GREEN WORLDWIDE SHIPPING, LLC

ORIGINAL TITLE PAGE

FMC No. 021625

NON-VESSEL OPERATING COMMON CARRIER

EFFECTIVE DATE: 01NOV2022 PUBLISHED DATE: 01NOV2022

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CONTROLLED CARRIER STATUS: NONE

TITLE PAGE

TARIFF NO. 005
NRA GOVERNING RULES TARIFF
NAMING RULES AND REGULATIONS ON CARGO MOVING
IN CONTAINERS AND BREAKBULK
BETWEEN
U.S. PORTS AND POINTS
AND

WORLD PORTS AND POINTS

GREEN WORLDWIDE SHIPPING, LLC is a licensed Non-Vessel Operating Common Carrier (NVOCC) by the Federal Maritime Commission (FMC), operating under FMC license number 021625NF and FMC Organization number 021625.

Carrier has opted to publish its Tariff rates and charges or in the alternative to be exempt from tariff publication requirements pursuant to 46 CFR §\$520, 531, 532 and OSRA 2022. In that respect Carrier has opted for use of Negotiated Rate Arrangements ("NRAs") and may also opt to utrize NVOCC Service Arrangement ("NSAs"). NRA means the written and binding arrangement between an NRA shipper or consignee and an eligible NVOCC to provide specific transportation service for a stated cargo quantity, from origin to destination on and after receipt of the cargo by the NVOCC or its agent or the originating carrier in the ease of through transportation. The shipper is considered to have agreed to the terms of the NRA if the shipper: (1) provides the NVOCC with a signed agreement; (2) sends the NVOCC a written communication, including an e-mail, indicating acceptance of the NRA terms; or (3) books a shipment after receiving the NRA terms from the NVOCC. If the NVOCC incorporates in the NRA quoted terms the following text in bold font and all uppercase letters: "THE SHIPPER'S BOOKING OF CARGO AFTER RECEIVING THE TERMS OF THIS NRA OR NRA AMENDMENT CONSTITUTES ACCEPTANCE OF THE RATES AND TERMS OF THIS NRA OR NRA AMENDMENT." The effective date of the NRA shall be the date of Carrier's receipt of Shipper's and/or Consignee's acceptance herein. All applicable origin, destination local terminal and/or port charges shall apply to all NRAs and should be considered as a pass-through. Rates may not be modified in an NRA after the time the shipment is received by the Carrier or its agent (including originating carriers in the case of through transportation). NRAs can otherwise be amended by the parties in writing or by acceptance of the quoted NRA amendment by booking the cargo.

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TARIFF DETAILS

Tariff Number: 005

TARIFF TITLE: NRA GOVERNING RULES TARIFF

EFFECTIVE: 01NOV2022

THRU: None **EXPIRES:** None

PUBLISH: 01NOV2022

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

AGET AND IN THIS TARIFF IS TRUE, ACCURA.

AITTED.

A'ORLDWIDE SHIPPING, LLC

JN-VESSEL OPERATING COMMON CARRIER
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GREEN WORLDWIDE SHIPPING, LLC NRA RULES TARIFF NO. 005 - Between (US and World)

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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

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 in 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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Worldwide Ports and Points Rule 1-A:

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

AFGHANISTAN ALBANIA ALGERIA AMERICAN SAMOA ANDORRA ANGOLA ANGUILLA ANTARCTICA ANTIGUA AND BARBUDA ARGENTINA ASHMORE AND CARTIER ISLANDS AUSTRALIA AUSTRIA BAHAMAS THE BAHRAIN BAKER ISLAND BANGLADESH BARBADOS BASSAS DA INDIA BELGIUM BELIZE BENIN BERMUDA BHUTAN BOLIVIA BOTSWANA BOUVET ISLAND BRAZIL BRITISH VIRGIN ISLANDS BRUNEI BULGARIA BURKINA BURMA BURUNDI

CAMBODIA CAMEROON CANADA CAPE VERDE CAYMAN ISLANDS CENTRAL AFRICAN REPUBLIC CHAD CHILE CHINA CHRISTMAS ISLAND CLIPPERTON ISLAND COCOS (KEELING) ISLANDS COLOMBIA COMOROS

CONGO COOK ISLANDS CORAL SEA ISLANDS COSTA RICA CUBA CYPRUS

CZECHOSLOVAKIA DENMARK DJIBOUTI DOMINICA

DOMINICAN REPUBLIC ECUADOR

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

FINLAND FRANCE FRENCH GUIANA FRENCH POLYNESIA FRENCH SOUTHERN AND ANTARCTIC

GABON GAMBIA THE GAZA STRIP GERMANY **GHANA** GIBRALTAR GLORIOSO ISLANDS GREECE GREENLAND GRENADA GUADELOUPE GUAM GUATEMALA

GUERNSEY GUINEA GUINEA BISSAU GUYANA HAITI HEARD ISLAND

MCDONALD ISLA HONDURAS HONG KONG HONG KONG HOWLAND ISLAND HUNGARY ICELAND INDIA INDONESIA

IRAN IRAQ IRELAND ISRAEL ITALY IVORY COAST JAMAICA JAN MAYEN JAPAN JARVIS ISLAND JERSEY JOHNSTON ATOLL

JORDAN JUAN DE NOVA ISLAND

KENYA KINGMAN REEF KIRIBATI KOREA DEMOCRATIC

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

MALI MALTA MANISLE 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

OMAN

NORFOLK ISLAND NORTHERN MARIANA ISLANDS NORWAY

PAKISTAN PALMYRA ATOLL PANAMA PAPUA NEW GUINEA PARACEL ISLANDS PARAGUAY 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

SOMALIA SOUTH AFRICA SOUTH GEORGIA AND THE SOUTH SA SPAIN SPRATLY ISLANDS

SPI 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

GREEN WORLDWIDE SHIPPING, LLC

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Intermodal Service Rule 1-B:

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

Tariff Rule Information

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Notice to Tariff Users Rule 2:

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Carrier has opted to be exempt from tariff publication requirements pursuant to 46 CFR §§520, 531 and 532. In that respect Carrier has opted for use of Negotiated Rate Arrangements ("NRAs") and may also opt to utilize NVOCC Service Arrangement ("NSAs"). NRA means the written and binding arrangement between an NRA shipper or consignee and an eligible NVOC to provide specific transportation service for a stated cargo quantity, from origin to destination on and after receipt of the cargo by the NVOCC or its agent or the originating carrier in the case of through transportation. The shipper is considered to have agreed to the terms of the NRA if the shipper: (1) provides the NVOCC with a written acceptance of the NRA; (2) sends the NVOCC a written communication, including an e-mail, indicating acceptance of the NRA terms; or (3) books a shipment after receiving the NRA terms from the NVOCC, if the NVOCC incorporates in the NRA quoted terms the following text in bold font and all uppercase letters: "THE SHIPPER'S BOOKING OF CARGO AFTER RECEIVING THE TERMS OF THIS NEA OR NRA AMENDMENT CONSTITUTES ACCEPTANCE OF THE RATES AND TERMS OF THIS NRA OR NRA AMENDMENT." The effective date of the NRA shall be the date of Carrier's receipt of Shipper's and/or Consigned acceptance herein. All applicable origin, destination local terminal and/or port charges shall apply to all NRAs and should be considered as a pass-through. Rates may not be modified in an NRA after the time the shipment is received by the Carrier or its agent (including originating carriers in the case of through transportation). NRAs can otherwise be amended by the parties in writing or by acceptance of the quoted NRA amendment by booking the cargo.

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Application of NRAs and Charges Rule 2A:

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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 commotity, 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 WM or WM are optional weight or measurement rates and the rate yielding the greater revenue will be charged.
- 2. Except as otherwise provided, all "Port" (i.e., Port-to-Port) rules published herein apply from/to places where the common carrier originates or terminates its actual ocean carriage of cargo. Tolls, Wharfage, Cost of Landing, and all other expenses beyond the port terminal area are for account of Owner, Shipper or Consignee of the cargo and all such expenses levied in the first instance against the Carrier will be billed in an equal amount to the Owner, Shipper or Consignee of the Cargo. NRAs are applicable from Inland Points which lie beyond port terminal areas. Such NRAs shall be inclusive of all charges pertinent to the transportation of cargo and not including Customs clearance assessments or Forwarding Charges, except as provided in each individual NRA. Alternatively, at shipper's or consignee's request, carrier will arrange for inland transportation as shipper's or consignee's agent. All associated costs will be for the account of the cargo. Overland carriers will be utilized on an availability of service basis and not restricted to any preferred Carriers, except as Ocean Carrier deems necessary to guarantee safe and efficient movement of said cargo. Carrier shall not be obligated to transport the goods in any particular type of container or by any particular Vessel, Train, Motor, Barge or Air Carrier, or in time for any particular market or otherwise than with reasonable dispatch. Selection of Water Carriers, Railways, Motor, Barge or Air Carrier used for all or any portion of the transportation of the goods shall be within the sole discretion of the Ocean Carrier.
- 3. Any Additional Charges which may be imposed upon the cargo by Governmental Authorities will be for the account of the cargo.
- 4. NRAs do not include Marine Insurance or Consular fees.
- 5. Description of commodities shall be uniform on all copies of the Bill of Lading and MUST be in conformity with the validated United States Export Declaration covering the shipment. Carrier must verify the Bill of Lading description with the validated United States Export Declaration. Shipper amendments in the description of the goods will only be accepted if validated by United States Customs. Trade names are not acceptable commodity descriptions and shippers are required to declare their commodity by its generally accepted generic or common name.
- 6. Unless otherwise specified, when NRAs are based on the value of the commodity, such commodity value will be the F.O.B. or F.A.S. value at the port of loading as indicated on the Commercial Invoice, the Custom Entry, the Import/Export Declaration or the Shipper's Certificate of Origin. The F.O.B. value and the F.A.S. value include all expenses up to delivery at the Loading Port.
- 7. The NRA shown except where predicated on specifically lower values or on an ad valorem basis, are subject to Bill of Lading limit of value.

