

DIMERCO EXPRESS (U.S.A.) CORP
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DIMERCO EXPRESS (U.S.A.) CORP TARIFF 002

(C)(I)(A)

Effective 22Aug 2018
Amendment No. 39

TITLE PAGE

Except as otherwise provided, rates in the Tariff or Negotiated Rate Arrangements ("NRAs") apply per 1000 KGS or 1.0 CBM or whichever produces the greater revenue.

(C) (R)

Effective: 31Aug 2016
Amendment No.:01

GOVERNING RULES, REGULATIONS AND CHARGES BETWEEN PORTS AND POINTS IN THE U.S.A. AS SHOWN IN RULE 1 AND WORLD PORTS AND POINTS AS SHOWN IN RULE 1 AND POINTS VIA SUCH INTERCHANGE PORTS

Carrier's Address and Telephone Numbers

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End of Rule Text

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(I)(C)(R)

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Rule 1 SCOPE

(C)(R)

Effective Date = 31Aug 2016

Amendment No: 01

Rules and conditions named herein apply to the transportation of cargo between Carrier's or its agent's terminal at Ports and Points listed in Paragraph A and Carrier's or its agent's terminal listed in Paragraph B.

A. Between ALL PORTS/POINTS OF CALL in the following:

GROUP: DOMESTIC COUNTRIES includes;

Puerto Rico

US Virgin Islands

United States

US BASE PORTS

1) GROUP: US BASE PORTS includes; (See Note)

a) GROUP: ATLANTIC BASE PORTS includes;

Baltimore, MD

Boston, MA

Charleston, SC

Miami, FL

New York, NY

Norfolk

Philadelphia, PA

Savannah, GA

Wilmington, NC

b) GROUP: GULF BASE PORTS includes;

Houston, TX

Mobile, AL

New Orleans, LA

Tampa, FL

c) GROUP: PACIFIC BASE PORTS includes;

Long Beach, CA

Los Angeles, CA

Oakland, CA

Portland, OR

San Francisco, CA

Seattle, WA

Tacoma, WA

d) GROUP: GREAT LAKES BASE PORTS includes;

Chicago, IL

B. AND ALL PORTS/POINTS OF CALL in the following countries

To/From Which NRAs Apply:

1) GROUP: EUROPE COUNTRIES includes;

Austria

Belgium

Czechoslovakia

France

Germany

Ireland

Hungary

Liechtenstein

Luxembourg

Netherlands

Switzerland

EUROPE BASE PORTS

a) GROUP: EUROPE BASE PORTS includes; (See Note)

Antwerp, BE

Bremen, GM

Hamburg, GM

Rotterdam, NL

Bremerhaven, GM	LeHavre, FR
2) GROUP: UK COUNTRIES includes;	
Guernsey	Man, Isle of
Ireland	United Kingdom
Jersey	
UK BASE PORTS	
a) GROUP: UK BASE PORTS includes; (See Note)	
Felixstowe, UK	London, UK
Liverpool, UK	Manchester, UK
3) GROUP: SCANDINAVIA COUNTRIES includes;	
Denmark	Jan Mayen
Faroe Islands	Norway
Finland	Svalbard
Greenland	Sweden
Iceland	
SCANDINAVIA BASE PORTS	
a) GROUP: SCANDINAVIA BASE PORTS includes; (See Note)	
Aarhus, DA	Thule, GL
Gothenburg, SW	Trondheim, NO
Helsinki, FI	Vaag, FO
Reykjavik, IC	
4) GROUP: BALTIC COUNTRIES includes;	
Poland	
Russian Federation	
a) GROUP: BALTIC BASE PORTS includes; (See Note)	
Gdansk, PL	
Leningrad, UR	
5) GROUP: MED COUNTRIES includes;	
Albania	Malta
Algeria	Monaco
Andorra	Morocco
Cyprus	Portugal
Gaza Strip	San Marino
Gibraltar	Spain
Greece	Syria
Israel	Tunisia
Italy	Vatican City
Lebanon	Yugoslavia
Libya	
MED BASE PORTS	
a) GROUP: MED BASE PORTS includes; (See Note)	
Bar, YO	Monaco, MN
Beirut, LE	Oran, AG
Bilbao, SP	Piraeus, GR
Durazzo, AL	Tangier, MO
Gibraltar, GI	Tripoli, LV
Haifa, IS	Tunis, TS
Latakia, SY	Valetta, MT

Leghorn, IT

6) GROUP: BLACK SEA COUNTRIES includes;

Bulgaria	Turkey
Romania	Russian Federation

BLACK SEA BASE PORTS

a) GROUP: BLACK SEA BASE PORTS includes; (See Note)

Braila, RO	Lom, BU
Istanbul, TU	Odessa, UR

7) GROUP: MID-EAST COUNTRIES includes;

Bahrain	Oman
Egypt	Qatar
Iran	Saudi Arabia
Iraq	United Arab Emirates
Jordan	Yemen

Kuwait

MID EAST BASE PORTS

a) GROUP: MID EAST BASE PORTS includes; (See Note)

Abu Dhabi, TC	Damman, SA
Alexandria, EG	Doha, QA
Aqaba, JO	Hodeidah, YM
Baghdad, IZ	Kuwait, KU
Bahrain, BA	Muscat, MU
Bandar Abbas	

8) GROUP: INDIA SUB-CONTINENT COUNTRIES includes;

Afghanistan	Maldives
Bangladesh	Nepal
Burma	Pakistan
India	Sri Lanka

INDIA SUB-CONTINENT BASE PORTS

a) GROUP: INDIA SUB-CONTINENT BASE PORTS includes; (See Note)

Bombay, IN	Colombo, CE
Chittagong, BG	Rangoon, BM
Chennai, IN	Cochin, IN
Kolkata, IN	Mumbai, IN

9) GROUP: South East ASIA COUNTRIES includes;

Cambodia	Thailand
Laos	Vietnam
Malaysia	Singapore Philippines
Indonesia	

South East ASIA BASE PORTS

a) GROUP: South East ASIA BASE PORTS includes; (See Note)

Bangkok, TH	Hanoi, VM
Cheko, CB	Kelang, MY
Jakarta, ID	Semarang, ID
Surabaya, ID	Johor Bahru, MY
Penang, MY	Manila, PH
Subic Bay, PH	Singapore, SG
Laem Chabang, TH	Hai Phong, VN

Noumea, NC

Tuvalu, TV

b) GROUP: AUSTRALIA BASE PORTS includes;

Adelaide, AS

Melbourne, AS

Brisbane, AS

Sydney, AS

c) GROUP: NEW ZEALAND BASE PORTS includes;

Auckland, NZ

Wellington, NZ

Lyttleton, NZ

13) GROUP: AFRICA COUNTRIES includes;

Angola

Madagascar

Bassas Da India

Malawi

Benin

Mali

Botswana

Mauritania

Burkina

Mauritius

Burundi

Mayotte

Cameroon

Morocco

Cape Verde

Mozambique

Central African Republic

Namibia

Chad

Niger

Comoros

Nigeria

Congo

Reunion

Djibouti

Rwanda

Equatorial Guinea

Sao Tome and Principe

Ethiopia

Senegal

Europa Island

Seychelles

Gabon

Sierra Leone

Gambia, The

Somalia

Ghana

South Africa

Glorioso Islands

Sudan

Guinea

Swaziland

Guinea-Bissau

Tanzania, United

Ivory Coast

Rep. of Juan De Nova Island

Togo

Kenya

Uganda

Lesotho

Western Sahara Liberia

Zaire

Zambia

Zimbabwe

AFRICA BASE PORTS

a) GROUP: AFRICA BASE PORTS includes; (See Note)

Abidjan, IV

Luba, EK

Assab, ET

Mahe, SE

Banjul, GA

Maputo, MZ

Berbera, SO

Matadi, CG

Bissau, PU

Mombasa, KE

Casablanca, MO

Monrovia, LI

Conakry, GV

Moroni, CN

Cotonou, BN

Nouakchott, MR

Dakar, SG

Pointe Des Galets, RE

Dar Es Salaam, SG

Pointe Noire, CF

Djibouti, DJ

Port Gentil, GM

Douala, CM	Port Louis, MP
Durban, SF	Port Sudan, SU
Freetown,SL	Praia, CV
Jinja, UG	Principe, TP
Lagos, NI	Tamatave, MA
Lome, TO	Tema, GH
Luanda, AO	Walvis Bay, WA

14) GROUP: SOUTH AMERICA COUNTRIES includes;

Argentina	Falkland Islands
Belize	French Guiana
Bolivia	Guyana
Brazil	Paraguay
Chile	Peru
Colombia	Suriname
Ecuador	Uruguay
Venezuela	

SOUTH AMERICA BASE PORTS

a) GROUP: SOUTH AMERICA BASE PORTS includes; (See Note)

Albina, NS	Lima, PE
Antofagasta, CI	Montevideo, UY
Belize City, BH	Puerto Cabello, VE
Buenos Aires, AR	Santos, BR
Cayenne, FG	Tolu, CO
Georgetown, GY	Villeta, PA
Guaqui, BL	Guayaquil, EC

15) GROUP: CENTRAL AMERICA COUNTRIES includes;

Costa Rica	Mexico
El Salvador	Nicaragua
Guatemala	Panama
Honduras	

CENTRAL AMERICA BASE PORTS

a) GROUP: CENTRAL AMERICA BASE PORTS includes; (See Note)

Colon, PM	San Salvador, ES
Managua, NU	Santo Tomas, GT
Puerto Cortes, HO	Veracruz, MX
Puerto Limon, CS	

16) GROUP: CARIBBEAN COUNTRIES includes;

Anguilla	Guadeloupe
Antigua and Barbuda	Haiti
Aruba	Jamaica
Bahamas	The Martinique
Barbados	Montserrat
Bermuda	Navassa Island
British Virgin Islands	Netherlands Antilles
Cayman Islands	St Kitts and Nevis
Cuba	St Lucia
Dominica	St Vincent and the

Dominican Republic
Grenada
Turks and Caicos Islands

Grenadines
Trinidad and Tobago

CARIBBEAN BASE PORTS

a) GROUP: CARIBBEAN BASE PORTS includes; (See Note)

Antigua, AC
Basseterre, SC
Bridgetown, BB
Fort De France, MB
Freeport, BF
Georgetown, CJ
Hamilton, BD
Kingston, JM
Kingstown, VC
Plymouth, MH
Tortola, VI

Pointe a Pitre, GP
Port au Prince, HA
Port Castries, TD
Port of Spain, TD
Roseau, DO
Saint Georges, GJ
Salt Cay, TK
Santa Clara, CU
Santo Domingo, DR
The Road, AV

17) GROUP: FOREIGN COUNTRIES NOS includes;

Canada

St Pierre and Miquelon

FOREIGN BASE PORTS NOS

a) GROUP: FOREIGN BASE PORTS NOS includes; (See Note)

Montreal, CA

St Pierre, SB

NOTE: Base Port Groups also apply as interchange ports.

Rule 1-A THROUGH RATES/INTERMODAL TRANSPORTATION

(C) (R)

Effective Date = 31Aug 2016

Amendment No: 01

A. Carrier will provide through intermodal service via combinations of air, barge, motor and rail service.

B. Intermodal rates will be shown as single-factor through rates as specified in this Tariff or individual NRAs.

C. Carrier's liability will be determined in accordance with the provisions indicated in its Bill of Lading.

SUBSTITUTED SERVICE

This provision shall govern the transfer of cargo by trucking or other means of transportation at the expense of the 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 Merchant would have borne had the shipment cleared through the port originally intended.

End of Rule Text

Rule 2 APPLICATIONS OF RATES AND CHARGES

(C) (R)

Effective Date = 31Aug 2016

Amendment No: 01

1. Except as otherwise provided, all "Port" (i.e., Port-to-Port) rates apply from/to places where 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 Merchant and all such expenses levied in the first instance against the Carrier will be billed in an equal amount to Merchant, or as may be otherwise provided in this Tariff or an NRA.
2. "Point" rates are applicable from Inland Points which lie beyond port terminal areas. Such rates will be shown as single-factor through rates.
3. Such rates shall be inclusive of all charges pertinent to the transportation of cargo (including intermediate but not Origin or Destination Terminal Charges) but not including Customs clearance assessments or Forwarding Charges, except as otherwise provided in this Tariff or an NRA.
4. Alternatively, at Merchant's request, Carrier will arrange for inland transportation as Merchant'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 Carrier deems necessary to guarantee safe and efficient movement of said cargo. (See item 15 below, re: Advanced Charges).
5. 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 VOCC, Railway, 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 Carrier. Selection of VOCC's shall not be limited to those listed in NRAs or Tariff rates, and Carrier shall not have any obligation to transit times shown in NRAs or Tariff Rates, which are provided for informational purposes only.
6. Packages containing articles of more than one description shall be rated on the basis of the rate provided for the highest rated articles contained therein.
7. Rates do not include Marine Insurance or Consular fees.
8. Description of commodities shall be uniform on all copies of the Bill of Lading and MUST be in conformity with the validated Electronic Export Information filed for the shipment in the Automated Export System. Carrier must verify the Bill of Lading description with the Electronic Export Information. Merchant 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 Merchants are required to declare commodities by the generally accepted generic or common name.

9. Unless otherwise specified, when the rates 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.
10. The rates shown, except where predicated on specifically lower values or on an ad valorem basis, are subject to Bill of Lading limit of value.
11. Except as otherwise provided, rates apply only to the specific commodity named and cannot be applied to analogous articles.
12. Wherever rates are provided for articles, the same rate will also be applicable on parts of such articles where so described in the ocean bill of lading, except where specific rates are provided for such parts.
13. Any Tollage, Wharfage, Handling and/or other charges assessed against the cargo at Ports of Loading/Discharge will be for the account of the cargo. Any Tollage, Wharfage, Handling and/or Charges at Port of Loading in connection with storage, handling and receipt of cargo before loading on the vessel shall be for the account of the cargo. Any Additional Charges which may be imposed upon the cargo by Governmental Authorities will be for the account of the cargo.

14. Types Of Service Provided:

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

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

C. 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 Carrier from the containers at Carrier's destination port CFS, all at the risk and expense of the cargo.

D. 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 VOCC's CY and unpacked by the Consignee off Carrier's premises, all at the risk and expense of the cargo.

E. Door (D)

Door Service pertains to the Carrier providing inland transportation from/to the Merchant's designated facilities.

F. Service Options:

The following service types are available.

G. Door (D)

Door Service pertains to the Carrier providing inland transportation from/to Merchant's designated facilities. Door Service is applicable only where specifically provided .

H. Container Yard (Y)

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

I. Container Freight Station

The term Container Freight Station means the location designated by Carrier or its authorized agent for the receiving of goods to be stuffed into containers or for the delivery of goods stripped from the containers by Carrier or its agent.

15. Advanced Charges

Advanced charges on bills of lading for collection from Merchant 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.

16. All charges, surcharges, and accessories shall be charged to Shipper, Consignee, customer as provided in NRAs and/or this Rules Tariff. In the event of any conflict between charges, surcharges, accessorial contained in NRAs and this Rules Tariff, the NRA charges shall apply.

17. All freight rates and other charges shall be based on the actual gross weight and/or overall measurement of each piece or package, except as otherwise provided. Rates indicated by W/M or WM are optional weight or measurement rates and the rate yielding the greater revenue will be charged.

A. Rates are stated in terms of United

States Currency and apply per weight ton of 1000 Kilos (K) or measurement ton of 1 Cubic Meter (CBM), whichever produces the greater revenue, in accordance with the specifications of the applicable Tariff Rate or NRA.

B.1. Rates apply between Carrier's terminal at port/point of loading and Carrier's terminal at port/point of discharge, and unless otherwise specifically provided within individual commodity descriptions do not include terminal, handling, wharfage, marine insurance or any other accessorial charges which are established by Custom of the Port, by Port Tariffs, or by U.S. Customs. Any accessorial charges which are assessed against the cargo will be for the account of the cargo.

2. Rates applying FROM/TO GROUPS named in Rule 1 shall apply from all places named in the GROUPS. GROUP NAMES preceded by an "O" will apply as an ORIGIN GROUP. GROUP NAMES preceded by a "D" will apply as DESTINATION GROUP.

EXAMPLE: O-ATLANTIC BASE PORTS will apply "from" those ports named in Rule 1(A) (1)(a) whereas D-ATLANTIC BASE PORTS will apply "to" those ports named in Rule 1A(1)(a).

