transportation intermediary, as defined in section 3(17)(B) of the Act (46 U.S.C. 40102(16)), that accepts responsibility for payment of all applicable charges under the NSA.
NEGOTIATED RATE ARRANGEMENT (NRA) - means the written and binding arrangement between an NRA shipper and eligible NVOCC to provide specific transportation service for a stated cargo quantity, from origin to destination on and after receipt of the cargo by the Carrier or its agent (originating carrier in the case of through Transportation).
NESTED - means that three or more different sizes of the article or commodity must be enclosed each smaller piece within the next larger piece or three or more of the articles must be placed one within the other so that each upper article will not project above the lower article more than one third of its height.
NESTED SOLID - means that three or more of the articles must be placed one within or upon the other so that the outer side surfaces of the one above will be in contact with the inner side surfaces of the one below and each upper article will not project above the next lower article more than one-half inch.
ONE COMMODITY - means any or all of the articles described in any one-NRA.
PACKING - covers the actual placing of cargo into the container as well as the proper stowage and securing thereof within the container.
PUBLISHING CARRIER - means AM Cargo for World Transportation a Non-Vessel Operating Common Carrier (NVOCC) licensed by the U.S. Federal Maritime Commission under FMC Number 025334.
RAIL CARRIER - means U.S. rail carrier or rail carriers.
SHIPMENT - means a quantity of goods, tendered by one consignor on one bill of lading at one origin at one time in one or more containers for one consignee at one destination.
STUFFING – UN-STUFFING - means the physical placing of cargo into or the physical removal of cargo from carrier's containers.
UNPACKING - covers the removal of the cargo from the container as well as the removal of all securing material not constituting a part of the container.
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Amendment No.: O

Rule 29: ABBREVIATIONS, CODES AND SYMBOLS

Effective: 19NOV2014 Thru: NONE Expires: NONE Publish: 19NOV2014

EXPLANATION OF ABBREVIATIONS

Ad Val	Ad Valorem	Kilos	Kilograms
AI	All Inclusive	K/T	Kilo Ton
BF	Board Foot or Board Feet	LCL or LTL	Less than Container Load
B/L	Bill of Lading	LS	Lumpsum
BAF	Bunker Adjustment Factor	L/T	Long Ton (2240 Lbs)
BM	Board Measurement	M	Measure
C	Change in tariff Item	Max	Maximum
CAF	Currency Adjustment Factor	MBF or MBM	1,000 Feet Board Measure
CBM, CM or M3	Cubic Meter	Min	Minimum
CC	Cubic Centimeter	MM	Millimeter
CFS	Container Freight Station	MQC	Minimum Quantity
CFT	Cubic Foot or Cubic Feet	Commitment	
CLD	Chilled	N/A	Not Applicable
CM	Centimeter	NRA	Negotiated Rate Arrangements
CU	Cubic	NSA	NVOCC Service rrangements
CWT	Cubic Weight	NHZ	Non-Hazardous
CY	Container Yard	NOS	Not otherwise specified
D	Door	OT	Open Top
DDC	Destination Delivery Charge	P	Pier
E	Expiration	Pkg	Package or Packages
ET	Essential Terms	PRC	People's Republic of China
Etc	Et Cetera	PRVI	Puerto Rico and U.S. Virgin
FAK	Freight All Kinds	Islands	
FAS	Free Alongside Ship	R	Reduction
FB	Flat Bed	RE	Reefer / Refrigerated
FCL	Full Container Load	R/T	Revenue Ton
FEU	Forty Foot Equivalent Unit	RY	Rail Yard
FI	Free In	SL&C	Shipper's Load and Count
FIO	Free In and Out	Sq. Ft	Square Foot or Square Feet
FIOS	Free In, Out and Stowed	S/T	Short Ton (2000 lbs.)
FO	Free Out	SU or S/U	Set Up
FOB	Free On Board	TEU	Twenty Foot Equivalent Unit
FMC	Federal Maritime Commission	THC	Terminal Handling Charge
FR	Flat Rack	TRC	Terminal Receiving Charge
Ft	Feet or Foot	USA	United States of America
GOH	Garment on Hanger	USD	United States Dollars
H	House	VEN	Ventilated
HAZ	Hazardous	VIZ	Namely
I	New or Initial Tariff Matter	VOL	Volume
K/D	Knocked Down	W	Weight
KDF	Knocked Down Flat	W/M	Weight/Measure

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Rule 30:	**Access to Tariff Information**

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This tariff is published on the web at: www.a-m**cargo**.net. Please refer to the tariff profile or title page for additional contact information.

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Rule 31-200:	**Reserved for Future Use**

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Rules 31-200 reserved for future use.

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Amendment No.: O
Rule 201: NVOCC SERVICE ARRANGEMENT (NSA) ESSENTIAL TERMS (ET)

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

NSA – ET NO.	DURATION	COMMODITY	SCOPE	MQC

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End of Rule Text
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