- 8. Except as otherwise provided, NRAs apply only to the specific commodity named and cannot be applied to analogous articles.
- 9. FORCE MAJEURE CLAUSE: "Without prejudice to any rights or privileges of the Carrier's under covering Bills of Lading, dock receipts, or booking contracts or under applicable provisions of law, in the event of war, hostilities, warlike operations, embargoes, blockades, port congestion, strikes or labor disturbances, regulations of any governmental authority pertaining thereto or any other official interferences with commercial intercourse arising from the above conditions and affecting the Carrier's operations, the Carrier reserves the right to cancel any outstanding booking or contract in conformity with Federal Maritime Commission Regulations."
- 10. Any Tollage, Wharfage, Handling and/or other charges assessed against the cargo at Ports of Loading/Discharge will be for the account of the cargo. Any Tollage, Wharfage, Handling and/or Charges at Port of Loading in connection with storage, handling and receipt of cargo before loading on the vessel shall be for the account of the cargo.

11. TYPES OF SERVICE PROVIDED

CY/CY (Y/Y) - The term CY/CY means containers packed by Shippers off Carrier's premises, delivered to Carrier's CY, accepted by Consignee at Carrier's CY and unpacked off Carrier's premises, all at the risk and expense of the cargo.

CY/CFS (Y/S) - The term CY/CFS means containers packed by Shippers off Carrier's premises and delivered to Carrier's CY and unpacked by the Carrier at the destination port CFS, all at the risk and expense of the cargo.

CFS/CFS (S/S) - The term CFS/CFS means cargo delivered to Carrier's CFS to be packed by Carrier into containers and to be unpacked by the Carrier from the containers at Carrier's destination port CFS, all at the risk and expense of the cargo.

CFS/CY (S/Y) - The term CFS/CY means cargo delivered to Carrier's CFS to be packed by Carrier into containers and accepted by Consignee at Carrier's CY and unpacked by the Consignee off Carrier's premises, all at the risk and expense of the bargo.

DOOR (D) - Door Service pertains to the carrier providing inland transportation from/to the shipper's/consignee's designated facilities.

12. SERVICE OPTIONS:

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

Container Yard (Y) - The term Container Yard refers to the specific location designated by the carrier where the carrier assembles, holds or stores containers and where containers loaded with goods are received or delivered.

Container Freight Station (S) - The term Container Freight Station means the location designated by the carrier or his authorized agent for the receiving of goods to be stuffed into containers or for the delivery of goods stripped from the containers by the carrier or his

Door (D) - Door Service pertains to the carrier providing inland transportation from the supper's/consignee's designated facilities. Door Service is applicable only where specifically provided in the individual NRA or where specified in an Inland Rate Table.

Ocean Port (O)

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

b. Any combination of the above services may be offered, i.e.: O/Q, O/D, D/D, Y/S, Y/Y, etc.

c. Carrier may also utilize the following terminology to describe its services:

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

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

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

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

13. ADVANCED CHARGES

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

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC

AMENDMENT NO. O

021625

NRA RULES TARIFF NO. 005 - Between (US and World)

Rule 2-010: **Packing Requirements**

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

- 1. Reept 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 reasonably necessary for protection and safe transportation.
- 2. Packages must be marked durably and legibly and must show the port of destination. All packages must be numbered, which number together with marks and destination must appear on the shipping receipts and Bill of Lading.
- 3. Gross weight in pounds, and/or Kos, and initials of port must be clearly and legibly shown on packages, and on original and copies of dock receipts tendered at time of delivery.
- 4. Each package, bundle or piece of freight must be plainly marked with the full or initials of consignee, and the destination must be shown in full to insure proper delivery. If necessary, corrections must be made by the shipper or his representative.

GREEN WORLDWIDE SHIPPING, LLC

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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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GREEN WORLDWIDE SHIPPING, LLC

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Rule 2-030: Reserved for Future Use

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NRA RULES TARIFF NO. 005- Between (US and World)

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Rule 2-030: Booking Cancellation Fee (BCF) – No Show Fee (NSF)

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

Effective August 9, 2021, Carrier has implemented a Booking Cancellation Fee (BCF) on all types of containers. If the Merchant wishes to cancel shipment(s) after the Booking Confirmation has been issued, a cancellation notice must be provided by the merchant to the Carrier in writing not less than five (5) days before the scheduled estimated time of departure (ETD) and shall also pay the Carrier a cancellation fee. The BCF shall be provided in each individual NRA. If a cancellation is provided, but not within the time indicated above; a cancellation fee shall be imposed. All BCF fees imposed shall apply to the account of the cargo.

No-Show Fee (NSF)

If the merchant fails to notify the Carrier of cancellation of part or all containerized goods in accordance or fails to deliver part or all of the containerized goods for shipment, the Merchant shall pay a no-show fee (NSF). The NSF shall be provided in each individual NRA. All NSF fees imposed shall apply to the account of the cargo.

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Rule 2-035: Ocean Carrier Spot Pricing - Congestion Fees - Revenue Recovery Surcharges - Space Arrangement Fees

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

- Ocean Carriers during the pandemic period commencing on or about February 2020 and currently in place for so long as port congestion is occurring in the United States and globally, have been imposing charges in congested port areas in addition to base rate and sur-charges applicable to Carrier's service contract with ocean carriers in either or both of the following manners:
- By imposing newly negotiated rate structures as a pre-condition to loading cargo previously tendered by Carrier or its agent, whereby, said Ocean Carrier will not load such cargo unless Carrier accepts such increased base spot rates, or
- By imposing newly structured sur-charges with nominations such as, but not limited to "Revenue Recovery Surcharges", "Space Arrangement Fees", and other similar titles to indicate charges over and above those in place during the negotiations of the service contract, which are imposed as charges as a pre-condition to acceptance of cargo in a congested port, notwithstanding the negotiated service contract rates and/or surcharges were in place at the time the cargo was tendered to the Ocean Carriers by Carrier or its agent.
 - The term Spot Rates shall apply to either or both procedures defined in Paragraph 1. a) and b) above. c.
- Carrier, in view of the Spot Rates practices developed by Ocean Carriers during the pandemic period, shall norder to provide consistency and predictability of transport shall accept such Spot Rates to the extent that not accepting same would lead to non-delivery of cargo, and/or port demurrage and other charges, unless Shipper shall decide and will timely notify Carrier that it is abandoning such cargo, at which time Carrier may take whatever steps necessary in terminating transport and/or asserting liens and effecting the sale of such cargo. To the extent that such cargo is not appropriately abandoned as provided herein, and the sale of the cargo does not cover the freight monies and other charges due to Carrier, Shipper shall remain responsible to Carrier for such charges.
- 2. Carrier shall define and treat such Spot Rates as Ocean Carrier General Rate Increases (*GRIs*) a term not otherwise defined in the Federal Maritime Commission's regulations. GRIs shall include charges implemented by Ocean Carriers as defined in the term Spot Rates herein. As such, pursuant to 46 CFR §532.5 (d) (2) (iv) such Spot Rates are not included in a Negotiated Rate Arrangement nor a Rules Tariff and shall be charged as a pass-through without a markup by Carrier.
- 3. To the extent that the increased rates and/or charges imposed by the ocean common carriers are not considered GRIs for whatever reason, Shipper agrees that these increases are an acceptable amendment to the pertinent NRA

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625 NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 2-040: **Container Capacity**

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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, of contain aded cargo and a second life of the life of th 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

GREEN WORLDWIDE SHIPPING, LLC

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AMENDMENT NO. O

Port of LA & LB Container Excess Dwell Fees Rule 2-045:

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

The following Container Excess Dwell Fees imposed by the Port of Los Angeles and the Port of Long Beach ("the Ports") shall be applicable to shippers as of the date of this publication in Carrier's tariff pursuant to 46 CFR § 520.8 (b)(4) for any such fees being assessed by the Ports against ocean carriers, and ocean carriers thereby assessing these as pass-through accessorial terminal charges to Carrier on or about November 15, 2021, and thereafter, until such Container Excess Dwell Rates are eliminated by the ocean carriers:

These Dwell Fess are only applicable to imported containers through the Ports and fees are cumulative on a per day basis with no limits: A. Local Import Loaded Container (to be removed by motor carrier)

Days on Terminal	Daily Charges (\$)	Cumulative Charge (\$)
9	100	100
10	200	300
11	300	600
12	400	1,000
13	500	1,500
More than 13	(Increments of \$100	0
Increase per day)		

B. Intermodal Import Loaded Container (going by rail)

Days on Terminal	Daily Charges (\$)	Cumulative Charge (\$)
6	100	100
7	200	300
8	300	600
9	400	1,000
10	500	1,500
More than 10	(Increments of	\$100

Increase per day-no limit) RETURN TO TABLE OF CONTENT

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Rule 2-050:

Shipper Furnished Containers

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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 anthorized 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

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

- 1. All packages will be measured in Centimeters and weight in Kilograms.
- 2. Rounding off- Dimensions

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

3. Calculating Cubic Measurements

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

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

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

4. Official Measurers and Weighers

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

5. Misdescription, Underweights and Undermeasurement

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

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

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Rule 2-070: Overweight Containers

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

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

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

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

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

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

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

Except as otherwise provided, materials, including special fittings, and labor required for securing and properly stowing cargo in containers moving in CY service, including but not limited to lashing, bulkheads, cross members, platforms, dunrage 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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Rule 2-090: Diversion of Cargo (By Shipper or Consignee)

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

A. Definition of Diversion:

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

B. Conditions:

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

Tariff Rule Information

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Rule 2-100: **Security Fees**

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

Security Fees may be applicable on shipments and identified in each individual NRA.

GREEN WORLDWIDE SHIPPING, LLC

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AMENDMENT NO. O

Rule 2-110: Restricted Articles

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

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

Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLCV NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 2-120: Freight All Kinds (FAK)

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

Unless otherwise provided herein, any cargo described as "Freight All Kind" shall consist of a minimum of two different commodities. Further restrictions to the items shall be contained in the NRA.

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

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

Tariff Rule Information

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Rule 2-140: AES USA EXPORT SHIPMENTS

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

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021625

DOCUMENTATION FEE Rule 2-150:

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

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AMENDMENT NO. O

Rule 2-160: AMS PROCESSING FEE

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Except as otherwise noted in each individual NRA, all Shipments are subject to the U.S. Manifest Processing Fee as specified in each individual NRA. If a correction and/or amendment are made to data that has already been filed with the U.S. Customs thru the Automated Manifest System, Carrier will assess a Correction Fee in addition to all other applicable charges

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

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AMENDMENT NO. O

SUBMISSION OF CARGO DECLARATION DATA Rule 2-170:

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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 boods 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 coloaded 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

- 3. All NVOCCs shall be subject to Paragraphs D and E of this rule.
- D. FAILURE TO PROVIDE INFORMATION; DENIAL OF PERMISSION TO LOAD CARGO.
- 1. In the event Carrier fails to provide the required inbound cargo declaration data to the U.S. Customs Service for all cargo to be loaded on its vessel within the time-period required by Customs Service regulations it may, among other things, be assessed a civil penalty, denied permission to unload the cargo for which information was not timely provided, and/or denied permission to unload any cargo from the vessel on which the cargo is moving. Accordingly, Carrier may refuse to load any cargo tendered to it for which it has not received either (i) the data required by paragraph A of this rule by the deadline specified pursuant to paragraph B; or (ii) the certification required by paragraph C of this rule by the deadline specified therein.
- 2. Any and all costs incurred by Carrier with respect to cargo in its possession which is not loaded due to the non-provision of information or certification, or which is not loaded pursuant to the instructions of the U.S. Customs Service (regardless of whether or not the required data or certification has been provided for such cargo), including but not limited to inspection, storage and/or redelivery costs, shall be for the account of the cargo. Carrier shall have a lien on cargo in its possession for amounts due hereunder and may hold cargo until such amounts (and any other unpaid freights or charges) are paid or sell such cargo after a reasonable period. In the event Carrier is forced to take legal action to collect amounts due hereunder, Carrier shall be entitled to recover all costs (including reasonable attorneys' fees and expenses) incurred in connection with such legal action.

E. INDEMNIFICATION OF CARRIER.

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

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

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GREEN WORLDWIDE SHIPPING, LLC NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 2-180:

U.S. CUSTOMS RELATED CHARGES Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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 vastoms 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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NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 2-190: LIEN NOTICE

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

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AMENDMENT NO. O

Rule 2-200: Cargo Roll-Over Fee

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Carrier will require complete and accurate shipping instructions by the "Document Due by Date" mentioned on the NRA, Booking Confirmation / Rate Confirmation document. If not received by the "Document Due By date", cargo will be rolled/postponed to the next available vessel and all costs associated with the postponement (handling, storage, demurrage, etc.) will be billed to the Shipper's/Owner's Account.

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 2-210:

Free Time Detention / Demurrage / Storage

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

If the Carrier asserts its own demurrage and detention charges in its NRA, NSA or Rules Tariff, its moice for demurrage and/or detention MUST minimally include the following 13 data elements, pursuant to 46 U.S.C. §41104(d):

- 1. Date that container is made available.
- 2. The port of discharge.
- 3. The container number or numbers.
- 4. For exported shipments, the earliest return date.
- 5. The allowed free time in days.
- 6. The start date of free time.
- 7. The end date of free time.
- 8. The applicable detention or demurrage rule on which the daily rate is based.
- 9. The applicable rate or rates per the applicable rule.
- 10. The total amount due.
- 11. The email, telephone number, or other appropriate contact information for questions or requests for mitigation of fees.
- 12. A statement that the charges are consistent with any offederal Maritime Commission rules with respect to detention and demurrage.

13. A statement that the common carrier's performance did not cause or contribute to the underlying invoiced charges.

Failure to include the above items in a demurrage and/or detention invoice, would result in the elimination of the charged party having to pay the applicable charge pursuant to 46 U.S. Code §41104 (f)

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRARULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. Q

OSRA 2022 NVOCC Safe Harbor Demurrage Detention

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

A. If the Carrier is not assessing its own Demurrage and Detention charges, but shows as Consignee on the Ocean common carrier's Master bill of lading, Carrier shall timely be pass-through without mark up, the ocean common carrier's terminal invoices to the consignee on its house bill of lading. The Commission in a Charge Complaint at 46 U.S.C. §41310 may find the Carrier not liable, and the Ocean carrier could be found liable for refunds or

B. In the event that demurrage/detention invoices do not include the 13 data elements that are referenced in 46 U.S.C. §41104(d) or otherwise may appear to be inaccurate from the vessel operators/terminals, Carrier may return non-compliant invoices to the vessel operator/terminal with the opportunity to make any necessary adjustments to have invoices become compliant with the new Regulations. Carrier may pass through these invoices to shipper for their information only and with notice that these, even though may be challenged might still be due by Shipper depending on whether the FMC rules these are compliant or not compliant with the FMC regulations.

C. Should a vessel operator/terminal fail to make necessary corrections to non-compliant invoices within a reasonable timeframe, Carrier may initiate a formal Charge Complaint with the Federal Maritime Commission to advise them of any suspected non-compliances for their investigation.

D. Carrier, at its sole discretion, in order to have cargo released so as to not accrue demurrage for itself and its shipper, may make payment for containers to be released but will retain its rights to seek refunds from the vessel operator/terminal. Carrier reserves its possessory lien rights to be paid these amounts before releasing these cargos in subject containers to shipper. In this event, Carrier may opt, at its sole discretion, to seek refunds from the vessel operator/terminal, which refunds will be returned to shipper to the extent that Shipper has paid those sums to Carrier.

E. Carrier shall charge an administrative fee of \$100.00 on a per invoice basis for receiving, reviewing, and responding to demurrage, storage, and detention charges which it passes on to its shippers from ocean common carriers, terminals, and/or railroads.

GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

021625

Rule 3: Rate Applicability Rule

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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.

Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 4: Heavy Life

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 5: Extra Length

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 6: Minimum Bill of Lading Charges

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 7: Payment of Freight Charges

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

A. CURRENCY

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

B. PAYMENT IN U.S. DOLLARS

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

C. METHODS OF PAYMENT

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

D. PREPAID FREIGHT

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

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

E. FREIGHT COLLECT

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

F. CURRENCY CONVERTIBILITY:

1. Conversion Provisions:

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

RETURN TO TABLE OF CONTEN

021625

GREEN WORLDWIDE SHIPPING, LLC NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 8: Bill of Lading Terms and Conditions
Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

CREENINGS STREET BEFORE ARTE NO. OGS LETTER THE STREET OF THE STREET OF

SHIPPER		B/L No.	Reference No.		
			BILL OF LADING		
			DILL OF EADING		
CONSIGNEE: Order of			<u></u>		
		S	reenworldwide		
NOTIFY ADDRESS (Carrier not to be responsible	le for failure to notify)	8.45 ends a.s.	EN WORLDWIDE SHIPPING LLC		
		The state of the s	Address: 619 E College Ave, Suite F, Decatur, GA 30030 - USA		
		E-mail:	Tel. +1 404 974 2910 - Fax +1 400 974 2915 E-mail: info@greenworldwide.com - web: www.greenworldwide.com FMC Nbr 021625NF		
Precarriage by	Place of Receipt	Point and Co	untry of Origin		
Vessel / Voyage No	Port of Loading	Forwarding A	igent - References		
Port of Discharge	Place of Delivery		CON		
Containers, Marks, and Numbers No. of C	tre or Place Kind of	nackage/Description of a	oods Gross Weight Volume		
Containers, warks, and Numbers No. of C	Allid di	packages/Description or g	Gross Weight Volume		
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NOF OF THE PROPERTY OF THE PRO					
Place of Delivery Containers, Marks, and Numbers No. of Ctrs or Pkgs Kind of packages/Description of goods Gross Weight Volume Received by the Carrier from Spigler in apparent good order and condition (unless noted herein) the total number or quantity of Containers or packages or units indicated, italied by the Shipper to comprise the Goods specified above (all Carriage subject to all the items hereof (INCLUDING THE TERMS OF THE CARRIER'S APPLICABLE TAXIFF) from the Place of Receipt of the Port of Loading, whichever is applicable, to the Port of Quibanage or the Place of Oblivery, whichever is applicable, to the Port of Quibanage or the Place of Oblivery, whichever is applicable, to the Port of Quibanage or the Place of Oblivery, whichever is applicable, to the Port of Quibanage or the Place of Oblivery, whichever is applicable, to the Port of Quibanage or the Place of Oblivery, whichever is applicable, to the Port of Quibanage or the Place of Oblivery, whichever is applicable in accepting this Bill of Lading, the Merchant expressly accepts and agrees to all its terms, conditions and exceptions.					
or portable tarità may de carrier o priori il accordance with clause 10[4].					
export administrative regulations. Diversion contrary to SHIPPER DECLARED VALUE (USD) If Shippers enter a value, Carrier's package limitation of the state of th		alorem rate will be charged. No.	value shall be deemed declared unless specifically approved in writing by the		
Carrier or his agent on the face of this B/L and extra fr Specification of freight and charges		(i)			
Specification of fleight and orlarges	. Topaid Collect	Freight payable at	Place and Date of Issue		
		Number of Original B/L's.	Signed as Carrier		
Totals (USD)		3	Green Worldwide Shipping, LLC		
For release of Goods apply to:		D.	IN WITNESS of the contract herein contained the number of original		
			stated opposite have been issued each one being of the same contents and date, one which being accomplished the other(s) to be void.		
			Dated Reference No.		
			I .		

Bill of Lading Terms and Conditions

Received by the carrier from the Merchant in apparent good order and condition unless otherwise indicated herein the Goods, or the Container(s) or other package(s) or unit(s) said by the Merchant to contain the cargo herein mentioned. to be carried subject to all the herms and conditions contained or incorporated in this Bill, including both front and back pages where issuad in paper form and Carrier's Tarfiff tudes and regulations by the vessel named herein or any substitute at the Carrier's option and/or other means of transportation including the use of feeder ship, barges, tracks or rail cars from the place of receipt or the boarding port to the port of discharge or place of eldelivery shown herein and there to be delivered sunher and the relation to order or assign.

If issued in paper form and if required by the Carrier, this Bill duly endorsed must be surrendered in exchange of the Goods and Delivery Order.

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If issued in paper form and if required by the Carrier, this Bill duly endorsed must be surrendered in exchange of the Goods and Delivery Order.

The Carrier shall have a lie on all Goods, Containers and any documents relating to which the Merchant was party or otherwise involved, which lien shall also extend to general average contributions, salvage and the cost of tonders of the covering such under the carrier by public auction or private treaty, incorporated in this bill whether in order in order to term shall not be affected.

Order to the carrier before delivery of the Larrier is and paper or electroning the term or any substitute of the Carrier in order and paper o

of any other part of term shall not be affected.
Agents algring this Bill on Behalf of the Carrier have only the limited authority in common law of the Vessel?s Master Signing a Bill.

1. Definitions
1. Definitions
1. Carrier' includes Green Worldwide Shipping, LLC, the Vessel, its owner, operator, charterer (whether demise, time, voyage, space or slot), the master, at any connecting or substitute water carrier. It was the control of the second part of the Bill of Lading, owner of the cargo or any connecting or substitute water carrier. It was the common the second part of any of themse, all of the control of the second part of any of themse, all of the control of the second part of any of the second part of any of themse, all of the control of the second part of any of themse, all of the control of the second part of any of themse, all of the control of the second part of any of themse, all of the control of the second part of th

An uniform a Applicable Tariff are incorporated herein. Particular attention is drawn to the terms therein relating to Container and Vehicle demurage. Copies of the relevant provisions of the Applicable Tariff are obtainable from the Carrier or its agents upon request. In case of inconsisten between this Bill of Lading and the Applicable Tariff, this Bill of Lading shall prevail.

3. Warrarty.

Warranty The Merchant warrants that in agreeing to the Terms and Conditions hereof, including the Applicable Tariff(s), it is, or has the authority of, the Person owning or entitled to the possession of the Goods and/or Container and this Bill of Lading, and that all prior agreements and Freight arrangements are merged in and superseded by the provisions of this Bill of Lading.

superseded by the provisions of this Bill of Lading.

4. Sub Contracting

i. The Carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage, loading, unloading, storing, warehousing, handling and any and all dulies whatsoever undertaken by the Carrier in relation to the Goods.

ii. The Merchant undertakes that no claim or allegation shall be made against any Person whomsoever by whom the Carriage is procured, performed or undertaken, whither directly or indirectly (including any independent contractors and any Sub-Contractors of the Carrier and their servants or agant), other undertaken, whither directly or indirectly fine to contractors and any Sub-Contractors of the Carrier and their servants or agant), other undertaken, whither directly or indirectly fine their contractors and any Sub-Contractors of the Carrier and their servants or agant), other whith the Goods or the Carriage of the Goods, whether or not arising out of negligence on the part of such Person and, if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof. Whithout projudice to the foregoing every such Person shall have the benefit of every right, defense, limitation and liberty of whatsoever nature herein contained or otherwise available to the Carrier as if such provisions were expressly for its benefit; and in entering into this contract, the Carrier, to the extent of these provisions, does so not only on its own behalf but also as a agent and trustee for such Persons.

ii. The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by any Person other than in

for its benefit, and in entering into this contract, the Carrier, to the extent of these provisions, does so not only on its own behalf but also as agent and its such Persons.

iii. The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by any Person other than in accordance with the terms and conditions of this Bill of Lading which imposes or attempts to impose upon the Carrier any liability whatsoever in connect the Goods or the Carriage of the Goods, whether or not arising out of negligence on the part of the Carrier and, if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof.

5. Carrier's Responsibility

1. PORT-10-PORT SHIPMENT

. Bill of Lading is a Port-to-Port Shipment, the Carrier's liability, if any, shall be restricted to the period when the Goods are til discharged therefrom or transshipped to another Vessel tackle-to-tackle, to be determined in accordance with the provisions

of Clause 6 hereof.
ii. COMBINED TRANSPORT
a. If the Carriage called for by

COMBINED TRANSPORT

If the Carriage called for by this Bill of Lading is a Combined Transport Shipment, the Carrier undertakes to perform and/or procure in its own name, if the Carriage called for by this Bill of Lading is a Combined Transport Shipment, the Carrier undertakes to perform and/or procure in its own name, informance of the Carriage from the Place of Receipt or the Port of Loading to the Port of Discharge or the Place of Delivery, whichever is applicable, and the arrier's slability, farm, shall be editermined in accordance with the provisions of Clause 6 harved.

During the period prior to loading onto the Vessel and after discharge from the Vessel, the Carrier shall be entitled as against the Merchant to all rights, steress, immunities, exemptions, imitations of or conventains from liability, liseries and benefits contained or incorporation in the contract between the universal any Person whomsoever by whom the Carriage is procured, performed or undertaken, whether directly or indirectly fand including such Persons entitled and who would have been fable to the Merchant It and contracted directly with such Person or contained in any impulsory legislation applicable to such Person. However, in no event shall the Carrier's liability exceed that determined in accordance with the provisions of liazes. A Buzzeff

Clause 6 hereof.

If a cannot be proven where or when or at what stage of the Carriage the Goods or Containers or other packages were lost or damaged, it shall be conclusively deemed to have occurred whilst at see and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 6 hereof it.