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

D. Rates apply only on pieces or packages not exceeding 22,400 pounds or 1200 cubic feet or which, because of its width, length or height cannot be wholly loaded within a container.

E. Rates applying to/from WORLD POINTS and/or U.S.POINTS as stated in Rule 1 will apply via thereof, via routes stated in individual NRA. If no origin/destination is named, rates shall apply from all origins to all destinations via all routes.

F. Rates applying from/to U.S.Ports shall apply via All-Water Service(AW) unless routing is specifically designated in individual NRAs indicating mode of inland transportation.

G. Description Of Service

Except as otherwise provided all rates and charges in this Tariff are applicable to the transportation of general commodities in containers and apply via the services noted below.

DOOR (D)

AT ORIGIN- applies when the cargo is loaded on Merchant's premises at Merchant's expense. Rate includes inland transportation from Merchant's premises to Carrier's designated facility.

AT DESTINATION- applies when the cargo is loaded on Merchant's premises at Merchant's expenses Rate includes inland transportation from Carrier's facility to the Merchant's premises.

HOUSE (H), OCEAN PORT (O) OR CONTAINER YARD (Y) AT ORIGIN - applies when the empty container is made available to Merchant at VOCC's designated facility. Rate does NOT include pickup, loading or return of loaded container to VOCC's designated facility.

AT DESTINATION- applies when the loaded container is made available to the Merchant at Carrier's designated facility. Rate does NOT include, delivery, unloading or return of empty container to carrier's designated facility.

MOTOR (M) OR RAIL (R)

AT ORIGIN - applies when the empty container is made available to the shipper at VOCC's container depot. Rate does NOT include pick-up loading or return of loaded container to VOCC's designated MOTOR (M) or RAIL (R) terminal to VOCC's facility.

AT DESTINATION - applies when the loaded container is made available to the consignee at VOCC's MOTOR(M) or RAIL (R) terminal. Rates do NOT include delivery, unloading or return of empty container to Carrier's designated container depot. Rate includes all inland transportation from VOCC's facility to MOTOR (M) or RAIL (R) terminal.

PIER (P)

AT ORIGIN- applies when Merchant delivers cargo to VOCC's designated facility at Merchant's expense. Rate includes loading the container by the VOCC.

AT DESTINATION - applies when Merchant picks up cargo at VOCC's designated facility at Merchant's expense. Rate includes unloading the container by the VOCC.

H. Prohibited Or Restricted Articles

Except as otherwise provided, the following articles will not be handled.

- a) Cargo, loose on platforms or pallets, except when prior arrangements have been concluded with carrier.
- b) Cargo, which because of its inherent vice is likely to impregnate or otherwise damage VOCC's containers or other cargo.
- c) Cargo, which requires protection from heat or cold.
- d) Bank bills, coin or currency, deeds, drafts, notes or valuable paper of any kind; jewelry including costume or novelty jewelry, except where otherwise specifically provided; postage stamps or letters and packets of letters with or without postage stamps affixed; precious metals or articles manufactured there from; 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.
- e) Animals, Birds and Fish, Alive.

I. Marking Of Freight

Each single carton, package or other separate article MUST be plainly and durably marked with the name and address of the shipper and the name and address of the consignee.

J. Insurance

Rates named herein do not include Marine Insurance, and no premiums for account of shipper may be absorbed by the carrier.

K. Limitation Of Service

A. Carrier is not obligated under this tariff to transport property for which suitable equipment is not available, nor is transportation to be performed under impractical or unsafe circumstances in the judgment of the Carrier.

B. Nothing in this tariff shall be construed as to create any obligation for Carrier to institute or maintain any service from or to any places named herein, and all rates, rules and regulations will apply when services so mentioned are operating.

L. Parts

Wherever rates are provided on articles named herein, the same rates will apply on parts of such articles, except where specific rates are provided for such parts.

End of Rule Text

(I) (R)

Effective Date = 01Jun 2011

- A. FRACTIONAL CUBIC FEET- Each item on the Bill of Lading shall be considered separately. On a single package of less than one cubic foot it shall be freighted at one cubic foot. On a single package in excess of one cubic foot, if the fraction is less than one-half cubic foot, it shall be dropped. If the fraction is one-half cubic foot or over, it shall be taken to the next cubic foot. On each item on a Bill of Lading consisting of two or more packages, actual fractions shall be used to determine the total measurement of all the packages. Where the total results in a fraction, such fraction shall be dropped if less than one-half cubic foot. If the fraction is one-half cubic foot or over, it shall be taken to the next full cubic foot. All irregular shaped objects will be measured by multiplying the three dimensions and that the measurement used for each dimension will be the "outside" measurement of that dimension.
- B. FRACTIONAL INCHES - All fractions under one-half inch shall be dropped. All fractions over one-half inch shall be taken to the next full inch. Where a fraction of exactly one-half inch occurs in one dimension, it shall be taken to the next full inch. Where a fraction of exactly one-half inch occurs in two dimensions, the one on the smaller dimensions shall be taken to the full inch and the other dropped. However, if both dimensions are equal, increase one fraction to the next inch and drop the other. Where fractions of exactly one-half inch occur in three dimensions, those on the largest and smallest dimensions shall be taken to the next inch and the other dropped. However, if all three dimensions are equal, increase two of the fractions to the next full inch and drop the other. All irregular shaped objects will be measured by multiplying the three dimensions and that the measurement used for each dimension will be "outside" measurement of that dimension.
- C. FRACTIONAL DIMENSIONS-Cubic Measurement for the individual pieces or packages will be computed in accordance with the following rules regarding fraction of centimeters:
- 1) All fractions under one-half (1/2) centimeter are to be dropped.
 - 2) All fractions over one-half (1/2) centimeter are to be extended to the next full centimeter.
 - 3) Where fractions of exactly one-half (1/2) centimeter occur on one dimension, it shall be extended to the next full centimeter.
 - 4) When extending freight charges on Bills of Lading, the total measurement at each NRA shall be rounded off to the nearest 1/1000 (one/one-thousandth cubic meter.)

- 5) All irregular shaped objects will be measured by multiplying the three dimensions and that the measurement used for each dimension will be the "outside" measurement of that dimension.

End of Rule Text

Rule 2-B FORCE MAJEURE

(C)(R)

Effective Date = 31Aug 2016

Amendment No: 01

Without prejudice to any rights or privileges of Carrier under its Bill of Lading, dock receipts or booking the contracts or under applicable provisions of law, in the event of:

War, hostilities, warlike operations, riots, civil insurrections, embargoes, blockades, port congestion, strike, imminent strike or harbor disturbances, widespread electrical power failures affecting port operations, Acts of God including earthquakes, extreme weather conditions or other natural catastrophes, 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,

Carrier reserves the right to:

cancel any outstanding booking or contract of carriage, or to route shipments by any other means of transportation whether by all-water, air-water or land-water in accordance with rates, charges, rules and regulations established in this tariff that would have applied in the absence of the Force Majeure condition and subject to Bill of Lading provisions that are applicable to actual routing of the cargo.

End of Rule Text

Rule 2-C MIXED COMMODITIES

(C)(R)

Effective Date = 31Aug 2016

Amendment No: 01

Where two or more distinct and separate commodities, the rates shall apply on mixed shipments of the commodities named only and no one commodity may comprise less than 5% of the volume of the shipment. In the case where a mixed shipment contains a commodity comprising less than 5% of the volume of the shipment, the rates to apply shall be the otherwise applicable commodity rates for straight shipments of the commodity. The total of the ocean freight of each portion of the shipment, at the applicable rate and volume shipped of each individual portion shall represent the total applicable ocean freight.

End of Rule Text

Rule 2-D FREIGHT ALL KINDS (F.A.K.)

(C) (R)

Effective Date = 31Aug 2016

Amendment No: 01

Shipments of Freight All Kinds (F.A.K.) shall be subject to the following conditions:

1. FAK shipment shall contain of any two or more commodities. No one commodity is to exceed ninety (90%) percent of the containers cubic capacity.

2. This item shall not apply to the following:

- a. Explosive, inflammable, hazardous, or dangerous articles.
- b. Cargo which requires the use of temperature controlled, tank, platform, flatrack, open top or other specialized equipment.

3. The following conditions must be met for cargo rated as Freight All Kinds:

- a. Merchant shall supply to the carrier a packing list setting forth in complete detail the contents of each container (including the description, weight, and measurement of each piece and/or package).
 - b. No more than one Bill of Lading per container shall be issued.
 - c. Each Bill of Lading shall be from one shipper at one origin to one consignee at one destination.
4. Freight forwarders compensation shall not be paid on cargo rated under this item.

End of Rule Text

Rule 3 RATE APPLICABILITY RULE

(C) (R)

Effective Date = 31Aug 2016

Amendment No: 01

All rates, rules and charges applicable to a given shipment will be those published and in effect when the cargo is received by Carrier or its agent, including originating carriers in the case of rates for through transportation.

End of Rule Text

Rule 4 PAYMENT OF FREIGHT CHARGES

(C) (R)

Effective Date = 31Aug 2016

Amendment No: 01

A. Freight charges must be prepaid, unless prior arrangements have been concluded in accordance with the following provisions:

1) Prepaid freight and Prepayment of freight:

When freight or charges are prepaid, Bill of Lading must not be issued except upon payment of such freight charges in U.S. dollars or in foreign currency based on the highest(numerical) Telegraphic transfer Selling Rate of Exchange (TTS) for U.S. Dollars pursuant to Rule 3.

2) Collect Freight:

Collect freight and charges must be paid to Carrier prior to release of cargo at terminal ports of discharge.

3) Freight charges must be paid to Carrier before release of the cargo, unless prior arrangement to the contrary has been made with the carrier.

4) Freight charges and all other charges must be prepaid on shipments of:

- a) Household Goods
- b) Personal Effects
- c) Privately Owned Motor Vehicles
- d) Refused/Returned Shipments
- e) Metal Scrap
- f) Waste Paper
- g) Plastic Scrap

5) In the event that Consignee or its agent refuses to pay freight and other charges, and merchandise remains undeliverable thereby, Merchant guarantees and remains liable for full payment of freight and other charges, together with any expense incurred while awaiting disposition of the cargo.

B. Ocean freight and other Tariff charges are due and completely earned upon receipt of cargo by the Carrier, ship and/or cargo lost or not lost.

C. Currency Clause:

Rates and Charges are quoted in United States of America currency and have been determined with due consideration to the relationship of U.S. currency to other currencies involved. In the event of any material change of this relationship, Carrier reserves the right upon publication if in conformity with the provisions of the United States Shipping Act of 1984, as amended, to adjust the NRAs and charges as required to remove the adverse effects.

D. Freight and charges on collect shipments shall be paid for prior to the delivery of the cargo.

E. Prepayment of freight monies and charges at destination, must be made in full for the complete original Bill of Lading quantity prior to the release of any original ocean Bill of Lading by Carrier to Merchant or its duly authorized Freight Forwarder or Agent.

End of Rule Text

Rule 5 BILL(S) OF LADING

(1)(C)

Effective Date = 31Aug 2016

Amendment No 01

TERMS AND CONDITIONS

1. DEFINITIONS:

"Vessel" means the intended Ocean Vessel named on the front hereof and any vessel, craft, lighter or other means of conveyance which is or shall be substituted in whole or in part by the Carrier and also includes any other Vessels onto which Goods may be loaded for the purpose of being transported thereon in furtherance of the carriage covered by this Bill of Lading or any part thereof.

"Carrier" means **Dimerco Express (U.S.A.) Corp.**, acting as a non-vessel operating common carrier, as defined under the Shipping Act of 1984 and any amendments thereto, which acts as an ocean carrier only in the U.S. import-export trade lanes.

"Merchant" includes the shipper, consignor, consignee, exporter, importer, the holder of the Bill of Lading and/or the receiver or the owner of the Goods, any person entitled to possession of the Goods, any Person having a present or future interest in the Goods or any Person acting on behalf of any of the above-mentioned Persons.

"Container" includes container, flat, pallet and any other receptacle for Goods (excluding a ship, a rail or road vehicle or an aircraft but including a trailer towed or intended to be towed by a road vehicle) supplied or intended to be supplied by or on behalf of the carrier or the carriage of cargo.

"Charges" includes freight, demurrage, and all expenses and monetary obligations incurred and payable by the Merchant.

"Package" is the largest individual unit of partially or completely covered or contained cargo made up by or for the Merchant which is delivered and entrusted to Carrier, including palletized units and each container packed and sealed by the Merchant or on its behalf, although the Merchant may have furnished a description of the contents of such sealed container(s) on this bill of lading.

"Place of Receipt", "Intended Port of Loading", "Intended Port of Discharge" and "Intended Place of Delivery", means respectively the place of receipt, port of loading (ocean vessel), port of discharge (ocean vessel) and place of delivery nominated on the front hereof.

The term "Goods" means the whole or any part of the cargo described on the fact of this Bill of Lading and, if the cargo is packed into container(s) supplied or furnished by or on behalf of the Merchant, includes the container(s) as well.

2. CLAUSE PARAMOUNT:

A. To and From non-United States Ports. As far as this Bill of Lading covers the Carriage of Goods by sea to and from non-United States ports by the Carrier and any Participating Carrier, the Contract evidenced in this Bill of Lading shall have effect subject to the Hague-Visby Rules, if and as enacted in the country of shipment and any legislation making those Rules compulsorily applicable to this Bill of Lading shall be deemed incorporated herein and made part of this Bill of Lading contract. When no such enactment is in force in the country of shipment, the Hague-Visby Rules will apply. The Hague-Visby Rules shall also govern before the Goods are loaded on and after they are discharged from the vessel and throughout the entire time the Goods are in the actual custody of the Carrier or Participating Carrier. The Hague-Visby Rules shall also apply to the

Carriage of Goods by inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include reference to inland waterways.

B. To or From United States Ports. If the Carriage called for in this Bill of Lading is a shipment to or from the United States, the liability of the Carrier shall be exclusively determined pursuant to COGSA; the Pomerene Act [49 U.S.C. §80101 et. seq.] for both export and import cargo moving to/from the United States; and Article 7-301 of the Uniform Commercial Code. The provisions cited in the Hague Rules and COGSA shall also govern before the Goods are loaded on and after they are discharged from the Vessel and throughout the entire time the Goods are in the actual custody of the Carrier or Participating Carrier.

C. Other Applicable Laws. The Carrier shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all limitation of and exclusions from liability and all rights conferred or authorized by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any provisions or sections 4281 to 4287, inclusive, of the Harter Act of the United States of America and amendments thereto and where applicable any provisions of the laws of the United States of America) and without prejudice to the generality of the foregoing also any law, statute of regulation available to the Owner of the vessel on which the Goods are carried.

3. LIMITATION OF LIABILITY: Insofar as loss of or damage to or in connection with the Goods is caused during the part of the custody or carriage, such compensation shall be calculated as follows:

A. Where the Hague-Visby Rules apply hereunder by virtue of clause 2, the Carrier's liability shall in no event exceed the greater of 2 SDRs per kilo of gross weight of the Goods lost or damaged or 667 SDRs per Package.

B. Where Carriage includes Carriage to, from or through a port in the United States of America and US COGSA applies by virtue of clauses 2, Carrier shall not in any event be or become liable in an amount exceeding US\$500 per Package or customary freight unit.

IF NO LIMITATION AMOUNT IS APPLICABLE UNDER ANY OF THE ABOVE RULES OR LEGISLATION, THE LIMITATION SHALL BE US\$500 PER PACKAGE OR CUSTOMARY FREIGHT UNIT.

4. CARRIER'S RESPONSIBILITY:

A. PORT TO PORT SHIPMENT: Except as otherwise provided herein, the Carrier's responsibility for Goods shall commence at the time when such Goods are received by the Carrier at the Port of Loading and shall terminate when such Goods are delivered by or on behalf of the Carrier at the intended Port of Discharge. Notwithstanding the above where the space(s) entitled "Place of Receipt" and/or "Place of Delivery" on the face hereof are completed, the contract contained in or evidenced by this Bill of Lading is for through transportation from and/or to the place(s) so named and the Carrier's responsibility shall then commence at the time when the Goods are delivered at the Place of Receipt so named (if any) and/or terminate when the Goods are delivered at the Place of Delivery so named (if any). The Merchant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with other for transport, storage, handling or any other services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others.

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

(1) Where the stage of Carriage where the loss or damage occurred cannot be proved:

(I) The Carrier shall be entitled to rely upon all exclusions of liability under the rules or legislation that would have applied under Clause 2 above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Hague Rules (or COGSA).

(II) Where under (1) above, the Carrier is not liable in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable have contributed to the loss or damage.

(III) Where the Hague Rules (or any legislation applying such rules or Hague-Visby Rules such as COGSA) is not compulsorily applicable, the Carrier's liability shall not exceed US \$2.00 per kilo of the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser; and

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

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

(I) The liability of the Carrier shall be determined by the provisions contained in any international convention or national law of the country which provisions cannot be departed from by private contract to the detriment of the Merchant and would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular document must be issued in order to make such international convention or national law applicable.

(II) Where (I) above does not apply and liability of the Carrier shall be determined by Clause 2.

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

D. AD VALOREM DECLARED VALUE OF PACKAGES OR SHIPPING UNIT: The Carrier's liability may be increased to higher value by a declaration in writing of the value of the Goods by the Merchant upon delivery to the Carrier of the Goods for shipment. Such higher value being inserted on the front of this Bill of Lading in the space provided for and, if required by the Carrier, extra freight paid in such case. If the actual value of the Goods shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

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

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

5. REFRIGERATED CARGO: Goods of a perishable nature shall be carried in ordinary containers without special protection, services or other measures unless there is noted on the front of this Bill of Lading that the goods will be carried in a refrigerated, heated, electrically ventilated or otherwise specially equipped container or are to receive special attention in any way. Carrier shall not be liable for any loss of or damage to Goods in a special hold or container arising from latent defects, derangement, breakdown, or stoppage of the refrigeration ventilation or heating machinery, insulation, ship's plant, or other such apparatus of the vessel or Container, provided that Carrier shall before or at the beginning of the Carriage exercise due diligence to maintain the

special hold or Container in an efficient state. Merchant undertakes not to tender for transportation any goods which require temperature control without previously giving written notice of their nature and the required temperature setting of the thermostatic controls before receipt of the goods by Carrier. In the case of a temperature controlled Container stuffed by or on behalf of the Merchant, Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly stuffed in the Container, and that its thermostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier. Merchant's attention is drawn to the fact that refrigerated containers are not designed to freeze down cargo which has not been presented for packing at or below its designated carrying temperature. Carrier shall not be responsible for the consequences of cargo tendered at a higher temperature than that required for the transportation. If the above requirements are not complied with, Carrier shall not be liable for any loss of or damage to the goods whatsoever. .

6. CARGO STOWED IN CONTAINERS BY MERCHANTS: The Carrier shall not be responsible for the safe and proper stowing of cargo in containers if such containers are loaded with cargo by Merchant, consolidator or inland carrier, and no responsibility shall attach to the Carrier for any loss or damage caused to contents by shifting, overloading or improper packing of the container. Containers loaded by the Merchant or their agent shall be properly sealed and the seal identification reference, as well as the container reference, shall be shown herein. The Merchant, consolidator or inland carrier shall inspect containers before loading them and loading of the containers shall be prima facie evidence that the containers were sound and suitable for use. Carrier has the right but not the obligation to open and inspect the containers at any time without notice to Merchant, and expenses resulting from such inspections shall be borne by Merchant. Merchant warrants that the stowage and seals of the containers are safe and proper and suitable for handling and carriage and indemnifies Carrier for any injury, loss or damage caused by breach of this warranty. The Carrier will not be liable in any event for the particulars furnished by the Merchant as shown on the front of this Bill of Lading. This Bill of Lading is a receipt only for the number of containers, packages or pieces as shown on the front of this Bill of Lading. The Carrier has counted only the number of containers (If container received already loaded) or the number of packages or pieces (if the Carrier has loaded the container) and under no circumstances shall the Bill of Lading be prima facie evidence of the marks, quantity, weight, description, measurement and other particulars furnished by the Merchant. Delivery shall be deemed as full and complete performance when the containers are delivered by Carrier with the seals intact.

The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability, or expense whatsoever arising from one or more of the following matters: loss or damage caused by the manner in which the Container has been stuffed; loss or damage caused by the unsuitability of the Goods for Carriage in Containers; loss or damage caused by the unsuitability or defective conditions of the Container, provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph shall only apply if the unsuitability or defective condition would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed; and loss or damage if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.

7. OPTIONS OF THE CARRIER:

A. Subcontracting: The Carrier shall be entitled to subcontract on any terms the whole or any part of the handling, storage or carriage of the Goods and any and all duties whatsoever undertaken by the Carrier in relation to the Goods. The Merchant shall defend, indemnify and hold harmless the Carrier against any claims, which may be made upon the Carrier by any servant, agent or

subcontractor of the Carrier in relation to the claim against any such person made by the Merchant. The provisions of COGSA or its applicable foreign equivalent at point of origin or destination shall apply by agreement of the parties to all agents, contractors, and subcontractors, including but not limited to, draymen, truckers, and stevedores, prior to the loading of and after the unloading of the cargo. Without prejudice to the foregoing, every such servant, agent and subcontractor shall be entitled to the same rights, exceptions, exemptions, defenses, immunities, limitations of liability, privileges and conditions granted or provided by this Bill of Lading, tariff or statute, including but not limited to the provisions of COGSA or its applicable foreign equivalent, to which Carrier is entitled and for the benefit of the Carrier as if such provisions were expressly for their benefit, and in entering into this contract the Carrier, to the extent of these provisions, does so not only on his own behalf but also as agent and trustee for such servants, agents and subcontractors. The above shall also apply to and for the benefit of the officers and employees of the Carrier and the agents, officers and crew of the vessel and to and for the benefit of all parties performing services in connection with the Goods as agents or contractors of the Carrier (including, without limitation, stevedores, terminal operators, and agents) and the employees of each of them. By entering into this contract, the Carrier, to the extent of these provisions, does so not only on his own behalf, but also as agent or trustee for such Persons and vessels, and such Persons and vessels shall to this extent be deemed parties to this contract.

B. Route and Trans-shipment: The Carrier may at any time and without notice to the Merchant, use any means of transport or storage in any reasonable manner and by any reasonable means, methods and routes, including but not limited to, inland carriage by truck, rail and/or air; load or carry the Goods on any vessel, whether named on the front hereof or not; transfer the Goods from one conveyance to another, including transshipping or carrying the same on another vessel than that named on the front hereof or by any other means of transport whatsoever; at any place unpack and remove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever; proceed at any speed and by any route in Carrier's discretion (whether or not the nearest, direct, customary, advertised, or published route) and proceed to or stay at any place whatsoever once or more often and in any order; load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof as the intended Port of Loading or intended Port of Discharge); comply with any orders or recommendations given by any government, authority, or any Person or body acting or purporting to act as or on behalf of such government or authority, or having under the terms of the insurance on the conveyance employed by the Carrier, the right to give orders or directions; permit the vessel to proceed with or without pilots, save or attempt to save life or property, adjust navigational instruments, make trial trips, go to repair yards, shift berths, take in fuel or stores, embark or disembark any persons to tow or be towed, or to be dry-docked; permit the vessel to carry livestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or warlike stores, and sail armed or unarmed. These liberties may be invoked by the Carrier (without notice to the Merchant), either with or without the goods on board, for any purposes whatsoever, whether or not connected with the Carriage of the Goods. Any act involving delays resulting from such activities shall not be deemed a deviation of whatsoever nature or degree.

C. Conditions affecting Performance:

(1) Carrier shall use reasonable endeavors to complete transport and to deliver the goods at the place designated for delivery. If at any time the performance of this contract as evidenced by this Bill of Lading in the opinion of Carrier is or will be affected by any hindrance, risk, delay, injury, difficulty or disadvantage of any kind including strike and if by virtue of the above it has rendered or is likely to render it in any way unsafe, impracticable, unlawful, or against the interest of Carrier to complete the performance of the contract, Carrier, whether or not the transport is commenced, may without notice to Merchant elect to:

i. treat the performance of this contract as terminated, abandon the Carriage of the Goods and place the goods, or any part of them, at Carrier's disposal at any place which t h e

Carrier shall deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease; or

ii. continue the Carriage and deliver the goods at the place of delivery. In any event, Carrier shall be entitled to full freight for any goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above.

(2) If, after storage, discharge, or any actions taken above, Carrier makes arrangements to store and/or forward the goods, it is agreed that he shall do so only as agent for and at the sole risk and expense of Merchant without any liability whatsoever in respect of such agency. Merchant shall reimburse Carrier forthwith upon demand for all extra freight charges and expenses incurred for any actions taken according to Clause 7C(1), including delay or expense to the Ship, and Carrier shall have a lien upon the goods to that extent.

(3) The situations referred to in Clause 7C(1) above shall include, but shall not be limited to, those caused by the existence or apprehension of war declared or undeclared, hostilities, riots, civil commotions, or other disturbances, closure of, obstacle in, or danger to any port or canal, blockade, prohibition, or restriction on commerce or trading quarantine, sanitary, or other similar regulations or restrictions, strikes, lockouts or other labor troubles whether partial or general and whether or not involving employees of Carrier or its Subcontractors, congestion of port, wharf, sea terminal, or similar place, shortage, absence or obstacles of labor or facilities for loading, discharge, delivery, or other handling of the goods, epidemics or diseases, bad weather, shallow water, ice, landslip, or other obstacles in navigation or carriage.

(4) Carrier, in addition to all other liberties provided for in this Clause, shall have liberty to comply with orders, directions, regulations or suggestions as to navigation or the carriage or handling of the goods or the ship howsoever given, by any actual or purported government or public authority, or by any committee or person having under the terms of any insurance on the Ship, the right to give such order, direction, regulation, or suggestion. If by reason of and/or in compliance with any such order, direction, regulation, or suggestion, anything is done or is not done the same shall be deemed to be included within the contractual carriage and shall not be a deviation.

D. Variation of the Contract: Only Carrier's officers, directors, or agents with actual authority shall have power to waive, vary, alter, or modify any terms herein. Any changes must be agreed upon in writing by Carrier and Merchant.

E. Stowage in Containers: Where the goods are not received by Carrier already in containers or the Carrier is instructed to provide a Container, in the absence of a written request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or quality. Goods may be stuffed by the Carrier and may be stuffed with other Goods. Merchant shall be liable to Carrier for damage to Carrier's containers or equipment if such damage occurs while such equipment is in control of Merchant or his agents. Merchant indemnifies Carrier for any damage or injury to persons or property caused by Carrier's containers or equipment during handling by or when in possession or control of Merchant.

F. On Deck Storage: Containers, whether goods therein bestowed by the Carrier or by the Merchant, and unit load machinery not containerized may be carried on or under deck without notice to the Merchants and if they are so carried, COGSA or the Hague Rules incorporated herein shall be applicable notwithstanding carriage on or under deck and the Goods and/or containers shall contribute in General Average whether carried on or under deck.

G. Inspection of Goods: Upon cause, the Carrier or any person authorized by the Carrier shall be entitled, but under no obligation, to open and inspect the Goods in any Container or package at any time.

8. GOVERNMENT DIRECTIONS, ETC.: The Carrier, Master and Vessel shall have liberty to comply with any orders or directions as to loading, departure, arrival, routes, ports of call, stoppages, discharge, destination, delivery or otherwise, howsoever given by the government of

any nation or department thereof or any person acting or purporting to act with the authority of such government or of any department thereof, or by any committee or person having, under the terms of war risk insurance on the Vessel, the right to give such orders or directions shall be a fulfillment of the contract voyage. Where the Carrier delivers the Goods to person(s) charged by the law, custom, or usage of the port with the duty to receive the Goods and distribute them to the Merchant, the same shall constitute due delivery under this Bill and thereupon the liability of the Carrier in respect of the Goods shall entirely cease.

In addition to all other liberties herein, the Carrier shall have the right to withhold delivery of, reship to, deposit or discharge the goods at any place whatsoever, surrender or dispose of the goods or permit inspection or other control in accordance with any direction, condition or agreement imposed upon or extracted from the carrier by any government or department thereof or any person purporting to act with the authority or either of them, In any of the above circumstances, the Goods shall be solely at their risk and expense and all expenses and charges so incurred shall be payable by the cargo owner or consignee and shall be a lien on the goods.

9. MERCHANTS RESPONSIBILITY: Merchants and their agents shall be jointly and severally liable to Carrier for any loss or damage to containers or Goods while in their possession or the possession of their agents. The Carrier shall not in any event be liable for any loss, delay, damage or injury to the Goods, or to other property or to any persons arising out of the use or handling of Carrier's containers by Merchant or their agent. Merchant shall defend, indemnify and hold the Carrier harmless from and against any and all claims, loss, damage or fines on a container or the Goods before delivery to the Carrier at the port of loading or between containers to the Carrier. If the goods are delivered in a container, the Merchant undertakes to return the container promptly to the Carrier in the same condition as when received from the Carrier. The Merchant warrants to the Carrier that the particulars relating to the Goods as set out overleaf have been checked by the Merchant on receipt of this Bill of Lading and that such particulars, and any other particulars furnished by or on behalf of the Merchant, are adequate and correct. The Merchant also warrants that the Goods are lawful goods and contain no contraband. If the Container is not supplied by or on behalf of the Carrier, the Merchant further warrants that the Container meets all ISO and/or other international safety standards and is fit in all respects for Carriage by the Carrier. The Merchant shall defend, indemnify and hold harmless the Carrier for any injury, loss or damage, including fines arising from Merchant's failure to declare correctly herein any of the particulars furnished by him, including marks, quantity and description of the goods, weight and cubic measurement of goods and the exact total gross weight of container (container tare weight and cargo weight) and also for any kind of rerouting of the Goods at the Merchant's request or for any other act, fault or neglect of the Merchant, his agent or his servants for which the Carrier may become liable. If the container is discharged from the vessel with seals intact, the Carrier shall not be liable for any loss or damage to contents of container unless it be proven that such loss or damage was caused by the Carrier's negligence.

Merchant shall defend, indemnify and hold harmless the Carrier against any loss or damage to the vessel or cargo or to any persons or property caused by inflammable, explosive or dangerous goods, shipped without full disclosure of their nature, whether such Merchant be principal or agent and such Goods so shipped may be thrown overboard or destroyed at any time without compensation.

10. WARRANTY: Merchant warrants that in agreeing to the terms hereof it or its agent has the authority of the person owning or entitled to the possession of the Goods or any person who has a present or future interest in the Goods.

11. FREIGHT AND CHARGES:

A. Pre-paid freight, whether actually paid or not, shall be earned upon receipt. Payment shall be in full and in cash without any offset, counterclaim, deduction or stay of execution, in the currency named in this Bill of Lading, or another currency at Carrier's option. Interest at 18% shall run from the date when freight and charges are due. If the services of a freight forwarder are used for this transportation, those services shall be deemed to be performed as agent of Merchant and payment of freight to the freight forwarder is not payment to Carrier. Full freight shall be paid on damaged or unsound goods. In any referral for collection or action against Merchant for monies due to Carrier, upon recovery by Carrier, Merchant shall pay the expenses of collection and litigation, including reasonable attorneys' fees.

B. The Merchant shall be liable for expenses of fumigation and of gathering and sorting loose cargo and of weighing on board and expenses incurred in repairing damage to and replacing of packaging due to excepted causes and for all expenses caused by extra handling of the cargo for any of the aforementioned reasons.

C. Any dues, duties, taxes and charges, which under any denomination may be levied on any basis such as amount of freight, weight of cargo or tonnage of the Vessel shall be paid by the Merchant.

D. The Carrier shall be entitled to all freight and other Charges due hereunder, whether actually paid or not, and to receive and retain them irrevocably under any circumstances whatsoever, whether the vessel and/or goods be lost or not, or the voyage be broken up, or frustrated, or abandoned at any stage of the entire transit period or whether Merchant has already made payment to the freight forwarder.

E. The Merchant shall be jointly and severally liable for all, and indemnify the Carrier against all dues, duties, fines, taxes and Charges, including consular fees levied on the goods or all fines and/or losses sustained or incurred by the Carrier in connection with the goods however caused, including the procedure consular, board of health, or other certification to accompany the goods. Merchant shall be liable for return freight and charges on the goods if they are refused export or import by any government.