If CENERAL PROVISIONS (APPLICABLE TO BOTH PORT-TO-PORT AND COMBINED TRANSPORT SHIPMENT) place of Delivery at any particular intense or to meet a hory particular intense or to meet a hory particular intense or to meet any particular intense or to meet any particular intense or use of the carrier shall in no circumstances be liable for any direct, indirect or consequential loss or damage cause

iii. GENERAL PROVISIONS (APPLICABLE TO BOTH PORT-TO-PORT AND COMBINED TRANSPORT SHIPMENTS)
a. The carrier does not undertake that the Goods or Containers or other packages shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall in no circumstances be liable for any direct, indirect or consequential loss or damage caused by delay or any other cause.

b. The terms of this Bill of lading shall govern all responsibilities of the Carrier in connection with or arising out of the supply of a Container to the Merchant whether before or after the Goods are received by the Carrier for transportation or delivered to the Merchant supplies a Container, the Merchant enters into this Bill of Lading contract for fiself and as agent of the owner or lessee (if other titlan) the Merchant supplies a Container, the Merchant enters into this Bill of Lading contract for fiself and as agent of the owner or lessee (if other titlan) the Merchant supplies a Container, the Merchant supplies a Container, the Merchant supplies a Container, the Merchant supplies are an expected of the Carrier and the owner or lessee (if other titlan) the Merchant supplies are an expected of the Carrier and the carrier and the owner or lessee (if other titlan) the Merchant supplies and the state of the Carrier and the owner of the Carrier and the Arrivan of the Merchant supplies and Conditions of this Bill of Lading as a result d. The rights, defenses, intractions of any action or proceeding violations, and the carrier and the carri

in the approaches contributed in this waterways. It is carrier, notwithstanding within convention or registration is applicable, shall be detended to include finaling waterways.

If the Carrier, notwithstanding within convention or legislation is applicable, shall be entitled to the benefit of foods by Sea Act (COGSA), 46 U.S.C. app. §§ 1300-1315 and any amendments thereto, as if the same were expressly set out helpth.

Probage Limitation.

I within the Carrier nor the Vessel shall in any event become liable for any loss of or damage to or in controller with the Carriage of Goods in an amount customer where the carrier and value of Goods have been declared by the stigger on in the case of Goods not shipped in packages or customery feight unt.

In Notwithstanding Clause? I where the nature and value of Goods have been declared by the stigger is writing to the rainer before shipment and inserted in this Bill of Lading and the Shipper has paid additional Freight on such declared value, the Carriers fished by the carriers for the problem of any partial loss or dramage shall be adjusted pro-rain on the basis of such declared value.

In Shipping unit in this Clause? I includes customary freight unit and the term respirates used in the Hague Rules.

Shipping unit in this Clause 7 includes customary freight unit and the term respirates used in the Hague Rules.

Notice of Long. Time Bar.

Notice of Long. Time Bar.

Carrier under me terms or una sum.

8. Notice of Loss, Time Bar:

L. The Carrier shall be deemed prima facie to have delivered the Googlaam describing in the Bill of Lading unless notice of loss or damage to the Goods, including the general nature of such loss or damage, shall have been piverun writings to the Carrier at the time of removal of the Goods into the custody of the Person entitled to delivery thereof under this Bill of Lading entitle loss or damage is not apparent, within three consecutive days thereafter.

I. The Carrier shall in any event be discharged from all labelty writines over irrespect of the Goods, unless said is towage the proper forum and written notice thereof received by the Carrier within twelve morths after delivery of the Goods or the date when the Goods should have been delivered. In the event that such the period of the Carrier within twelve morths after delivery of the Goods or the date when the Goods should have been delivered. In the event that such the period shall be found to be contrained as a compulsorily applicable, the period prescribed by such what hall then apply but in that circumstance only.

orcumstance only.

9. Shipper-Packed Containers. I. If a Container has not been filled, packed, stuffed, or loaded by the Carrier, the Carrier shall not be liable for loss of ordamage to the Goods and the Merchant shall negatify the Carrier against any loss, damage, liability or expense incurred by the Carrier, if such loss, damage, liability or expense incurred by the Carrier, if such loss, damage, liability or expense has been cause by at the manner in which the Container has been filled, packed, stiffed or loaded; or b, the unsuitability of the Goods for Carriage in Container; or exhaustrability or defective condition of the Container aring without any want of due disgence on the part of the Container aring without any want of due disgence on the part of the Container are shall be primarily to the Container are suitability or defective condition of the Container supplied by the Shipper aring the supplied by the Shipper aring the supplied by the Shipper aring the supplied by the Container shall be primarily deviced or of their being suitable and not in a defective condition.

10. Carrier's Containers
I. Each Merchant shall assume full responsibility and indemnify the Carrier for any loss of or damage howsoever caused to any Container or other equipment for the Carrier on behalf of the Carrier which occurs while such Container or equipment is in the possession of any Merchant or any servant or agent of or it. The Carrier shall not in any event be liable for and each Merchant shall be severally liable to indemnify and both the Carrier harmless from and against an loss of or damage to property of other Persons or injuries to other Persons caused by Container(s) Jurniseded by or neath of the Carrier or contents there while in the use or possession of any Merchant or any servant or agent of or contractor engaged by or on behalf of any Merchant.

Inspection of Goods
 The Carrier shall be entitled, but under no obligation, to open any package or Container at any time and to inspect the contents.
 If by order of the authorities at any place, a Container has to be opened for the Goods to be inspected, the Carrier will not be liable for any loss or damage incurred as a result of any opening, unpacking, inspection or repacking. The Carrier shall be entitled to recover the cost of such opening, unpacking, inspection and repacking from the Merchant.

Description of Goods

representation is made by the Carrier as to the weight, contents, measure, quantity, quality, description, condition, marks, numbers or value of the , and the Carrier shall be under no responsibility whatsoever in respect of such description or particulars furnished or made by or on behalf of the

I. No representation is made by the during as would not representation in made by the during a few of the description of particulars furnished or made by or or the description of particulars furnished or made by or or the description of particulars furnished or made by or or the description of particulars and or details or any contract to which the Carrier is not a party are shown on the face of this Bill of Lading, such particulars are included solely at the request of the Merchant furnished to the description of such particulars shall not be regarded as a declaration of values and in on vay affects the Carrier is Bill of Lading. The Merchant further agrees to indemnify the Carrier against all consequences of including such particulars in this Bill of Lading.

The Merchant acknowledges that, except when the provision of Clauser 7 iii) specify, the values of the Goods is unknown to the Carrier.

13. Shipper?a/ Merchant?a Responsibility

The Shipper vararts to the Carrier that the particulars trained by or on behalf of the Shipper are correct.

13. Shipper?a/ Merchant?a Responsibility

The Merchant shall indemnify the Carrier that the particulars trained by or on behalf of the Shipper are correct.

14. The Merchant shall indemnify the Carrier against all loss, damage, liability and expenses a string or resulting from inaccuracies in or inadequacy of such excluding and that such particulars.

In the Merchants shall comply with all regulations or requirements of customs, port and other authorities, and shall bear and pay all duties, taxes, fines, miposts, expenses or losses (including, without prejudice to the generality of the foregoing, the full return Freight for the Goods if returned, or if on-carried, the fulf Freight from the Post of Discharge or the Place of Delivery nominated herein to the amended Port of Discharge or the amended Place of Delivery incurred or suffered by reason of any failure to so comply or by reason of any failure to so comply or by reason of any failure to so comply or by reason of any failure or so that the property of the discharge or the support of the Goods, and shall indemnify the Carrier in respect of any such failure to comply or by reason of any failure or so the property of the Goods.

14. Freight, including Charges.

I. Freight including Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event. II. The Freight has been calculated on the basis of particulars furnished by or on behalf of the Shipper. The Carrier may at any time open any Container or other package or unit in order for reweigh, remeasure or revaluate the contents and if the particulars furnished by or on behalf of the Shipper. The Carrier may at any time open any Container or other package or unit in order for reweigh, remeasure or revaluate the contents and if the particulars furnished by or on behalf of hisper are incorrect, it is agreed that a sum equal to either five times the difference between the correct Freight and the Freight charged or to doubtle the correct Freight has pred whichever sum in the smaller, and the expenses incurred in determining the correct particulars, shall be given as found damages to the Carrier. III. Full Freight hereunder shall be due and payable at the place where this Bill of Lading is issued, by the Merchant without deduction on

without notice to the necroams.

16. Optional Stowage and Deck Cargo

1. By tendering Goods for Carriage whout any written request for Carriage in a specialized Container, or for Carriage otherwise than in a Container, the Merchant accepts that the Carriage may properly be undertailed in a spential purpose Container or similar article of transport used to consolidate Goods.

Merchant accepts that the Carriage may properly be undertailed in a spential purpose Container or all carriage of the specifically stiplushed that the Containers or Goods will be carried under. The Merchant expressly agrees that cargo stowed in Containers and carried on deck is considered for all legal purposes to be cargo stowed under deck. Goods stowed in Containers and carried on deck is considered for all legal purposes to be cargo stowed under deck. Goods stowed in Containers and receive compensation in General Average, as the case may be.

18. Goods (not being Goods stowed in Containers other than flats, pallets, or similar units) which are stated herein to be carried on deck and which are starried, are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during Carriage by sea whether cause by unseaworthiness or negligence or any other cause whatsoever.

by unsaworthmess or negigence of any owner cause measurement.