F. The Carrier is entitled, and Merchant is liable, in case of incorrect declaration of contents, weight, measurements or value of the Goods, to claim double the correct amount of freight which would have been due if such declaration had been correctly given. For the purposes of ascertaining the actual facts, the Carrier reserves the right to obtain from the Merchant the original invoice and to have the contents inspected and the weight, measurement or value verified. Merchant will also be liable for the expenses incurred in determining and ascertaining the correct details.

G. Merchants shall be jointly and severally liable to Carrier for demurrage, detention, general order, advances and any and all costs associated with the abandonment of the freight or a refusal of the consignee to make delivery whether or not the front of this bill of lading has been marked "prepaid " or "collect " so long as freight and charges remain unpaid.

H. Merchants shall jointly and severally indemnify Carrier for all claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach of Merchant of any of the provisions of this Bill of Lading or of any statutory or regulatory requirements.

I. Merchant authorizes the Carrier to pay and/or incur all such Charges and expenses and to do any matters mentioned above at the expense of and as agent for the Merchant, to engage other Persons to regain possession of the Goods, and to do all things deemed advisable to the Carrier for payment of all Freight and Charges and for the performance of the obligation of each of them hereunder.

12. GENERAL AVERAGE: General Average shall be adjusted at New York, or any other port at Carrier's option, according to the York-Antwerp Rules of 1974. The General Average statement shall be prepared by adjusters appointed by Carrier. The Amended Jason Clause as

approved by BIMCO is incorporated herein, and the Merchant shall provide such security as may be required by the Carrier in this regard. Notwithstanding the above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any claim, whether due to negligence or not, (and any expense rising therefrom) of a General Average nature which may be made against the Carrier, and shall provide such security as may be required by the carrier in this connection. If a salving vessel is owned or operated by Carrier, salvage shall be paid for as fully as if the salving vessel or vessels belonged to strangers. The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

13. LIEN: The Carrier shall have a general lien on all property (and documents relating thereto) of Merchant, in its possession, custody or control or en route, for all claims (including past due amounts) for charges, expenses or advances incurred by Carrier in connection with any shipments of Merchant. If such claim remains unsatisfied for 30 days after demand for its payment is made, Carrier shall be entitled to sell the goods privately or by auction, without prior notice to the Merchant, as may be necessary to satisfy such lien and the costs of recovery, and apply the net proceeds of such sale to the payment of the amount due Carrier. Any surplus from such sale shall be transmitted to Merchant, and Merchant shall be liable for any deficiency in the sale.

14. WAREHOUSEMAN LIEN: If Goods go into demurrage, Carrier shall assume all rights of a warehouseman, and this Bill of Lading shall constitute a warehouseman's non-negotiable receipt. Goods will be delivered to the consignee or other Person(s) entitled to receipt of the goods upon payment of all Charges due. If Goods are not claimed within ten (10) days after demurrage commences, Carrier may exercise its warehouseman's right to sell or auction such Goods. Carrier may assert a general lien for Charges and expenses in relation to other Goods, whether or not these Goods have been delivered by Carrier.

15. LAW AND JURISDICTION:

A. Non-U.S. Trades: Except as provided in Clause 15 B below, all claims arising hereunder must be brought and heard solely in the courts of London to the exclusion of any other forum. Except as provided elsewhere in this Bill of Lading, the laws of England shall apply such claim.

B. U.S. Trades: Notwithstanding anything in Clause 15 A above, the shipment covered by this Bill of Lading is to or from the USA (including its districts, territories and possessions), all claims arising hereunder shall be determined exclusively according to the laws of the United States and the Merchant agrees that any suits against the Carrier shall be brought in the United States District Court for the Northern District of Illinois, which shall have exclusive jurisdiction. The Carrier shall be entitled to avail itself of all the terms and conditions of onward carriers, including such carriers' forum selection and limits of liability. Carrier reserves the right to bring suit against the Merchant for the collection of freight or other charges in any venue having jurisdiction over Merchant.

16. BOTH- TO-BLAME COLLISION CLAUSE:

If the vessel carrying the Goods (the carrying vessel) collides with any other vessel or object (the non-carrying vessel or object) due to the negligence of the non-carrying vessel or object, or their owner(s), charterer(s), or Person(s) responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemnify, and hold harmless the Carrier against all claims, liability, costs, attorneys' fees, and other expense arising therefrom, in respect of any loss, damage, or claim whatsoever of the non-carrying vessel or object.

17. NOTICE OF CLAIM AND TIME BAR: Written notice of claims for loss of or damage to the Goods occurring or presumed to have occurred while in the custody or control of Carrier must

be given to Carrier at the port of discharge before or at the time of removal of the Goods by one



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entitled to delivery. If such notice is not provided, removal shall be prima facie evidence of delivery by the Carrier. If such loss or damage is not apparent, Carrier must be given written notice within three (3) days of delivery. In any event, the Carrier shall be discharged from any liability unless suit is brought in accordance with Clause 15 within twelve (12) months after delivery of the Goods, or the date when the Goods should have been delivered, unless such time bar is contrary to any compulsorily applicable international convention or law, which shall apply.

18. CARRIER'S TARIFF(S) AND TERMS AND CONDITIONS OF SERVICE:

The goods carried under this Bill of Lading are also subject to all the terms and conditions of the tariff(s) on file pursuant to the regulations of the United States Federal Maritime Commission or any other regulatory agency which governs a particular portion of the carriage and the terms are incorporated herein as part of the terms and conditions of this Bill of Lading. Copies of the Carrier's tariff(s) may be obtained from Carrier or its agents upon request or from the governmental body with whom the tariff has been filed. In the case of inconsistency between this Bill of Lading and the applicable tariff or the terms and conditions of service, this Bill of Lading shall prevail.

19. SEVERABILITY: If any provision in this Bill of Lading is held to be invalid or unenforceable by any court or regulatory or self-regulatory agency or body, such invalidity or unenforceability shall attach only to such provision. The validity of the remaining provisions shall not be affected thereby, and this Bill of Lading contract shall be carried out as is such invalid or unenforceable provisions were not contained herein.

20. SURRENDER AND NEGOTIABILITY OF BILL OF LADING: This Bill of Lading shall be non-negotiable unless made out "to order," in which event it shall be negotiable and shall constitute title to the Goods and the holder in due course shall be entitled to receive or to transfer the Goods herein described. In witness whereof one (1) original Bill of Lading has been signed if not otherwise stated above, the same being accomplished, the other(s), if any, to be void. If required by the Carrier, one (1) original Bill of Lading, duly endorsed, must be surrendered to the agent of the Carrier at the port of discharge, in exchange for delivery order. This Bill of Lading shall be prima facie evidence of the Carrier's receipt of the Goods as herein described. However, proof to the contrary shall not be admissible when this Bill of Lading has been negotiated or transferred for valuable consideration to a third party acting in good faith.



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End of Rule Text

Rule 6 SURCHARGES AND ARBITRARIES

(I)(R)

Effective Date = 01Jun2011

See following sub-rules.

End of Rule Text

Rule 6-A PEAK SEASON SURCHARGES

(C)

Effective Date = 31Aug 2016

Amendment No: 01

All cargos moving under this tariff to USA will be subject to Peak Season Surcharge, unless otherwise specified, at the following levels:

A charge of USD \$360/20'; USD \$400/40'; USD \$450/40'HQ; USD \$506/45' container; will be assessed for all cargo moving from June 17th, 2016.

Unless otherwise provided, the above said surcharge shall be rated per VOCC's tariff.

End of Rule Text

Rule 6-B General Rate Increase (GRI)

(C) (A)

Effective Date = 01Dec 2016

Amendment No: 01

1. For Far East (except India, Sri Lanka, Pakistan and Bangladesh), S.Africa, E.Africa and Middle East to USA and Puerto Rico:



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USD 540/20' container

USD 600/40' container

USD 675/40' high cube container and reefer container

USD 760/45' high cube container

2. For India, Sri Lanka, Pakistan and Bangladesh to USA and Puerto Rico:

USD 540/20' container

USD 600/40' container

USD 675/40' high cube container and reefer container

USD 760/45' high cube container

(C) (A)

Effective Date = 15Jan 2017

Amendment No: 01

1. For Far East (except India, Sri Lanka, Pakistan and Bangladesh), S.Africa, E.Africa and Middle East to USA and Puerto Rico:

USD 800/20' container

USD 1000/40' container

USD 1125/40' high cube container and reefer container

USD 1266/45' high cube container

2. For India, Sri Lanka, Pakistan and Bangladesh to USA and Puerto Rico:

USD 800/20' container

USD 1000/40' container

USD 1125/40' high cube container and reefer container

USD 1266/45' high cube container

(C) (R) TPWB GRI

Effective Date = 01Dec 2016

Amendment No: 02



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Trans-Pacific West Bound General Rate Increase

Effective December 1, 2016

Currency: USD

For All Commodities

From	To	20'	40'GP	40'HQ	45'HQ	Reefer
US West Coast / East Coast	Far East Asia, India, Sub-Cont inet	\$80	\$100	\$100	\$100	\$100
US Inland Points	Far East Asia, India, Sub-Cont inet	\$120	\$150	\$150	\$150	\$150

Unless otherwise provided, the above said surcharge shall be rated per VOCC's tariff.

End of Rule Text

(C) (A) TPWB GRI

Effective Date = 08Nov 2016

Amendment No: 01

Trans-Pacific West Bound General Rate Increase

Effective November 8, 2016

Currency: USD

For All Commodities

From	To	20'	40'GP	40'HQ	45'HQ	Reefer
US West Coast / East Coast	Far East Asia, India, Sub-Cont inet	\$80	\$100	\$100	\$100	\$300



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US Inland Points	Far East Asia, India, Sub-Cont inet	\$120	\$150	\$150	\$150	\$400
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Unless otherwise provided, the above said surcharge shall be rated per VOCC's tariff.
End of Rule Text

Rule 6-C BUNKER ADJUSTMENT FACTOR (BAF)

(C)

Effective Date =31Aug 2016

Amendment No: 01

Unless otherwise provided, the above said surcharge shall be rated per VOCC's tariff.

End of Rule Text

Rule 6-D CURRENCY ADJUSTMENT FACTOR (CAF)

(C)

Effective Date = 31Aug 2016

Amendment No: 01

Unless otherwise provided, the above said surcharge shall be rated per VOCC's tariff.

End of Rule Text

Rule 6-E ALAMEDA CORRIDOR CHARGES (ACC)

(C)

Effective Date = 31Aug 2016

Amendment No: 01



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Issued pursuant to 46 CFR Part 520.8(b)(4). Pass Through Charge, not under carrier's control. Unless otherwise provided, the above said surcharge shall be rated per VOCC's tariff.

End of Rule Text

Rule 7 AD VALOREM RATES

(C)

Effective Date = 31Aug 2016

Amendment No: 01

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

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

C. Where value is declared on any piece or package in excess of the Bill of Lading limit value of \$500.00 the Ad Valorem rate, unless 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 rate.

End of Rule Text

Rule 8 TRANSSHIPMENT

(C)

Effective Date = 01Jun2011

Not Applicable



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End of Rule Text

Rule 9 HAZARDOUS CARGO

(C)

Effective Date = 31Aug 2016

Amendment No: 01

A. These terms apply to all commodities, which bear standard hazmat labels and/or placards as required by the U.S. Code of Federal Regulations, 49 C.F.R. Parts 171-177, including the international standards set forth in 49 C.F.R. §171.22.

B. Carrier will hold Merchant solely responsible for any penalties and/or damages resulting from failure to comply with the foregoing.

C. All shipments tendered pursuant to this rule are subject to prior booking with Carrier and are governed by the International Maritime Dangerous Goods Code and U.S. Code of Federal Regulations Title 46 Part 146.25 and Title 49 Parts 171-177.

D. Included in the Foregoing are the following information requirements, which must accompany each shipment of hazardous goods from the U.S.

1. A 24 Hour Telephone Number It is required that the shipper provide on the shipper's document (e.g. the Bill of Lading), a 24 hour emergency telephone number of a person or organization in foreign countries and in the U.S., who had immediate access to, knowledge about the hazardous material and comprehensive emergency response and accident mitigation information for the material. Carrier cannot accept shipments of chemicals and other hazardous materials which do not provide a 24-hour telephone number.

2. Emergency Response Measures to Accompany the Cargo The following emergency response information must accompany each hazardous materials shipment and be kept with the vehicle/vessel operator:



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- a description of the hazardous material
- immediate health hazard information and preliminary first aid measure
- immediate precautions and methods of handling spills, leaks and fires, etc.

3. NOS Shipments Must Show Technical Name. NOS Descriptions of hazardous goods on the shipping paper must be accompanied by the chemical's technical name.

Any fines or penalties incurred due to the failure of the shippers to conform to the regulations will be for the account of the shipper. In addition, the shipper shall indemnify and hold carrier harmless from and against any liability for damage to property, or person arising from the ocean or inland transportation and handling of hazardous cargoes, except where such liability is the exclusive fault of the carrier.

End of Rule Text



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Rule 10 SHIPPERS REQUESTS IN FOREIGN COMMERCE

(C)

Effective Date = 31Aug 2016

Amendment No: 01

A. Shippers may transmit requests, consultations and complaints to: Dimerco Express (U.S.A.) Corp.

955 Dillon Drive

Wood Dale, IL 60191

Tel: (630) 592-4388

Fax: (630) 595-5462

B. As used in this rule, the phrase "request and complaint" means any communication requesting a change in rates, rules or regulations; objecting to rate increases or other tariff changes; and protects against erroneous billings due to an incorrect commodity classification, incorrect weight or measurement of cargo or other implementation of the tariff. Routine requests for rate information sailing schedules, space availability and the like are not included in the foregoing.

C. Shippers' request for rate action must include at least the following information:

- Shipper's Name/Address/Telephone Number
- Commodity Description
- Port/Point of Loading
- Port/Point of Discharge
- Cargo Quantity
- Anticipated Shipment Date

End of Rule Text



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Rule 11 OVERCHARGE CLAIMS

(C)

Effective Date = 31Aug 2016

Amendment No: 01

All billed charges, whether prepaid or collect, are subject to correction if the description furnished by Merchant is found to be in error or if the weight or measurements are found to be incorrect. Claims for refunds of excess freight charges will be allowed only when proof of error has been determined as indicated below and only when the original paid freight bill is submitted within 3 years of the date the cause of action accrues. (See NOTE 1).

Claims seeking the refund of freight overcharges may be filed in the form of a complaint with the Federal Maritime Commission, Washington, DC 20573, pursuant to Section 11(g) of the Shipping Act, 1984, within 3 years of the date the cause of action accrues.

Claims for rate adjustment filed in writing shall be acknowledged by Carrier within twenty days of receipt by written notice to the claimant of the tariff provisions actually applied and claimant's rights under the Shipping Act, 1984.

Measurements:

1. Obvious error in calculation by the carrier.
2. By re-measurement by carrier at port of loading or discharge.
3. By joint measurement by carrier's agent and consignee of shipment at the port of discharge.
4. By re-measurement by a marine surveyor when requested by carrier's agent.

Weight:

By production of invoice or packing list certified by the supplier; or by production of public weigher's certificate.

Re-measurement or reweighing fees, cable expenses, and any other incidental charges are, in all cases, to be sustained by the party at fault.



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Note 1: When for any reason claimant cannot provide the original paid freight bill (not Photostats), a bond of indemnity must be submitted in lieu thereof.

End of Rule Text

Rule 12 USE OF CARRIER EQUIPMENT

(C)

Effective Date = 31Aug 2016

Amendment No: 01

A. General Provisions

Merchant acknowledges and agrees that Carrier, as an NVOCC, does not own or operate equipment (i.e., chassis or containers). Merchant's use of chassis and containers shall be subject to the requirements of the VOCC's and/or chassis leasing companies that own and/or operate the containers and chassis used to transport Merchant's cargo. Merchant, by tendering shipments to Carrier for transportation, appoints Carrier as its agent for acquiring containers and chassis for such transportation and agreeing to free time, as well as demurrage and detention, storage and other charges that accrue with respect to containers and chassis used for such transportation, all of which shall be for the account of the Merchant except to the extent solely attributable to actions or omissions of Carrier.

B. Merchant's Risk and Expense

Except as otherwise specifically provided in this Tariff Rule, and Carrier's bill of lading terms and conditions, the following shall be at the Merchant's risk and all expenses in connection therewith shall be for the Merchant's account:

- (1) The pick up, transport, and delivery of the containers/goods moving between the port of loading or port of discharge on the one hand, and Merchant's facility on the other hand, except to the extent the goods are door cargo ; and
- (2) The care and custody of equipment.

C. No Representation or Warranties

Carrier makes no representations or warranties, express or implied, as to the condition of the equipment or its fitness for any particular use.

D. Use of Equipment



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Equipment may not be used by or interchanged to anyone except the Merchant or its Motor Carrier, and only for the stuffing, unstuffing, and transport of goods carried by or booked for carriage with Carrier.

E. Use of Equipment: Removal of containers for stuffing/unstuffing by the Merchant

1. At Origin

The empty pick-up, stuffing, and return of containers are always at the Merchant's risk and expense, subject to the following conditions:

- a. Containers must be returned by the Merchant to the terminal, container yard, or container depot from which they were picked up unless return to a different location is specified or agreed to by Carrier in writing.
- b. If Carrier specifies or agrees to the pick-up of a Container at a terminal, container yard, or container depot other than that nominated, all local tariff pick-up charges shall be paid by the Merchant.
- c. If the Merchant picks-up a Container at a location to which Carrier has not consented in writing, all local empty pick-up charges shall be paid by the Merchant.
- d. Containers may only be interchanged during the normal working hours of the terminal, container yard, or container depot unless prior written arrangements are made for interchange at other times in which case any additional charges shall be for Merchant's account.
- e. Shipper-Packed Containers accepted for carriage by Carrier will be on the basis of "Shipper's Load and Count."

2. At Destination

Stuffed Containers which are removed from a container yard or terminal by Merchant or its agent for unstuffing at Merchant's expense and risk, are subject to the following conditions.

- a. Containers must be returned by Merchant to the container yard or terminal from which they were originally removed or to Carrier's designated location within port area unless Carrier agrees to accept delivery elsewhere.
- b. Containers may only be interchanged during the regular working day unless prior arrangements are made for interchange at other times in which case all additional costs shall be for Merchant's account.
- c. Equipment shall be returned in a good condition. The Merchant shall remove all dunnage, debris, any placards for hazardous cargo or contamination from the



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equipment prior to redelivering the equipment to Carrier. In the event Merchant fails to comply with this provision, then such removal and all costs shall be for Merchant's account.

End of Rule Text

Rule 13 NVOCCs IN FOREIGN COMMERCE: BONDS AND AGENTS

(I)(R)

Effective Date = 01Jun2011

Amendment No

A. BONDING OF NVOCCs

1) Carrier has furnished the Federal Maritime Commission a bond in the amount required by 46 CFR Part 515.21(a) to ensure the financial responsibility of the carrier for the payment of any judgment or any settlement made pursuant to a claim under 46 CFR Part 515.23(b) for damages arising from its transportation related activities or orders for reparations issued pursuant to Section 11 of the Shipping Act of 1984, 46 U.S.C. app. 1702, as amended by the Ocean Reform Shipping Act of 1998, or any penalty assessed against the Carrier pursuant to Section 13 thereof.

2) Bond No.: 950660

3) Bond issued by:

Lincoln General Insurance Company
3350 Whiteford Road
York, PA 17402-0136

B. AGENT FOR SERVICE OF PROCESS

1) Carrier's agent for the service of judicial and administrative process including subpoenas follows in paragraph 3. In any instance in which the designated legal agent cannot be served because of death, disability or unavailability, the Secretary of the



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Federal Maritime Commission will be deemed to be the carrier's legal agent for service of process.

2) Service of administrative process, other than subpoenas, may be effected upon the legal agent by mailing a copy of the documents to be served by certified or registered mail, return receipt requested.

3) Agent for Service of Process Address:

Washington International Insurance Company
1200 Arlington Heights Road, Suite 400
Itasca, IL 60143
End of Rule Text

Rule 14 DEFINITIONS

(C)(I)

Effective Date = 31Aug 2016

Amendment No: 01

Explanation of definitions as used throughout this tariff,

AES-----Automated Export System

AMS-----Automated Manifest Systems

AW-----All Water

BAF-----Bunker Adjustment Factor

CAF-----Currency Adjustment Factor

DDC-----Destination Delivery Charge

F-----Fahrenheit

FCC----- Federal Communications Commission filing charge

FCL-----Full Container Load

FDA -----US Food and Drug Administration filing charge

ISF-----Importer Security Filing

ISPS-----International Ship and Port Security

Min-----Minimum



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MLB-----Mini-Land bridge
N.O.S-----Not Otherwise Specified
NVOCC-----Non-Vessel Operating Common Carrier
R/T-----Revenue Ton
THC-----Terminal Handling Charge
NRA-----Negotiated Rate Arrangement
VOCC-----Vessel Operating Common Carrier

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

ELECTRONIC EXPORT INFORMATION – Means the electronic data as filed in the AES. This is the electronic equivalent of the export data formerly collected as Shipper’s Export Declaration (SED) information and now mandated to be filed in AES or AESDirect.

EXPLOSIVE CARGO - Means cargo falling within Class A,B and C explosives as defined in Rule 16.

LABEL CARGO - Means cargo requiring White, Yellow, Red, Red Gas, Green Gas, Poison Gas and Tear Gas labels as shown.

MERCHANT - Means and includes the Shipper, the Consignor, the Consignee, the Holder of this Bill of Lading, the Receiver and the Owner of the Goods.

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

NON-HAZARDOUS - Means non-label cargo, which is, permitted stowage between decks or under deck (other than Magazine) under CFR Title 46 - shipping, as amended from time to time, and such cargo will be rated in accordance with the NRAs applicable.

ONE COMMODITY - Means any or all the articles described in any one NRA.

REVENUE TON - Means 1,000 kilos or 1 cubic metre as freight charges are assessed.



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SHIPMENT - Means a quantity of goods, tendered by one consignor on one Bill of Lading at one port/point of origin at one time in one or more containers for one consignee at one port/point of destination.

STUFFING, UNSTUFFING - Means the physical placing of cargo into or the physical removal of cargo from containers.

WORKING DAY - Means each calendar day, excepting Saturday, Sundays and Holidays, between 8:00 A.M. and 5:00 P.M.

End of Rule Text



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Rule 15 SYMBOLS

(C)(I)

Effective Date = 31Aug 2016

Amendment No: 01

Explanation of Symbols as Used Throughout this Tariff:

AMENDMENT TYPE

- A Increase (in foreign commerce and across-the-board increase in domestic commerce).
- C Change resulting in neither increase or decrease in NRAs or charges.
- E Expiration (Also use "A" in foreign commerce.
- G General rate increase or decrease
- I New or initial matter.
- K
- M Transportation of U.S. Department of Defense cargo by American- flag common carriers under terms and conditions negotiated and approved by the Military Sealift Command (MSC), (Foreign Commerce).
- P Extension of service to additional port(s) at NRAs already in effect for similar services at the port(s) being added; or the carrier's establishment additional terminal facilities at the port(s) already served at the same NRAs as those currently applicable to comparable facilities of the carrier at the same port



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(Domestic Commerce).

Addition of a port or point (Foreign Commerce).

- R Reduction (Not a general Rate Decrease).
- S Special Case matter filed pursuant to Special Permission, Special Docket or other commission direction, including a correction amendment to or resubmission (after notice of intent to reject) of, Essential Terms; filing of material to put tariff in order after rejection or overturning a rejection; or, publishing of tariff data after suspension, requires "Special Case number".
- T Terminal rates, charges or provisions or canal tolls over which the carrier has no control.
- W Withdrawal of an erroneous filing on the same filing date.
- X Exemptions:
 - 1. Controlled carrier data in U.S./bilateral trades or in trades served exclusively by controlled carrier; or,
 - 2. Increase. Not a General Rate Increase or across-the-board increase.

CONTAINER SIZE

LCL Less Than Container Load
20' 20FT



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40' 40FT 8'6"
40'HQ 40FT 9'6" High Cube
45'HQ 45FT 9'6" High Cube

CONTAINER TEMPERATURE

AC Artificial Atmosphere Control
CLD Chilled
FRZ Frozen
HTD Heated
N/A Not Applicable/Not Operating
RE Refrigerated
VEN Ventilated

CURRENCY

AUD Australian Dollar
CND Canadian Dollar
CNY Chinese Yuan Renminbi
EUR Euro Dollars
GBP British Pound Sterling
HKD Hong Kong dollar
IDR Indonesian Rupiah
JPY Japanese Yen
MXN Mexican Peso
MYR Malaysian Ringgit
PHP Philippine Peso
SGD Singapore Dollar
THB Thai Baht
TWD New Taiwan Dollar
USD US Dollar
VND Vietnamese Dong



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HARZARD CODE

- A IMO Stow Category A
- B IMO Stow Category B
- C IMO Stow Category C
- D IMO Stow Category D
- E IMO stow Category E
- HAZ Hazardous
- NHZ Non-Hazardous
- N/A Not applicable

LENGTH, WIDTH, HEIGHT UNITS

- FT Feet
- M Meters

RATE BASIS

- W Weight (1,000 Kilos)
- M Measure(1 Cubic Meter)
- WM Weight/Measure (1,000 Kilos or 1 Cubic Meter, whichever produces the greater revenue)
- LS Lump sum
- PC Per Container
- AV Ad Valorem
- EA Each (As defined)
- MBF 1000 Board Feet

VOLUME UNITS

- CFT Cubic Feet
- CBM Cubic Meter

WEIGHT UNITS



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KGS Kilograms

KT Kiloton

LBS Pounds

ST Short tons (2000 LBS)

LT Long Tons (2240 LBS)

End of Rule Text

Rule 16 NEGOTIATED RATE ARRANGEMENTS (NRA's)

(C)

Effective Date = 22Aug 2018

Amendment No: 02

RULE TEXT:

NOTICE TO TARIFF USERS

Carrier has opted to publish its Tariff rates and charges or in the alternative to be exempt from tariff publication requirements pursuant to 46 C.F.R. §§520; 531 and 532. In that respect Carrier has opted for use of Negotiated Rate Arrangements (“NRAs”) and/or NVOCC Service Arrangement(s) (“NSAs”).

NVOCC NRA means the written and binding arrangement between an NRA shipper or consignee and an eligible NVOCC to provide specific transportation service for a stated cargo quantity, from origin to destination on and after receipt of the cargo by the NVOCC or its agent or the originating carrier in the case of through transportation. The shipper is considered to have agreed to the terms of the NRA if the shipper: (1) Provides the NVOCC with a signed agreement; (2) Sends the NVOCC a written communication, including an e-mail, indicating acceptance of the NRA terms offer by the NVOCC; or (3) Books a shipment after receiving the NRA terms from the NVOCC, if the NVOCC incorporates in the NRA 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 or a date designated by the parties subsequent to receipt of the acceptance by the Carrier. 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



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acceptance of the amendment by booking the cargo. For pass through charges, including , but not limited to ocean carrier GRIs, and increased trucking charges for door moves, for which the NRA or rules tariff do not include a specified amount or have agreed to an “all-in” rate, the NVOCC shall invoice the shipper for those additional charges the NVOCC actually incurs, with no markup.

Rule 17 – Rates “Per VOCC Tariff”

(C)

Effective Date = 14 Aug 2018

Carrier is a Non-Vessel-Operating Common Carrier (“NVOCC”) that assumes responsibility for the transportation of Merchant’s cargo and uses the services of Vessel Operating Common Carriers (“VOCCs”) to physically transport the cargo. The ocean freight rates of the VOCC plus Carrier’s mark-up are assessed to Merchant as Carrier’s rate for Merchant’s shipments as set forth in this Tariff or a Negotiated Rate Arrangement (“NRA”) or NVOCC Service Arrangement (“NSA”). Any surcharges, arbitrables, additional or other similar add-on charges assessed by the VOCC carrying Merchant’s cargo (whether in the VOCC’s tariff or in a service contract) will be paid on Merchant’s behalf by Carrier and passed through to Merchant without mark-up. Such passed through charges, when set forth in this Tariff shall be designated by the notation “Per VOCC Tariff. Pass throughs in an NSA are only applicable if the terms of the NSA provide for this. In an NRA, pass throughs are allowed, unless the NRA rate and charge quotations agree to not allow pass throughs.

End of Rule Text



DIMERCO EXPRESS (U.S.A.) CORP.

TARIFF RULES SECTION

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Rule 18 LOCAL CHARGE TABLES FOR ALL REGIONS

(C)

Effective Date = 31Aug 2016

Amendment No: 32

Import LCL	EUROPE COUNTRIES		
Country	United Kingdom	Netherlands	Ireland
AMS		USD 55.00	N/A
Animal & Plant Quarantine fee	N/A	N/A	N/A
Annual Bond Fee	N/A	N/A	N/A
Cartage Charge	Per distance and trucker's tariff	Per distance and trucker's tariff	Per distance and trucker's tariff
Cargo Insurance	0.2% of the 110% goods value	Per cargo insured amount	0.2% of the 110% goods value
CFS Warehouse charge	EUR5/cbm or ton (if applicable) -- loading assistance	EUR5/cbm or ton (if applicable) -- loading assistance	EUR5/cbm or ton (if applicable) -- loading assistance
Clean Truck Fee	N/A	N/A	N/A
CONTAINER FIELD SURCHARGE	N/A	N/A	N/A
Crane charge:	N/A	N/A	N/A
Custom clearance	GBP45 /Entry	N/A	EUR80 /Entry
Customs Entry Fee	N/A	EUR66	N/A
Customs House EDI	N/A	N/A	N/A
Customs inspection cost	At cost	At cost	At cost



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D/O fee :	GBP45 /HBL	EUR85 or at costs	EUR50 /HBL
Data Entry	N/A	N/A	N/A
Delivery charge	Per distance and trucker's tariff	Per distance and trucker's tariff	Per distance and trucker's tariff
Document Transfer Fee	N/A	N/A	N/A
Document Transfer Fee	N/A	N/A	N/A
Duty & taxes	At cost	At cost	At cost
EBS	At cost	At cost	At cost
EDI	N/A	N/A	N/A
Gate charge:	N/A	N/A	N/A
Handling Charge	N/A	EUR75	N/A
Handling fee for Customs inspection	At Cost	EUR50	At Cost
Handling fee for Quarantine inspection	N/A	N/A	N/A
Loaded-unloaded	TBA	EUR28/cbm or EUR75/ton Min EUR75 (or at costs)	TBA
Others	If applicable	If applicable	If applicable
Port Surcharge	GBP5 /HBL	N/A	EUR 5.00 / HBL
Sanitary	N/A	N/A	N/A
Sanitation Fee	N/A	N/A	N/A
Storage charge	At cost	At cost	At cost
Switch b/l fee /DO charge	N/A	N/A	N/A
TERMINAL HANDLING CHARGE	Case by case, please advise the name of coloader and	EUR21/cbm or ton (or at costs)	Case by case, please advise the name of coloader and



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	their destination local charges!!		their destination local charges!!
Trucking fee	Per distance and trucker's tariff	Per distance and trucker's tariff	Per distance and trucker's tariff
WAREHOUSE SERVICE CHARGE	At cost	At cost	At cost
Import Service Fee	GBP20 /HBL	EUR21.5/cbm Min EUR70/shipment (or at costs)	EUR25.00/ HBL
Gas Measuring Fee	N/A	EUR3/wm Min EUR10/shipment (or at costs)	N/A
Currency Adjustment Factor	N/A	EUR5/wm Min EUR10/shipment (or at costs)	N/A

Import FCL	EUR		
Country	United Kingdom	Netherlands	Ireland
AMS	N/A	N/A	N/A
Animal & Plant Quarantine fee	N/A	N/A	N/A
Annual Bond Fee	N/A	N/A	N/A
Cartage Charge	Per distance and trucker's tariff	Per distance and trucker's tariff	Per distance and trucker's tariff
CUSTOMS CLEARANCE FEE	GBP45 /entry	EUR66	EUR80 /entry
Data Entry	N/A	N/A	N/A
Demurrage charge	Per VOCC's tariff	Per VOCC's tariff	Per VOCC's tariff
Detention charge	Per VOCC's tariff	Per VOCC's tariff	Per VOCC's tariff
DO fee	GBP45 /HBL	EUR36	EUR 50 /HBL