The Methods and Routes of Transportation I. The Carrier may at any time and without notice to the Merchant: a. use any means of transport or storage whatsoever, b. transfer the Goods from one conveyance to another; c. transiship the Goods; d. undertake the Carriage of the Goods on a Vessel or Ves in a Container or otherwise.

In a Container or otherwise: f. proceed by any route in its discretion (whether in more Goods) which have been packed into Container and forward the sair in a Container or otherwise: f. proceed by any route in its discretion (whether or not such port in the Goods at any place or port of the Goods at any such place or port; h. comply with a corders or recommendations given by any government or authority, or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or derections; i. permit the Vesse to proceed with or without places, to two or be towed, or to be dry-docked; ii. The bierfeits set out in Clause 17 may be wided by the Carrier for any purpose whatsoever, whether or not connected with the Carriage of the Goods, including loading or unloading other Goods, bunkering, undergoing repail adjusting instruments, picking up or landing Persons involved with the operation or maintenance of the Vessel in all students. Anything done in accordar with Clause 17) or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation.

18. Matters Affecting Performance. If at anytime the Carriage is or likely to be affected by any hindrance, risk, delay, difficulty or displaysharings of any kind (including by the condition of the abodish wherever and howsever arising whether or not prior to the commencement of the Carriage of any kind (including by the condition of the may without notice to the Merchant's dispose as a bandon the Carriage of the Goods or any part of them and where reasonably possible place the Goods or any part of them and store them as the condition of the Carrier in respect of such Goods shall cease; or a suspend Carriage of the Goods or any part of them and store them ashere or kind group the terms of the Bill of Lading and use reasonable or developed the Goods as soon as possible after the cause of the hindrance, risk, telly, difficulty or disadvantage has been removed, but the Carrier make or representations as to the maximum period between such removal and the forwarding of the Goods or the Port of Discharge or Place of Delivery, whichever is applicable, named in this Bill of Lading.

inchever is applicable, named in this Bill of Lading,
inchever is applicable, named in this Bill of Lading,
in any event the Carrier shall be entitled to full Freight on Goods roceived for Carriage and the Merchant shall pay any additional cost resulting from the
curstainces mentioned in Clause 18 i.
If the Carrier elects to suspend the Carriage under Clause 18 ib.
If the Carrier elects to suspend the Carriage under Clause 18 i.

iii. If the Carrier elects to suspend the Carriage under Clause 18 in which carrier elects to suspend the Carriage under Clause 18 in the Carrier elects to suspend the Carriage under Clause 18 in the Carrier elects to suspend the Carriage without the continuence of the Carrier for Carriage without the copyrise consent in writing a without the Continuence or may become inflammable, explosive, corrosive, noxious, hazardous, dangerous or damaging (including radio-active materials), which are or may become liable to damage any progetty-whatsoever, shall be tendered to the Carrier for Carriage without the continuence or covering in which the Goods are to be locarried as well as the Goods themselves being distinctly marked on the outside so a calculate the nature and character of any such Goods are delevered to the Carrier which the carrier which the covering the covering the covering the covering of the covering the covering the Carrier which the carrier wh

Delivery

I. Any mention herein of parties to be notified of the arrival of the Goods is solely for information of the Carrier, and failure to give such notification shall involve the Carrier, and failure to give such notification shall involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder notwithstanding any custom or agreement to the contrary.

I. In or Place of Delivery in named on the face hereof, the Carrier shall be at likely by discharge the Goods at the Port of Discharge, without notice at or wholly cease, notwithstanding any charges, dues or other expenses at a tile stept by discharge the Goods and the the Port of Discharge, without notice and the provides to the contrary (in which case the terms and conditions of this Bill of Lading shall continue during such additional compulsary period of responsibility). The Merchant shall take delivery of the Goods upon discharge.

III. If a Place of Delivery is named on the face hereof, the Merchant shall take delivery of the Goods upon the Merchant to take delivery delivery of the Goods within the time provided for in the Carrier's Applicable Carrier shall be entitled, without notice, to urganist the Goods in packed in Container and/or to store the Goods salvers, alload, in the open or under cover, as affected and the state of the Goods and the Carrier's and the Carrier's as affected and the state of the Goods and the Carrier's and the Carrier's as affected and the state of the Goods and the Carrier's as affected and the state of the Carrier's shall be the Carrier's and the Carrier's shall be the Carrier's as affected and the Carrier's as affected and the carrier's as affected and the carrier's shall be affected to the Carrier's shall be the Carrier's as affected and the Carrier's as affecte

Italian uses the Country of the Goods in accordance with the terms of this Clause, notwithstanding his having been notified of the availability of the Goods for delivery, shall constitute a waiver by the Merchant to the Carrier of any claim whatsoever relating to the Goods or the Carriag thereof.

thereof.

vii. In the event of the Carrier agreeing, at the request of the Merchant, to any change of destination, the terms of this Bill of Lading shall continue to appund the Goods are delivered by the Carrier to the Merchant at the amended Port of Discharge or Pilace of Delivery, whichever is applicable, unless the Carrier specifically agrees in writing to the contrary.

ix. The Merchant's attention is drawn to the stipulations concerning free storage time and demurrage contained in the Applicable Tariff.

It is the event that the consigneer/scokers of the cargo require the Carrier to deliver the cargo at a port or pilace beyond the pilace of delivery originally designated in this Bill of Lading and the Carrier in its absolute discretion agrees to such further carriage, such further carriage will be undertaken on this shall hat the Bill of Lading and conditions are to apply to such carriage irrespective of whether this Bill of Lading terms and conditions are to apply to such carriage irrespective of whether this Bill of Lading as the pilace of delivery and is farterly considered to be the place of delivery for the purposes of the clauses on the reverse aid of this Bill of Lading as the pilace of delivery and is farterly considered to be the place of delivery or on the reverse aid of this Bill of Lading as the pilace of delivery and is farterly considered to be the place of delivery for the purposes of the clauses on the reverse aid of this Bill of Lading.

place of delivery and is thereby considered to be the place of delivery for the purposes of the clauses on the reverse side of this Bill of Lading.

22. Transshipment Bills of Lading
if the Goods are to be transshipped via a connecting carrier to a destination point beyond the place of delivery stated on the face hereof, Carrier may, on behalf of the Merchant and acting solely as their agent, arrange for such beyond Carriage consistent with instructions received from the Merchant at their taks and expense. In such event, the Carrier may deliver the Goods to the connecting carrier viabulous surrender of the carrier's original, properly endorses Bill of Lading, and upon request by the Merchant, shall obtain the connecting carrier's acknowledgment that delivery of the Goods shall be made only upon surrender of the Carrier's original, properly endorses Bill of Lading.

24. General Average & Salvage

25. General Average & Salvage

26. General Average & Salvage

26. General average shall be adjusted at any port or place at the option of the Carrier and subject to Clause 16 ii) in accordance with the York Antwerp Rt. 1994, provided that where an adjustment is made in accordance with the twa and practice of the United States of America or of any other country having same or similar law or practice the following clauses shall apply:

a. In the event of accident, damage, peril or disaster, before or after the commencement of the voyage resulting from any cause whatsoever, whether due negligence or not, for which, or the Carrier or which, the Carrier is not responsible, by statute, contract, or otherwise, the Goods and the Merchan negligence or not, for which, or the Carrier of which the Carrier is not responsible, by statute, contract, or otherwise, the Goods and the Merchan negligence or not, for which, or the Carrier where the Carrier and varge contributions, the Merchant by taking delivery to the Goods.

b. If a salving Vessel is owone or operated by the Carrier, shall respect of the Goods.

b. If a salving Vessel is

25. War Risk; Governmental Orders
The Carrier shall have liberty to carry Goods declared by any beligerent to be contraband and persons belonging to or intending to join the armed forces
governmental service of any beligerent, to sail armed or unarmed and with or without cornvoy, and to comply with any orders, requests or directions as to
loading, departure, arrival, routes, ports of call, stoppage, discharge, destination, delivery or otherwise, howovery given by the government of any nation
department therefor any Person acting or purporting to act with the authority of such opvernment or of any department therefor, or by any committee or
Person having, under the terms of the war risk insurance on the Vessel, the right to give such orders, requests or directions. Delivery or other disposition
to Goods in accordance with such orders, requests or directions hall constitute performance of the Carrier's delivery obligations under the terms of this
of Lading, and all responsibility of the Carrier, in whatever capacity, shall terminate upon such delivery or other disposition.

2. Variation of this Contact.

20. Variation of the Currier's shall have the power to waive or vary any term of this Bill of Lading unless such waiver or variation is in writing and is specifically authorized or ratified in writing by the Carrier.
27. Validity
16. The write that anything herein contained is inconsistent with any applicable international conventional or national law which cannot be departed from by private contract, the provisions hereof shall to inconsistent of each inconsistency but no further be null and vold.