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Document fee	At costs (if coload out)	At costs (if coload out)	At costs (if coload out)
Document Transfer Fee	N/A	N/A	N/A
Duty & taxes	At cost	At cost	At cost
Free time for Demurrage	Per VOCC's tariff	Per VOCC's tariff	Per VOCC's tariff
Free time for Detention	Per VOCC's tariff	Per VOCC's tariff	Per VOCC's tariff
Handling Charge	N/A	EUR75	N/A
Handling fee for Customs inspection	N/A	EUR50	N/A
Handling fee for Quarantine inspection	N/A	N/A	N/A
Hygiene Inspection Fee	N/A	N/A	N/A
Inspection handle fee(IF NEED)	N/A	N/A	N/A
Import Service Fee	GBP20 /HBL	N/A	EUR25.00 / HBL
Legal Inspection fee	N/A	N/A	N/A
Others	If applicable	If applicable	If applicable
Port Surcharge	GBP15 /container	N/A	EUR20.00 /container
Port Charge	N/A	N/A	N/A
Port Congestion Fee	N/A	N/A	N/A
Tally Fee	N/A	N/A	N/A
TERMINAL HANDLING CHARGE	GBP120 /container	Per VOCC's tariff	Euro140/ Container
Delta Terminal Surcharge	N/A	EUR40	N/A
ISPS	N/A	EUR15	N/A
Fumigation fee	At cost	At cost	At cost



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Waiting fee	At cost	At cost	At cost
Yard Occupy Charge	At cost	At cost	At cost

Export LCL	EURPE COUNTRIES		
Country	United Kingdom	Netherlands	Ireland
Amendment Fee	Per VOCC's tariff	Per VOCC's tariff	Per VOCC's tariff
AMS	USD55 /shipment	EUR30	USD55 /shipment
Booking charge	N/A	N/A	N/A
COMMODITY INSPECTION DOC	N/A	N/A	N/A
CONTAINER FIELD SURCHARGE	N/A	N/A	N/A
Customs Declaration	GBP20 /Entry	EUR60	EUR20 /Entry
CUSTOMS INSPECTION FEE	At cost	At cost	At cost
Doc fee	GBP40 /HBL	EUR35	EUR60 /HBL
FOB H/C	N/A	EUR50	N/A
Frontier inspection fee	N/A	N/A	N/A
FUMIGATION	At cost	At cost	At cost
Inspection Certificate Fee	At cost	At cost	At cost
IPPC MARK)	At cost	At cost	At cost
ISF	N/A	EUR30	N/A



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OTHERS	If applicable	If applicable	If applicable
Port Security Charge	GBP3.50 per shipment	EUR15	EUR 5 per shipment
stuffing fee	N/A	EUR20	N/A
Telex Release Fee	N/A	N/A	N/A
THC	GBP15.5 /w/m	Per VOCC's tariff	EUR20.00 W/M
trucking fee	Per distance and trucker's tariff	Per distance and trucker's tariff	Per distance and trucker's tariff

Export FCL	EUROPE COUNTRIES								
Country	United Kingdom			Netherlands			Ireland		
	20'	40'	40'HQ	20'	40'	40'HQ	20'	40'	40'HQ
Amendment Fee	Per VOCC's tariff			Per VOCC's tariff			Per VOCC's tariff		
AMS	USD55/shipment	USD55/shipment	USD55/shipment	EUR30	EUR30	EUR30	USD55/shipment	USD55/shipment	USD55/shipment
Booking charge	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
COMMODITY INSPECTION DOC (if need)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Customs	GBP20 /HBL	GBP20 /HBL	GBP20 /HBL	EUR 60	EUR 60	EUR 60	EUR20 /Entry	EUR20 /Entry	EUR20 /Entry
CUSTOMS INSPECTION FEE	At cost	At cost	At cost	At cost	At cost	At cost	At cost	At cost	At cost
Demurrage charge	Per VOCC's			Per VOCC's			Per VOCC's tariff		



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	tariff			tariff					
Detention charge	Per VOCC's tariff			Per VOCC's tariff			Per VOCC's tariff		
Doc fee	GBP40 /HBL	GBP40 /HBL	GBP40 /HBL	EUR 35	EUR 35	EUR 35	EUR60 /HBL	EUR60 /HBL	EUR60 /HBL
FOB H/C	N/A	N/A	N/A	EUR 50	EUR 50	EUR 50	N/A	N/A	N/A
Free time for Demurrage	Per VOCC's tariff			Per VOCC's tariff			Per VOCC's tariff		
Free time for Detention	Per ocean carrier's tariff			Per ocean carrier's tariff			Per ocean carrier's tariff		
Frontier inspection fee	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUMIGATION (if need)	At cost	At cost	At cost	At cost	At cost	At cost	At cost	At cost	At cost
Inspection Certificate Fee	At cost	At cost	At cost	At cost	At cost	At cost	At cost	At cost	At cost
IPPC MARK(if need)	At cost	At cost	At cost	At cost	At cost	At cost	At cost	At cost	At cost
ISF	N/A	N/A	N/A	EUR 30	EUR 30	EUR 30	EUR15 /HBL	EUR15 /HBL	EUR15 /HBL
OTHERS	If applicable			If applicable			If applicable		
Others	If applicable			If applicable			If applicable		
Port Charges	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Port Security Charge	GBP15 / container	GBP15 / container	GBP15 / container	EUR 15	EUR 15	EUR 15	EUR15.00 /Container	EUR15.00 /Container	EUR15.00 /Container



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Seal charge	N/A	N/A	N/A	EUR 10	EUR 10	EUR 10	N/A	N/A	N/A
stuffing fee(if needed)	GBP130 /20", GBP150 /40"GP & HQ			At cost	At cost	At cost	EUR150.00/ 20' and EUR185 /40'&HQ		
THC	GBP120 / container	GBP120 / container	GBP120 / container	Per VOCC's tariff			Per VOCC's tariff		
trucking fee(if needed)	Per distance and trucker's tariff			Per distance and trucker's tariff			Per distance and trucker's tariff		
trucking fee(if needed)	Per distance and trucker's tariff			Per distance and trucker's tariff			Per distance and trucker's tariff		
Delta Terminal Fee	N/A	N/A	N/A	EUR 40	EUR 40	EUR 40	N/A	N/A	N/A

Import LCL	South East Asia							
Country	Singapore	Thailand	Malaysia			Philippines	Vietnam	Indonesia
City		Bangkok	Kuala Lumpur	Penang	Johor Bahru		Ho Chi Minh City	
Annual Bond Fee	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cartage Charge	Per Trucker's Tariff	PerTHB1500(min) Trucker's Tariff by\$0.20%Invoice (min USD	Per Trucker's Tariff					



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		30)value request						
Cargo Insurance	by request	by request	by request	by request	by request	by request	by request	by request
Clean Truck Fee	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane charge:	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost
Customs Entry Fee	SGD 40	THB 1500	MYR 180	MYR 150	MYR 150	PHP 5000	VND 2205000	IDR 1,350,000
Customs House EDI	SGD 10	THB 18	MYR 60	MYR 60	MYR 60	At Cost	VND 430000	At Cost
Customs inspection cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost
D/O fee :	SGD 130 per D/O	THB 1400 per D/O	MYR 150	MYR 150	MYR 150	PHP 1500	VND 630000	IDR 425,000
Data Entry	SGD 50		MYR 60	MYR 60	MYR 60			
Delivery charge	Per Trucker's Tariff	Per THB 1500 (MIN)Trucker's Tariff	Per Trucker's Tariff					
Document Transfer Fee	SGD 70	THB 25	MYR 25	MYR 25	MYR 25	As per declared		
Duty & taxes	As per declared	As per declared	As per declared	As per declared	As per declared	As per declared	At Cost	As per declared
EBS	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost
EDI	At Cost	At Cost	At Cost	At Cost	At Cost		At Cost	At Cost
Gate charge:	At Cost	At Cost	At Cost	At Cost	At Cost	PHP 1200		



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Handling Charge	SGD 45	THB 1000/shipment	MYR 135	MYR 135	MYR 135	At Cost	VND 420000	IDR 630,000
Handling fee for Customs inspection	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost
Handling fee for Quarantine inspection	At Cost	At Cost	At Cost	At Cost	At Cost		At Cost	At Cost
Loaded-unloaded						At Cost		
Others	At Cost	At Cost	At Cost	At Cost	At Cost		At Cost	At Cost
Sanitation Fee	At Cost	At Cost	At Cost	At Cost	At Cost	At cost		
Storage charge	At cost	At cost	At cost	At cost	At cost	PHP 1500	At Cost	At cost
Switch b/l fee /DO charge	SGD 130 per D/O	THB 1400/Bill	MYR 150	MYR 150	MYR 150	PHP 5350 for 1st CBM; PHP 1050 succeeding CBM	VND 630000	IDR 425,000
TERMINAL HANDLING CHARGE	SGD 39 per CBM	THB 450 per CBM	MYR 40 per CBM	MYR 40 per CBM	MYR 40 per CBM	Per Trucker's tariff	VND 315000 per CBM	IDR 170000/CBM
Trucking fee	Per Trucker's tariff	Per Trucker's tariff	Per Trucker's tariff	Per Trucker's tariff	Per Trucker's tariff	At cost	Per Trucker's tariff	Per Trucker's tariff
WAREHOUSE SERVICE CHARGE	At cost	At cost	At cost	At cost	At cost	PHP 1200	At cost	At cost
Import Service Fee	SGD 35							IDR 630,000



DIMERCO EXPRESS (U.S.A.) CORP.

TARIFF RULES SECTION

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Currency Adjustment Factor	AT COST							
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Import LCL	South East Asia		
Country	Australia	India	Cambodia
Currency code	USD	USD	USD
Cartage Charge	MIN \$ 61.00 OR \$ 33.50/CBM	15 per w/m	
Cargo Insurance		0.33 % of value of goods	
CFS Warehouse charge	MIN \$ 65.00 OR \$ 30.00/CBM	25 per w/m	7/ CBM
Customs Entry Fee	\$85.00	100	
Customs House EDI	\$18.00	10	
Customs inspection cost		50	
D/O fee :	\$45.00	45	B.L Fee: 40/B.L., D.O.Fee: 15/ SET
Delivery charge		30 per w/m within city limits	
Duty & taxes		Depends on HS code	
EDI	\$18.00		
Handling Charge		50	ADMIN Fee: 20/ B.L, Agency Fee:35/ SHPT, Scanning Fee:5/CBM, TOLL Fee: 4/CBM
Handling fee for Customs inspection		50	
Port Surcharge	\$ 7.00/CBM	10	



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TERMINAL HANDLING CHARGE	\$ 18.50/CBM	25	8 /CBM
Trucking fee		30 per w/m within city limits	
Import Service Fee		25	50

Import FCL	South East Asia							
Country	Singapore	Thailand	Malaysia			Philippines	Vietnam	Indonesia
City		Bangkok	Kuala Lumpur	Penang	Johor Bahru		Ho Chi Minh City	
Cartage Charge	Per Trucker's Tariff	Per THB 4500(MIN) Trucker's Tariff	Per Trucker's Tariff	Per Trucker's Tariff	Per Trucker's Tariff	Per Trucker's Tariff	Per Trucker's Tariff	Per Trucker's Tariff
CUSTOMS CLEARANCE FEE	SGD 40	THB 2500	MYR 180	MYR 150	MYR 150	PHP 5000	VND 2205000	IDR 2,250,000
Data Entry	SGD 10	THB 11	MYR 60	MYR 60	MYR 60	At Cost	VND 430000	
Demurrage charge	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff
Detention charge	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff
DO fee	SGD 130	THB 1400 per D/O	MYR 160	At cost	MYR 180 or per co-loader tarriff	PHP 1500	VND 630000	IDR 425,000
Duty & taxes	As per declared	As per	As per	As per	As per	As per declared	As per declared	As per



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		declared	declared	declared	declared			declared
Free time for Demurrage	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff
Free time for Detention	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff
Handling Charge	SGD 45	THB 1000/Shpt	MYR 180	MYR 180	MYR 180	PHP 1200	VND 430000	IDR 630,000
Handling fee for Customs inspection	AT COST	AT COST	AT COST	AT COST	AT COST	AT COST	VND 430000	AT COST
Handling fee for Quarantine inspection	AT COST	AT COST	AT COST	AT COST	AT COST	AT COST	AT COST	AT COST
Port Surcharge			At Cost	At Cost	At Cost	PHP 3241.00 / 7436.00 per 20' / 40'	AT COST	At Cost
Port Charge	SGD 80 / 103 / 103 per 20' / 40' / HQ	As per Tariff	as per tariff	as per tariff				
Port Congestion Fee	AT COST	AT COST	AT COST	AT COST	AT COST	AT COST	AT COST	AT COST
Tally Fee	AT COST	AT COST	AT COST	AT COST	AT COST	AT COST	AT COST	AT COST
TERMINAL HANDLING CHARGE	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff	Per VOCC's Tariff
Waiting fee	AT COST	AT COST	AT COST	AT COST	AT COST	AT COST	AT COST	AT COST



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Import FCL	South East Asia		
Country	Australia	India	Cambodia
Currency code	USD	USD	USD
AMS	\$18.00		
Cartage Charge	\$ 350.00 - \$ 950.00	US 75 / 20' ; USD 125 / 40' (port to CFS)	
CUSTOMS CLEARANCE FEE	\$85.00	200	
Demurrage charge		10 per 20' per day ; 15 per 40' per day	
Detention charge		25 per 20' per day ; 50 per 40' per day	
DO fee	\$60.00	100 upto 10 containers	
Document fee	\$25.00	10	40/ B.L.
Duty & taxes		Depends on HS code	
Free time for Demurrage	3DAYS	5 days	
Handling Charge		150 per container	
Handling fee for Customs inspection		25 per container	
Inspection handle fee(IF NEED)		50	
Others	\$18.00		Admin Fee: 20/ B.L. Agency Fee: 50/ Shpt
Port Surcharge		100 / 20; 150 / 40' (can be included in freight at origin)	
Port Charge	\$200 - \$ 400	75 / 20' ; 100 / 40'	
Port Congestion Fee		100 / 20; 150 / 40' (can be included in freight at origin)	
TERMINAL HANDLING CHARGE	\$400 - \$ 600	150 per 20' ; 250 / 40'	120/ 20', 160/40', 165/40'H



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Export LCL	SOUTH EAST ASIA							
Country	Singapore	Thailand	Malaysia			Philippines	Vietnam	Indonesia
City		Bangkok	Kuala Lumpur	Penang	Johor Bahru			
Amendment Fee	Per VOCC's tariff							
AMS	USD 25 per B/L	USD 35 per B/L	USD 25 per B/L	USD 30 per B/L	USD 40 per B/L	USD 25 per B/L	USD 25 per B/L	USD 25 per B/L
Booking charge	N/A							
COMMODITY INSPECTION DOC	at cost							
Customs Declaration	SGD 40	THB 2500	MYR 180	MYR 150	150	PHP 1500	VND 2,250,000	IDR 255,000
CUSTOMS INSPECTION FEE	At Cost							
Doc fee	SGD 130	THB 1400	MYR 110	MYR 150	MYR 150		VND 630,000	IDR 85,000
FOB H/C	SGD 55	THB 1400	MYR 35	MYR 35	MYR 35	PHP 1500	VND 420,000	
FUMIGATION	AT COST							
ISF	USD 35 per B/L	USD 45 per B/L	USD 35 per B/L	USD 35 per B/L	USD 40 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L
Port Security	SGD 1.75 per CBM					PHP 160/CBM		AT COST



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Charge								
stuffing fee	SGD 39/CBM; Min 1 cbm	THB 155 per CBM	MYR 40 per CBM	MYR 40 per CBM	MYR 40 per CBM	PHP 350/CBM	VND 315,000 per CBM	IDR 170,000 per CBM
Telex Release Fee	SGD 130 per B/L	THB 1400 per B/L	MYR 80	MYR 80	80	PHP 1500		IDR 255,000
THC	Per VOCC's tariff	Per VOCC's tariff	Per VOCC's tariff	Per VOCC's tariff	Per VOCC's tariff	Per VOCC's tariff	Per VOCC's tariff	Per VOCC's tariff
trucking fee	Per Trucker's tariff	Per Trucker's tariff	Per Trucker's tariff	Per Trucker's tariff	Per Trucker's tariff	Per Trucker's tariff	Per Trucker's tariff	Per Trucker's tariff