28. Law of Jurisdiction

1. Governing Law

Insofar as anything has not been dealt with by the terms and conditions of this Bill of Lading, United States and Georgia law shall in any event apply in

interpreting the terms and conditions hereof.

II. Jurisdiction

All disputes relating to this Bill of Lading shall be determined by the state or federal courts in Atlanta, Georgia to the exclusion of the jurisdiction of the coi

any other county, state or country provided always that the Carrier may in its absolute and sole discretion invoke or voluntarily submit to the jurisdiction of

GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 9: Freight Forwarder Compensation

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

Carrier may from time-to-time pay forwarding compensation as negotiated in the individual NRA on the applicable ocean freight charges to base ports, on cargo loaded, including heavy lift and extra length revenue, as specified in each individual NRA.

Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 10: Surcharges, Assessorial and Arbitraries

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 10-A: Surcharges, Assessorial and Arbitraries

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

Ocean carriers whose vessels will be traveling through designated Emission Control Areas (ECA), which may also be designated as China's Emission Control Areas, or by other designations, will be required to use fuel with sulfur content of 0.1% or less, a substantial decrease from the 1.0% concentration fuel currently used in maritime shipping. These areas include the Baltic Sea, English Channel, North Sea, and 200 nautical miles off the U.S. and Canadian coasts, and all eargoes originating from Europe destined to all ports in China, including Hong Kong, and Taiwan (including inland destinations). The surcharge may be termed differently by ocean carriers but the main ingredient in common is that the surcharges are related to the increased price of bunker fuels surcharges. Carrier will be passing these charges to shippers pursuant to this Rule, and if a Negotiated Rate Arrangement has been utilized, these surcharges shall be passed on to shippers pursuant to 46 C.F.R. §532.5 (d) (2)(ii)

Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 Between (US and World)

AMENDMENT NO. O

Rule 11: Minimum Quantity Rates

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022 Carrier may charge minimum quantity rates as specified in each individual NRA.

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021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 12: Ad Valorem Rates

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

A. The liability of the Carrier as to the value of shipments shall be determined in accordance with the clause(s) of the Carrier's Bill of Lading form attached in rule 8.

B. If the Shipper desires to be covered for a valuation in excess of that allowed by the Carrier's regular Bill of Lading form, the Shipper must so stipulate in Carrier's Bill of Lading covering such shipments and such additional liability only will be assumed by the Carrier at the request of the Shipper and upon payment of an additional charge based on the total declared valuation in addition to the stipulated NRAs applying to the commodities shipped.

C. Where value is declared on any piece or package in excess of the Bill of Lading limit of value of \$500.00 the Ad Valorem rate, specifically provided against the item, shall be five (5%) percent of the value declared in excess of the said Bill of Lading limit of value and is in addition to the base NRA.

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021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 13: Transshipment

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

Not Applicable.

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GREEN WORLDWIDE SHIPPING, LLC

AMENDMENT NO. O

NRA RULES TARIFF NO. 005 - Between (US and World)

Rule 14:

Co-Loading in Foreign Commerce

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

Definition: Pursuant to 46 CFR §520.2, "Co-Loading" means the combining of cargo by two or more NVOCCs for tendering to an ocean common carrier under the name of one or more of the NVOCCs.

- (1) The Carrier from time-to-time tenders' cargo for co-loading.
- (2) The Carrier may enter into carrier-to-shipper relationships for the co-loading of cargo with the following NVOCCs from time to
- (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 coloading NVOCCs tendering cargo to Carrier as a shipper.
- (5) In case of co-loading, under a shipper-to-carrier relationship, Carrier shall notify shipper of such co-loading action and shall annotate each Bill of Lading with the identity of any other NVOCC with which its shipment has been co-loaded. Such annotation shall be shown on the face of the applicable Bill of Lading issued by Carrier.
- (6) If cargo is accepted by Carrier from another NVOCC which tenders that cargo in the capacity of a hipper, NRA procedures shall apply.
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Rule 15:

GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Open Rates in Foreign Commerce

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish:

Not Applicable.

Tariff Rule Information

021625

GREEN WORLDWIDE SHIPPING, LLC NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 16: Hazardous Cargo

Effective: 01NOV2022 Thru: NONE Expires NONE Publish: 01NOV2022

Except as otherwise provided below, hazardous, explosive, flammable or dangerous cargo, as defined in the publications named below, will be accepted by the Carrier for transportation under the rules, charges and rates named in NRAs governed by this Tariff:

- 1. ONLY after prior booking and arrangements have been made with and accepted by the Ocean Carrier.
- 2. ONLY when local regulations, ordinances and lawful authorities at origin, destination or transshipment ports/points permit the handling of such cargo at Carrier's or port terminals and facilities.
- 3. ONLY when U.S. Coast Guard and/or local authority permits have been obtained and complied with by Shipper and/or Consignee.
- 4. Carrier reserves the right to refuse to accept or transport cargo which, in the judgment of the Carrier, is opprobrious or likely to injure vessel, docks, terminals, rail cars, thicks of other cargo, or for which the Carrier cannot provide or obtain safe and suitable terminal space or stowage. Further Carrier will refuse any shipment of hazardous, explosive, flammable, dangerous or objectionable cargo when shipping containers, marking, labels, certifications, packing or packaging of such cargo is not in accordance, and strict compliance, with the rules, regulations and provisions in the publications named below.
- 5. All commodities required to be carried on-deck of transporting vessel, either in the open or under cover, or which if stowed below deck must be stowed in a "magazine", or which cannot be loaded or unloaded without a permit from the U.S. Coast Guard, shall be considered, for Tariff purposes hazardous or dangerous cargo, and will be rated accordingly.
- 6. The fazardous cargo named below will NOT be accepted for transportation by the Carrier or its connecting Carriers for transportation under the rules, regulations governed by this Tariff:

Classes A and B Explosives

Radioactive Substances (IMCO Class No. 7)

- 7. All hazardous, explosive, flammable or dangerous cargo, when accepted by the Carrier for transportation MUST be packed, labeled, placarded, marked, stowed and secured (when in containers) and delivered in strict accordance with:
 - A. U.S. Coast Guard Regulations (46 CFR §§146-179).
 - B. U.S. Department of Transportation Regulations (49 CFR §§170-179).

C. the International Maritime Dangerous Goods Code (IMCO - published by the Inter-Governmental

Maritime Consultative Organization).

- D. All rules and regulations promulgated by applicable local, municipal, state or foreign governments or authorities,
- E. MUST have all Certifications, as required by law, annotated on the B/L, Shipping Order and Cargo Receipt,
- F. MUST have Shipper's attestation, when required, on the B/L and Shipping Orders that the shipment contains no mix of noncompatible hazardous materials and no hazardous waste as defined in the regulations named above.

- 8. When booking hazardous cargo, Shipper and/or his agent MUST inform Carrier accurately and completely of the true character of the cargo together with the information noted below in writing, or it MUST be confirmed in writing when arrangements and booking has been made verbally:
 - A. The proper shipping name, including trade or popular name, of the commodity followed by the technical name of the materials,
 - B. The hazardous class, IMCO Code Number and UN Number (if any),
 - C. The flash point or flash point range (when applicable),
 - D. The applicable label(s) or placard(s) that must be placed on each package or container, including labels communicating secondary and tertiary hazards (when required).
 - E. Identification of the type of packaging (e.g., drums, cylinders, barrels, etc.).
 - F. The number of pieces of each type of package.
 - G. The gross weight of each type of package or the individual gross weight of each package.
 - H. The Harmonized Code, SITC or BTN number of the commodity.
 - I. The types of certifications and Emergency Response Data required by the regulations named in the publications listed above.
- 9. At the time hazardous cargo is tendered for transportation, all documentation, certifications, transfer shipping papers (as required by 49 CFR §§100-199 when applicable), and the Bill of Lading annotations required under the regulations and provisions noted in the publications listed above, MUST be furnished to originating carrier, unless such documents have already been provided prior to tendering of cargo. Carrier will compare declarations on all documentation provided at the time of shipment for possible errors; however, it is, and shall remain, the sole responsibility of the Shipper to assure that all such documentation is correct and complete. Further, it is the Shipper's responsibility to assure that all pieces, packages and units in the shipment are clearly and properly marked with the required labels and placards.
- 10. When a shipment has been accepted by the Carrier for transportation and subsequently an error is found in the required certifications, packaging, labeling, placarding or other required notice or marking requirement(s) and regulation(s), all damages, times or penalties, actual or consequential, shall be for the account of the party required to provide such certifications, packaging, labels, placards, etc.
- 11. When required by law, governmental regulations, the regulations specified in the publications listed above or by underlying VOCC utilized, it is necessary to forward hazardous cargo separately from non-hazardous cargo, the hazardous cargo will be considered and handled as a separate shipment and rated accordingly. Additionally, when a shipment contains 2 (two) or more hazardous articles which, under the provisions of the regulations specified in the publications listed above, are prohibited from being loaded or stored together, each article or group of incompatible articles in the shipment will be considered and handled as a separate shipment and rated accordingly.
- 12. All shipments of Hazardous cargo as defined in this Rule, when accepted and transported by Carrier will be subject to the Hazardous Cargo Surcharge named in the NRA governed by this Tariff (if any), which charge shall be in addition to all other applicable charges.