Export LCL	South East Asia		
Country	Australia	India	Cambodia
Currency code	USD	USD	USD
Amendment Fee		125	
AMS	\$18.00	30	
COMMODITY INSPECTION DOC		25	
Customs Declaration	\$18.00	25	160/ Shpt
CUSTOMS INSPECTION FEE		25	
Doc fee	\$20.00	25	40/ B.L.
FOB H/C	\$60.00	25	
FUMIGATION		100	
ISF		25	



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stuffing fee		35 per W/m
Telex Release Fee		50
Service Charge		50/ Shpt
THC		30 8/ CBM
Surrender Fee		40/ B.L.
Toll Fee		1.5/ CBM
CFS fee		6/ CBM
trucking fee	MIN. \$ 86.25 OR \$ 28.75/CBM	30 per W/M 10/ CBM

Export FCL	SOUTH EAST ASIA														
Country	Singapore			Thailand			Malaysia								
City							Kuala Lumpur			Penang			Johor Bahru		
	20'	40'	40'HQ	20'	40'	40'HQ	20'	40'	40'HQ	20'	40'	40'HQ	20'	40'	40'HQ
Amendment Fee	Per VOCC's tariff			Per VOCC's tariff											
AMS	USD 25 per	USD 25	USD 25 per B/L	USD 35 per	USD 35	USD 35	USD 30 per B/L	USD 25 per B/L	USD 25 per B/L	USD 30 per B/L	USD 30 per B/L	USD 30 per B/L	USD 40 per B/L	USD 40 per B/L	USD 40 per B/L



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	B/L	per B/L		B/L	per B/L	35 per B/L										
Booking charge	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
COMMO DITY INSPECT ION DOC (if need)	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost
Customs	SGD 40 per B/L			THB 2500			MYR 180				MYR 150			150		
CUSTOMS INSPECT ION FEE	At cost	At Cost	At Cost	At cost	At Cost	At Cost	At cost	At Cost	At Cost	At cost	At Cost	At Cost	At cost	At Cost	At Cost	At Cost
Demurrage charge	Per VOCC's Tariff			Per VOCC's Tariff			Per VOCC's Tariff				Per VOCC's Tariff			Per VOCC's Tariff		
Detention charge	Per VOCC's Tariff			Per VOCC's Tariff			Per VOCC's Tariff				Per VOCC's Tariff			Per VOCC's Tariff		
Doc fee	SGD 130 per B/L	SGD 130 per B/L	SGD 130 per B/L	THB 1400	THB 1400	THB 1400	MYR 150	MYR 110	MYR 110	At cost	At cost	At cost	MYR 150 Or per carrier	MYR 150 Or per carrier	MYR 150 Or per carrier	



DIMERCO EXPRESS (U.S.A.) CORP.

TARIFF RULES SECTION

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														tarriff	tarriff	tarriff
FOB H/C	SGD 55	SGD 55	SGD 55	THB 1400	THB 1400	THB 1400	MYR 35									
Free time for Demurrage	Per VOCC's tariff			Per VOCC's tariff			Per VOCC's tariff			Per VOCC's tariff			Per VOCC's tariff			
Free time for Detention	Per VOCC's tariff			Per VOCC's tariff			Per VOCC's tariff			Per VOCC's tariff			Per VOCC's tariff			
FUMIGATION (if need)	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost									
ISF	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 45 per B/L	USD 45 per B/L	USD 45 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L
Port Charges	SGD 80	SGD 103	SGD 103				AT COST	AT COST								
Port Security Charge																



DIMERCO EXPRESS (U.S.A.) CORP.

TARIFF RULES SECTION

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Seal charge	SGD 12	SGD 12	SGD 12	THB 210	THB 210	THB 210	MYR 25	MYR 10	MYR 10	At cost	At cost	At cost	MYR 10	MYR 10	MYR 10
stuffing fee(if needed)	AT Cost	At Cost	At Cost	AT Cost	At Cost	At Cost	AT Cost	At Cost	At Cost	AT Cost	At Cost	At Cost	AT Cost	At Cost	At Cost
THC	As per VOCC's tariff														
trucking fee(if needed)	Per Trucker's tariff														

Export FCL	SOUTH EAST ASIA								
Country	Philippines			Vietnam			Indonesia		
City									
	20'	40'	40'HQ	20'	40'	40'HQ	20'	40'	40'HQ
Amendment Fee	USD 50	USD 50	USD 50						
AMS	USD 30 per B/L	USD per B/L	USD 30 per B/L	USD 25 per B/L					
Booking charge	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
COMMODITY INSPECTION DOC	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost



DIMERCO EXPRESS (U.S.A.) CORP.

TARIFF RULES SECTION

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(if need)									
Customs	USD 40			VND 2,250,000			IDR 255,000		
CUSTOMS INSPECTION FEE	At cost	At Cost	At Cost	At cost	At Cost	At Cost	At cost	At Cost	At Cost
Demurrage charge	Per VOCC's Tariff			Per VOCC's Tariff			Per VOCC's Tariff		
Detention charge	Per VOCC's Tariff			Per VOCC's Tariff			Per VOCC's Tariff		
Doc fee	40 - 50 subject to country	40 - 50 subject to country	40 - 50 subject to country	VND 630000	VND 630000	VND 630000	IDR 85000	IDR 85000	IDR 85000
FOB H/C	USD 40	USD 40	USD 40	VND 420000	VND 420000	VND 420000	IDR 170000	IDR 170000	IDR 170000
Free time for Demurrage	Per VOCC's tariff			Per VOCC's tariff			Per VOCC's tariff		
Free time for Detention	Per VOCC's tariff			Per VOCC's tariff			Per VOCC's tariff		
FUMIGATION (if need)	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost
ISF	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L	USD 35 per B/L
Port Charges	PHP 3811	PHP 8377	PHP 8453	VND 1050000	VND 1470000	VND 1470000	At Cost	At Cost	At Cost
Seal charge	PHP 150	PHP 150	PHP 150	VND 105000	VND	VND	IDR 17,000	IDR 17,000	IDR 17,000



DIMERCO EXPRESS (U.S.A.) CORP.

TARIFF RULES SECTION

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					105000	105000			
stuffing fee(if needed)	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost	At Cost
THC	As per VOCC's tariff			As per VOCC's tariff			As per VOCC's tariff		
Trucking fee(if needed)	Per Trucker's tariff			Per Trucker's tariff			Per Trucker's tariff		

Export FCL	South East Asia						
Country	Australia			India			Cambodia
Currency Code	USD			USD			USD
	20'	40'	40'HQ	20'	40'	40'HQ	
AMS	\$18.00	\$18.00	\$18.00	30	30	30	
COMMODITY INSPECTION DOC (if need)				50	65	65	
Customs				25			
CUSTOMS INSPECTION FEE	\$18.00	\$18.00	\$18.00	50	65	65	
Doc fee	\$25.00	\$25.00	\$25.00	25	25	25	40/ B.L.
FOB H/C	\$87.50	\$87.50	\$87.50	25	25	25	
Free time for Detention	14 DAYS						
FUMIGATION (if need)				50	65	65	
Others (handling)				50	75	75	Handling Fee: 50/Shpt
Port Charges	\$200.00 - \$ 300.00	\$300.00 - \$ 400.00	\$ 300.00 - \$ 400.0				



DIMERCO EXPRESS (U.S.A.) CORP.

TARIFF RULES SECTION

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Port Security Charge	\$ 13.00 - 20.00	\$13.00 - \$ 20.00	\$ 13.00 - \$ 20.00				
Seal charge				15	15	15	
Stuffing fee(if needed)	\$600.00	\$750	\$750	75	100	100	
Surrender fee							40/ B.L.
THC	\$ 400.00 - \$ 600.00			150	250	250	120/20', 160/40', 165/ 40'HQ
trucking fee(if needed)	\$ 350.00 - \$ 850.00						

Import LCL	GREAT CHINA								
City	Shanghai	Ningbo	Shenzhen	Tianjin	Dalian	Guangzhou	Fuzhou	Qingdao	Xiamen
Handling Charge	USD30	CNY200	CNY 300/shpt	USD46	CNY100	CNY300	CNY250	CNY200/SHPT	CNY200/bl
TERMINAL HANDLING CHARGE	USD5/cbm(min 3 cbm)	CNY50/CBM, MIN.CNY250	NIL	at cost	CNY100/cbm or ton	CNY85/RT(MIN 200/BL)	at cost	CNY60/W.M	as per ocean co-loader's tariff, normally CNY45-55/rt
CONTAINER FIELD SURCHARGE	USD25/cbm(min 3 cbm)	CNY200/CBM, MIN.CNY800	CNY 260/cbm	at cost	CNY230/cbm or ton	CNY6/CBM,MIN CNY50/BL	at cost	CNY200/SHPT	normally CNY75-100/rt,min CNY350,subject to co-loader
CUSTOMS	USD70/SHPT	CNY400	CNY 600/SET	usd32	RMB300/entry +	USD100/SET	CNY300	CNY200/ENTR	CNY325/set



DIMERCO EXPRESS (U.S.A.) CORP.

TARIFF RULES SECTION

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CLEARANCE FEE					customs sheet:RMB30/sheet(one sheet within 5commodities,extra: 16/sheet)			Y	
WAREHOUSE SERVICE CHARGE	per ocean agent's tariff	at cost	CNY 500/SET	at cost	AT COST	at cost	at cost	CNY400/SHPT	at cost, Normally min CNY100 within 7 days
Storage charge	per ocean agent's tariff	at cost	CNY 4/CBM/DAY	at cost	AT COST	at cost	at cost	CNY10/W.M/DAY	at cost
Cartage Charge	Per Trucker's Tariff	Per trucker's tariff	CNY 1 /KGS(MIN.CNY600)	per trucker's tariff	AT COST	Per Trucker's Tariff	Per Trucker's tariff	Per Trucker's Tariff	at cost
Duty & taxes	per Customs' tariff	per customs tariff	per customs' tariff	per customs' tariff	AT COST	per Customs' tariff	Per Customs' tariff	per Customs' tariff	at cost
Handling fee for Customs inspection	USD50/entry	CNY150	CNY 300/shpt	usd32/entry	CNY200/SHPT or at cost	CNY100/BL	CNY200	CNY200/ENTR Y	CNY100/entry
Handling fee for Quarantine inspection	USD50/entry	CNY150	CNY 300/shpt	usd32/entry	CNY100/SHPT or at cost	CNY250/SET	at cost	CNY200/ENTR Y	CNY100/entry
Animal & Plant	at cost	at cost	at cost	usd24/shpt	CNY100/SHPT AT	at cost	at cost	at cost	at cost



DIMERCO EXPRESS (U.S.A.) CORP.

TARIFF RULES SECTION

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Quarantine fee					COST				
D/O fee :		CNY450			CNY 500/SHPT or at cost	AT COST (MIN CNY300/BL)	at cost	CNY300/BILL	
Loaded-unloaded					At cost	NIL	at cost	CNY170/W.M	
Port Surcharge					At cost	AT COST(MIN CNY300/BL)	at cost	(at cost)	
Customs House EDI					At cost	AT COST	at cost	CNY200/SHP	
Data Entry					At cost	CNY50/BL(IF NEED)	at cost		
Sanitary					At cost	CNY200/BL			
EBS					USD50/CBM OR TON		at cost	CNY30/W.M	as per ocean co-loader's tariff
Document Transfer Fee					At cost	At cost			CNY300/BL
Sanitation Fee					At cost				CNY10/RT,MIN 20
EDI					At cost				CNY17/BL
Crane charge:			CNY 500/1000 /shipment(if single package exceed 200kg /		At cost	At cost			



DIMERCO EXPRESS (U.S.A.) CORP.

TARIFF RULES SECTION

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			400kg)						
Gate charge:			CNY 600/SHPT		At cost	At cost			
Trucking fee	USD130/160 per 2tons / 5tons (normal truck, SHA city area		CNY 1900/2200/2400/ 2600/2800 per 3T/5T/8T/10T/12 T		Per Trucker's Tariff	At cost			
Switch b/l fee /DO charge	USD45/SHPT/ B.L		CNY 500/BILL		CNY 100/SHPT				
Replacement Fee					At cost				CNY10/BL

Import FCL	GREAT CHINA								
City	Shanghai	Ningbo	Shenzhen	Tianjin	Dalian	Guangzhou	Fuzhou	Qingdao	Xiamen
Handling Charge	usd30	CNY200	CNY 300/shpt	USD46	CNY100/SHPT	CNY 300/shpt	CNY250	CNY200/S HPT	CNY200/BL
TERMINAL HANDLING CHARGE	USD115 / 1 per 20'/40'	CNY825/ 1225	as per VOCC's tariff	USD95/U SD143/20 '/40'	per VOCC's tariff	as per VOCC's tariff	at cost	(at cost)	as per VOCC's tariff
CUSTOMS CLEARANCE	USD70 per sh	CNY400	CNY 800/1st cntr,then add CNY 200/from 2nd	USD32	RMB300/entry + customs sheet:RMB30/sheet(one sheet within	CNY800/BL(5 ITEMS ONLY)	CNY300	CNY200/S HPT	CNY325/SET



DIMERCO EXPRESS (U.S.A.) CORP.

TARIFF RULES SECTION

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FEE			cntr		5commodities,extra:16/sheet)				
Port Charge	at cost	at cost	CNY 100/150 PER 20'/40'	at cost	AT COST	CNY450/650/650 PER 20'40'40HQ	at cost	CNY350/C NY450/CN Y450	at cost
Cartage Charge	Per Trucker's Tariff	Per Trucker's Tariff	CNY 1800/cntr	per trucker's tariff	Per Trucker's Tariff	Per Trucker's Tariff	Per Trucker's Tariff	Per Trucker's Tariff	at cost
Duty & taxes	per Customs' tariff	per Customs' tariff	per customs' tariff	per customs' tariff	per customs' tariff	Per C/ustoms' Tariff	Per Customs' Tariff	per Customs' tariff	at cost
Handling fee for Customs inspection	USD50/entry	CNY150/entry	CNY 400/shpt	usd32/entry	CNY 200/SHPT or at cost	RMB100/BL	CNY200	CNY200/E NTRY	CNY100/entry
Handling fee for Quarantine inspection	USD50/entry	CNY150/entry	CNY 400/shpt	usd32/entry	CNY 100/SHPT or at cost	AT COST	at cost	CNY200/E NTRY	CNY100/entry
Port Surcharge	USD90/20' USD150/40'	at cost	at cost	usd32/48/ 20'/40'	AT COST	RMB/64/96/96 PER 20'40'40HQ	at cost	CNY150/C NTR	at cost
Animal & Plant Quarantine fee	at cost	at cost	at cost	usd24/sh pt	AT COST	AT COST	at cost	at cost	at cost
Port	at cost	at cost	at cost	at cost	AT COST	AT COST	at cost	at cost	at cost



DIMERCO EXPRESS (U.S.A.) CORP.

TARIFF RULES SECTION

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Congestion Fee									
Free time for Detention	Per VOCC tariff	Per VOCC tariff	as per VOCC's tariff	per trucker's tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff
Detention charge	Per VOCC tariff	Per VOCC tariff	as per VOCC's tariff	per trucker's tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff
Free time for Demurrage	Per VOCC tariff	Per VOCC tariff	as per VOCC's tariff	per trucker's tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff
Demurrage charge	Per VOCC tariff	Per VOCC tariff	as per VOCC's tariff	per trucker's tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff
Data Entry						CNY50/BL			CNY2/BL
Legal Inspection fee					CNY 200/SHPT or at cost	CNY250/BL		At cost	
Inspection handle fee(IF NEED)					CNY 100/SHPT or at cost	CNY100/BL		CNY200/S HPT	
Document fee					CNY 400/SHPT or at cost	CNY500/BL	Per VOCC tariff	CNY300/BI LL	



DIMERCO EXPRESS (U.S.A.) CORP.