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GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O Rule 16-A:

Ocean Carriers Hazardous Cargo Penalties

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

Ocean carriers are imposing substantial penalties regarding the following acts with respect to the transportation of hazardous cargo commencing after full container gate-in at origin until delivered to the consignee at destination:

- Mis-declaring hazardous cargo for any reason,
- ii) Not declaring hazardous cargo,
- iii) Booking and declaring a commodity is "Non-Hazardous cargo" while commodity

identified is 'Hazardous cargo',

- iv) Booking and declaring commodity is Hazardous cargo with incorrect IMO Class or UN No.,
- v) Informing ocean carrier to amend cargo property, from dry cargo to hazardous cargo,
- vi) Informing ocean carrier to modify or add IMO/UN No.,
- vii) Identification from the Maritime Safety Administration of China, or any other governmental department authority to confirm the mis-declaration,
- viii) Amendment of commodity character or IMO/UN No. on booking information, shipping instructions and bills of lading; and
- ix) Untimely, incorrect, and incomplete commodity and cargo property declarations made to Carrier or any other acts, statements, omissions by shipper upon which Carrier relied which results in any penalty to Carrier by ocean carriers for the matters identified directly or impliedly in this Rule are shipper's liability.

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Tariff Rule Information

021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 17: Safety of Life at Sea SOLAS Regulations

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

1.We understand that the SOLAS requirements (Chapter VI Regulation 2, at: http://www.imo.org/en/OurWork/Safety/Cargoes/Containers/Documents/MSC.1%20Circ.1475.pdf) require the packed containers' true and accurate Verified Gross Mass (VGM) to be submitted prior to stowage aboard a vessel. Non-compliance herewith will bar the vessel operator from loading a packed container onto the intended vessel. Shipper undertakes that the information provided to the Carrier is true and accurate for compliance with SOLAS requirements.

Merchant acknowledges that it is required to provide verified weights obtained on calibrated, certified equipment of all cargo. Merchant agrees that Carrier is entitled to rely on the accuracy of such weights and to endorse same as Carrier's own certified weight to the steamship line carrying the cargo.

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GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 18:

Returned Cargo in Foreign Commerce Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

Merchant shall be liable for return freight and charges on the goods if they are refused export or import by any government or for any other reason whatsoever.

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625 NRA RULES 021625 - Between (US and World)

AMENDMENT NO. O **Rule 19:**

Shippers Requests in Foreign Commerce

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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.

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 20: Overcharge Claims

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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.

For purpose of uniformity in handling claims for excess measurements, refunds will only be made as follows:

- 1. Where an error has been made by the dock in calculation of measurements.
- 2. Against re-measurement at port of loading prior to vessel's departure.
- 3. Against re-measurement by vessel's agent at destination.
- 4. By joint re-measurement of vessel's agent and consignee.
- 5. By re-measurement of a marine surveyor when requested by vessel's agent.
- 6. Re-measurement fees and cable expenses in all cases to be paid by party at fault.

In cases of claims by shipper or consignee of overcharge in weight certified invoice or weight certificate to be considered evidence of proper weight. Written claims for adjustment will be acknowledged by the carrier within twenty (20) days of receipt by written notice to the claimant of the tariff provisions actually applied and the claimant's rights under the Shipping Act of 1984. Any claims seeking the refund of freight overcharges may be filed in the form of a complaint with the Federal Maritime Commission, Washington, D.C. 20573, within three years of the date of cause of action occurs.

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Use of Carrier Equipment

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Automobile Rates in Domestic Offshore Commerce Rule 22: Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

Not Applicable.

GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Carrier Terminal Rules and Charges Rule 23:

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

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

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 24: NVOCCs in Foreign Commerce: Bonds and Agents

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

A. Bonding of NVOCC

1. Carrier has furnished the Federal Maritime Commission a bond in the amount required by 46CFR §§ 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: Southwest Marine and General Insurance Company Agent for Service of Process
- 1. Carrier's legal agent for the service of judicial and administrative process, including subpoenas is Green Worldwide Shipping, LLC, 619 East College Avenue, Suite F, Decatur, GA 30030.
- 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 subpoens, may be effected upon the Carrier by mailing a copy of the documents to be served by certified or registered mail, return receipt requested.

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 005 - Between (US and World) AMENDMENT NO. O

Rule 25:

Certification of Shipper Status in Foreign Commerce

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

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

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

Tariff Rule Information

GREEN WORLDWIDE SHIPPING, LLC 021625

NRA RULES TARIFF NO. 005 - Between (US and World)

AMENDMENT NO. O

Rule 26: Reserved for Future Use

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

Reserved for future use RETURN TO TABLE OF CONTENT

GREEN WORLDWIDE SHIPPING, LLC

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Rule 27: Loyalty Contracts in Foreign Commerce

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

Not Applicable.

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GREEN WORLDWIDE SHIPPING, LLC

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NRA RULES TARIFF NO. 005 - Between (US and World)

Rule 28: Definitions

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

CARRIER - means GREEN WORLDWIDE SHIPPING, LLC

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 impacked from said containers.

CONTAINER LOAD - (CL) - Means all cargo tendered to carrier in shipper-loaded containers.

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

CONTROLLED TEMPERATURE - means the maintenance of a specific temperature or range of temperatures in carrier's trailers.

DRY CARGO - means cargo other than that requiring temperature control.

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

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

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

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

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

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

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

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

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

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

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

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

ONE COMMODITY - means any or all 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 GREEN WORLDWIDE SHIPPING, LLC, a licensed Non-Vessel Operating Common Carrier (NVOCC) by the Federal Maritime Commission (FMC), operating under FMC Organization Number 021625.

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

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

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

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

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021625 GREEN WORLDWIDE SHIPPING, LLC

NRA RULES TARIFF NO. 005 - Between (US and World)

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Rule 29: ABBREVIATIONS, CODES AND SYMBOLS

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

EXPLANATION OF ABBREVIATIONS

Ad Val Ad Valorem K/T Kilo Ton

AI All Inclusive LCL or LTL Less than Container Load BF Board Foot or Board Feet LS Lumpsum

B/L Bill of Lading L/T Long Ton (2240 Lb)

BAF Bunker Adjustment Factor M Measure
BM Board Measurement Max Maximum

C Change in tariff Item MBF or MBM 1,000 Feet Board Measure

CAF Currency Adjustment Factor Min Minimum CBM, CM or M3 Cubic Meter MM Millimeter MM Millimeter

CC Cubic Centimeter MQC Minimum Quantity Commitment

CFS Container Freight Station N/A Not Applicable

CFT Cubic Foot or Cubic Feet NRA Negotiated Rate Arrangements

CLD Chilled NSA NVOCC Service Arrangements

CM Centimeter NHZ Non-Hazardous

CWT Cubic Weight OT
CY Container Yard P

Cubic

CY Container Yard P
Door Pkg Package or Packages

DDC Destination Delivery Charge PRC People's Republic of China Expiration PRVI Puerto Rico and U.S. Virgin Islands

NOS

Not otherwise specified

Open Top

ET Essential Terms Reduction
Etc Et Cetera Reefer / Refrigerated
FAK Freight All Kinds Revenue Ton

FAK Freight All Kinds RT Revenue Ton
FAS Free Alongside Ship RY Rail Yard
FB Flat Bed SL&C Shipper's Load and Count

FCL Full Container Load Sq. Ft Square Foot or Square Feet FEU Forty Foot Equivalent Unit S/T Short Ton (2000 lbs.)

Free In SU or S/U Set Up

FIO Free In and Out Free In LOut and Stowed Twenty Foot Equivalent Unit Terminal Handling Charge FOB Free On-Board TRC Terminal Receiving Charge FMC Federal Maritime Commission USA United States of America

FR Flat Rack USD United States Dollars Ft Feet or Foot Ventilated VEN GOH Garment on Hanger VIZ Namely Η House VOL Volume Hazardous

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

K/D Knocked Down Kilos Kilograms

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GREEN WORLDWIDE SHIPPING, LLC NRA RULES TARIFF NO. 005

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Rule 30: Access to Tariff Information

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

This tariff is published on the Internet website of GREEN WORLDWIDE SHIPPING, LLC at https://greenworldwide.com. Please refer to the Tariff profile or Tariff Title page for additional contact information.

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GREEN WORLDWIDE SHIPPING, LLC 021625 NRA RULES TARIFF NO. 005

AMENDMENT NO. O Rule 201: Rule 201: NVOCC SERVICE ARRANGEMENT (NSA) ESSENTIAL TERMS (ET)

Effective: 01NOV2022 Thru: NONE Expires: NONE Publish: 01NOV2022

Pursuant to 46CFR §531.9(a), Carrier hereby give public notice in tariff format the following essential terms of each NSA it has entered with shippers.

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