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DO fee		CNY500/s hpt	CNY 500/shpt		CNY 500/bill or at cost per VOCC	at cost	at cost	CNY300/BI LL	
Document Transfer Fee	USD45 per shpt				CNY 100/SHPT or at cost	at cost			CNY300/BL
Hygiene Inspection Fee					At cost	at cost			CNY4/8/8
Tally Fee					CNY20/40/TALLY	at cost			CNY25/50/50

Export LCL	GREAT CHINA			
City	Shanghai	Ningbo	Shenzhen	Tianjin
Booking charge	NIL	NIL	NIL	NIL
Customs Declaration	CNY120/bill	CNY120/bill	CNY320/SET	USD22/BL
Doc fee	CNY500/bill	CNY300/bill	CNY500/SET	USD22/BL
THC	NIL	NIL	NIL	NIL
trucking fee	Per Trucker's tariff	Per Trucker's tariff	CNY700/1100/1400 per 3T/5T/8T	Per Trucker's tariff
AMS	USD25/bill	USD25/bill	NIL	USD25/BL
ISF	USD25/bill	USD25/bill	USD 35/bill	USD35/BL
stuffing fee	CNY60/cbm(min 3 cbm)	CNY60/RT	USD 35/bill	USD10/RT
stuffing fee	CNY120/cbm(min 3 cbm) Yangshang deep port loading		CNY 65/CBM	
COMMODITY	CNY120/SHEET	CNY100	NIL	



DIMERCO EXPRESS (U.S.A.) CORP.

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INSPECTION DOC												
FUMIGATION	at cost	at cost		CNY 400/SET					USD55/BL			
IPPC MARK)	at cost	at cost		NO SERVICE								
FOB H/C	FREE	free		NO SERVICE					USD15/BL			
Port Security Charge	free	at cost		CNY 300/Bill								
CUSTOMS INSPECTION FEE	CASE BY CASE	case by case		CNY 300/SET FOR TELEX RELEASE FEE					USD200/CTNR			
CONTAINER FIELD SURCHARGE				NIL								
Frontier inspection fee				AT COST								
Amendment Fee	Per VOCC tariff	Per VOCC tariff		USD 40 /SET+ CNY 500/SET					Per VOCC tariff			
Inspection Certificate Fee												
Telex Release Fee	CNY200/bill	CNY200/bill		CNY 500/SET					USD30/bill			
OTHERS												
Export FCL	GREAT CHINA											
City	Shanghai			Ningbo			Shenzhen			Tianjin		
	20'	40'	40'HQ	20'	40'	40'HQ	20'	40'	40'HQ	20'	40'	40'HQ
Booking charge	CNY320	CNY440	CNY480	CNY390	CNY520	CNY520	NIL	NIL	NIL			



TARIFF RULES SECTION

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Customs Declaration	CNY120/bill			CNY150/bill			CNY 300/SET then add CNY 100/from 2nd cntr	CNY 300/SET then add CNY 100/from 2nd cntr	CNY 300/SET then add CNY 100/from 2nd cntr	USD23	USD23	USD23
Doc fee	CNY500/bill			CNY500/bill			CNY 500/SET	CNY 500/SET	CNY 500/SET	USD46	USD46	USD46
THC	as per VOCC's tariff			per VOCC's tariff			CNY 1200/CNTR	CNY 1900 /CNTR	CNY 1900/CNTR	USD177	USD25 2	USD252
trucking fee(if needed)	Per trucking company's tariff			case by case			CNY 1200/CNTR	CNY 1200/CNTR	CNY 1200/CNTR			
AMS	USD30/bill			USD30/bill			USD 30/bill	USD 30/bill	USD 30/bill	USD25	USD25	USD25
ISF	USD25/bill			USD25/bill			USD 35/bill	USD 35/bill	USD 35/bill	USD35	USD35	USD35
stuffing fee(if needed)	CNY650	CNY1150	CNY1150	CNY650	CNY1 000	CNY1000	CNY 1200/CNTR	CNY 1500/CNTR	CNY 1500/CNTR	USD68	USD10 5	USD105
stuffing fee(if needed), Yangshang deep port	CNY1200	CNY1950	CNY1950									
COMMODITY INSPECTION DOC (if need)	CNY120/sheet			100	100	18	CNY 400/SET	CNY 400 /SET	CNY 400/SET			
FUMIGATION (if need)	CASE BY CASE			at cost			CNY 1100/CNTR	CNY 1300/CNTR	CNY 1300/CNTR			
IPPC MARK(if need)	CNY570	CNY825	CNY825	at cost			NO SERVICE	NO SERVICE	NO SERVICE			



DIMERCO EXPRESS (U.S.A.) CORP.

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FOB H/C	USD15/ 20'	USD25/ 40'	USD25/ 40'	CNY200	CNY2 00	CNY200	CNY 300/BILL	CNY 300/BILL	CNY 300/BILL			
Telex Release Fee	CNY300/bill			CNY200/bill			CNY 500/BILL			USD30/bill		
Port Security Charge	USD8/cntr			USD8	USD8	USD8	CNY 100/CNTR	CNY 150/CNTR	CNY 150/CNTR	USD3	USD5	USD5
CUSTOMS INSPECTION FEE	CASE BY CASE			case by case			as per VOCC's tariff	as per VOCC's tariff	as per VOCC's tariff			
Free time for Detention	Per VOCC tariff			Per VOCC tariff			as per VOCC's tariff	as per VOCC's tariff	as per VOCC's tariff	Per VOCC tariff		
Detention charge	Per VOCC tariff			Per VOCC tariff			as per VOCC's tariff	as per VOCC's tariff	as per VOCC's tariff	Per VOCC tariff		
Free time for Demurrage	Per VOCC tariff			Per VOCC tariff			as per VOCC's tariff	as per VOCC's tariff	as per VOCC's tariff	Per VOCC tariff		
Demurrage charge	Per VOCC tariff			Per VOCC tariff			as per VOCC's tariff	as per VOCC's tariff	as per VOCC's tariff	Per VOCC tariff		
Seal charge	CNY100/seal											
Frontier inspection fee												
Inspection Certificate Fee												
Amendment Fee	Per VOCC tariff			Per VOCC tariff						Per VOCC tariff		
Port Charges												
Amend docs & Ams				USD40	USD4	USD40+C	USD 40/ SET +	USD 40 /SET + CNY	USD 40 /SET+			



DIMERCO EXPRESS (U.S.A.) CORP.

TARIFF RULES SECTION

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fee		+CNY30 0	0+CN Y300	NY300	CNY 500/SET	500/SET	CNY 500/SET			
Others										

Export LCL	GREAT CHINA									
City	Dalian	Guangzhou	Fuzhou	Qingdao	Xiamen					
Booking charge	CNY100/bill+EDI:CNY50/Sheet	NIL	NIL	at cost	CNY80/SET					
Customs Declaration	CNY150/bill+DOCSI:CNY30/S HEET	USD 56/SET	CNY200	cny200/en try	CNY200/SET					
Doc fee	CNY100/BILL	USD 47/SET	at cost	cny300/bil l	CNY150/BL					
THC	CNY70/CBM OR TON	USD 8/RT	at cost	at cost	NIL					
trucking fee	Per Trucker's tariff	Per Trucker's tariff	Per Trucker's tariff	Per Trucker's tariff	Per Trucker's tariff					
AMS	USD25/SET	USD25/SET	usd25/bl	usd25/bill	USD 25/bill					
ISF	USD50/set		usd25/bl	usd35/bill	USD 25/bill					
stuffing fee	Free or at cost	AT COST	at cost	Per Warehous e Tariff	CNY50/RT					
stuffing fee		AT COST	at cost	Per	AT COST					



DIMERCO EXPRESS (U.S.A.) CORP.

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				Warehouse Tariff	
COMMODITY INSPECTION DOC	MIN:CNY200.00 OR AT COST	AT COST	at cost	cny200/en try	AT COST+H/C CNY100/SET
FUMIGATION	CNY 300/20', CNY600/40+Winter heating CNY125 container or AT COST	AT COST	at cost	at cost	case by case
IPPC MARK)	CNY 1/MARK or AT COST	AT COST	at cost	at cost	case by case
FOB H/C	CNY100/SHPT or AT COST	USD 40/SET	CNY250	cny200/sh pt	CNY150/BL
Port Security Charge	NIL	AT COST	at cost	at cost	NIL
CUSTOMS INSPECTION FEE	MMIN CNY200 or AT COST	AT COST	at cost	at cost	AT COST+H/C CNY100/SET
CONTAINER FIELD SURCHARGE	AT COST		at cost		
Frontier inspection fee	AT COST		at cost		
Amendment Fee	CNY500/BILL+USD40.00/BILL	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	(USD40+CNY300)/BL
Inspection Certificate Fee	AT COST		at cost		CNY65/SET



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Telex Release Fee	CNY100/BILL	USD47/bill	at cost							cny300/bil l	CNY150/BL				
OTHERS	AT COST										AT COST				
Export FCL	GREAT CHINA														
City	Dalian			Guangzhou		Fuzhou			Qingdao			Xiamen			
	20'	40'	40'HQ	20'	40'	40'HQ	20'	40'	40' HQ	2 0	4 0	40'H Q	20'	40'	40'HQ
Booking charge	CNY100/SHPT+ 50/conta	CNY100/SHPT 50/conta	+ CNY100/SH PT+ 50/conta	at cost			at cost	at cost	at cost			CNY8 2/SET	CNY82/SE T	CNY82/ SET	
Customs Declaration	CNY150/bill+DOC SI:CNY30/ SHEET	CNY150/bill+DOCSI:C NY30/SHEET	CNY150/bill +DOCSI:CN Y30/SHEET	USD56/BL		CNY200			CN Y20 0	CN Y20 0	cny300/ entry		CNY2 00/SE T	CNY200/S ET	CNY20 0/SET
Doc fee	CNY550/BILL	CNY550/BILL	CNY450/Bill	USD47/BL		at cost			at cost	at cost	cny300/bill		CNY3 00/BL	CNY300/B L	CNY30 0/BL
THC	CNY825/20'	CNY1250/40'	CNY1100/40 'HQ	as per VOCC's tariff		at cost			at cost	at cost	at cost			as per VOCC's tariff	
trucking fee(if needed)	per truck company's tariff	per truck company's tariff	per truck company's	case by case		Per Trucker's tariff			Per Trucker's		CNY2 5	CNY25	CNY25		



DIMERCO EXPRESS (U.S.A.) CORP.

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			tariff					Tariff				
AMS	usd25/set	usd25/set	usd25/set	USD25/SET		usd25		usd 25	usd 25	usd25/bill		
ISF	USD50/set	USD50/set	USD50/set	USD35/SET		usd25		usd 25	usd 25	usd35/bill	USD 25/bill	USD 25/bill USD 25/bill
stuffing fee(if needed)	CNY500/20'	CNY900/40'	CNY900/40' HQ	USD1 00	USD17 0	USD1 70	at cost	at cost	at cost	Per Warehouse Tariff	USD 25/bill	USD 25/bill USD 25/bill
stuffing fee(if needed), Yangshang deep port				AT COST			at cost	at cost	at cost	Per Warehouse Tariff	CNY9 00	CNY1400 CNY14 00
COMMODITY INSPECTION DOC (if need)	CNY200 or AT COST	CNY200 or AT COST	CNY200. or AT COST	AT COST			at cost	at cost	at cost	cny200/entry		
FUMIGATION (if need)	RMB300/20'+Winter heating RMB125/20'(if needed) or AT COST	RMB600/20'+Winter heating RMB125/20'(if needed) or AT COST	RMB300/20'+Winter heating RMB125/20'(if needed) or AT COST	AT COST			at cost	at cost	at cost	at cost	case by case	
IPPC MARK(if need)	RMB1/PCS MARK	RMB1/PCS MARK OR	RMB1/PCS	AT COST			at cost	at	at	at cost	case by case	



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	OR AT COST AT COST	AT COST	MARK OR AT COST				cost	cost					
FOB H/C	CNY300/SHPT OR AT COST	CNY300/SHPT OR AT COST	CNY300/SHPT OR AT COST	USD40/SET		CNY250	CN Y25 0	CN Y25 0	cny200/shpt	case by case			
Telex Release Fee	CNY400/BILL			USD47/bill		at cost			cny300/bill	CNY300/SET FOR TELEX RELEASE FEE			
Port Security Charge	CNY20/20'	CNY40/40'	CNY40/40'	USD 55	USD92	USD9 2	at cost	at cost	at cost	at cost	CNY2 6	CNY52	CNY52
CUSTOMS INSPECTION FEE	MIN:RMB200/ SHPT or AT COST			AT COST			at cost	at cost	at cost	at cost	At cost	At cost	At cost
Free time for Detention	Per ocean carrier tariff(always 7days free time)			Per VOCC tariff			Per VOCC tariff		Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff
Detention charge	Per ocean carrier tariff			Per VOCC tariff			Per VOCC tariff		Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff
Free time for Demurrage	Per ocean carrier tariff			Per VOCC tariff			Per VOCC tariff		Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff
Demurrage charge	Per ocean carrier tariff			Per VOCC tariff			Per VOCC tariff		Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff	Per VOCC tariff



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								tariff		tariff
Seal charge	CNY30/CONTAINER	CNY50/CONTAINER	CNY50/CONTAINER	USD4/container						
Frontier inspection fee	AT COST	AT COST	AT COST		at cost	at cost	at cost			
Inspection Certificate Fee	AT COST	AT COST	AT COST							CNY65/SET
Amendment Fee	Per ocean carrier tariff or RMB400/BILL+USD50.00/BILL			Per VOCC tariff	Per VOCC tariff		Per VOCC tariff			(USD40+CNY300)/BL
Port Charges	CNY 170	CNY230	CNY230							At cost
Amend docs & Ams fee	RMB500/BILL+USD40.00/BILL									At cost
Others	At Cost	At Cost	At Cost							

Import LCL	
Country	Great China
City	Hong Kong
CONTAINER FIELD SURCHARGE	USD28/cbm
Crane charge:	USD65/job (over 200kgs per pc) or USD130/job (over400kgs per pc)
D/O fee :	USD26/bill



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Delivery charge	USD0.1/kg or min USD62/job
Gate charge:	at cost
Handling Charge	USD30
Storage charge	at cost

Import FCL	
Country	Great China
City	Hong Kong
Demurrage charge	Per VOCC tariff
Detention charge	Per VOCC tariff
Document fee	USD65/bill
Free time for Demurrage	Per VOCC tariff
Free time for Detention	Per VOCC tariff
Handling Charge	USD30
TERMINAL HANDLING CHARGE	usd278/20' ; usd370/40'&HQ

Export LCL	
Country	GREAT CHINA
City	Hong Kong



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Amendment Fee	Per VOCC tariff
AMS	USD30/bill
Booking charge	nil
COMMODITY INSPECTION DOC	nil
CONTAINER FIELD SURCHARGE	USD26/cbm
Customs Declaration	nil
CUSTOMS INSPECTION FEE	case by case
Doc fee	USD65/bill
FOB H/C	USD26
Frontier inspection fee	nil
FUMIGATION	case by case
Inspection Certificate Fee	
IPPC MARK)	nil
ISF	USD45 for annual bond or USD150 for single bond if needed)
OTHERS	
Port Security Charge	nil
stuffing fee	
stuffing fee	
Telex Release Fee	USD25bill (if needed)
THC	
trucking fee	USD0.1/kg or min USD62/job



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Export FCL			
Country	GREAT CHINA		
City	Hong Kong		
	20'	40'	40'HQ
Amendment Fee	Per VOCC tariff		
AMS	USD30/bill	USD30/bill	USD30/bill
Booking charge			
COMMODITY INSPECTION DOC (if need)			
Customs			
CUSTOMS INSPECTION FEE	CASE BY CASE	CASE BY CASE	CASE BY CASE
Demurrage charge	Per VOCC tariff		
Detention charge	Per VOCC tariff		
Doc fee	USD 65 /bill	USD 65 /bill	USD 65 /bill
FOB H/C	USD 26/ bill	USD 26/ bill	USD 26/ bill
Free time for Demurrage	Per VOCC tariff		
Free time for Detention	Per VOCC tariff		
Frontier inspection fee			
FUMIGATION (if need)	CASE BY CASE		
Inspection Certificate Fee			
IPPC MARK(if need)			



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ISF	USD45 for annual bond or USD150 for single bond (if needed)		
OTHERS	Telex release: USD 52/ BL (If needed)		
Others	at cost		
Port Charges			
Port Security Charge	USD 13 /cntr		
Seal charge	USD10 /seal		
stuffing fee(if needed)	USD 156/ 20'; USD 234/ 40' & HQ		
stuffing fee(if needed)			
THC	USD278	USD371	USD371
trucking fee(if needed)	USD 214	USD 234	USD 234
Delta Terminal Fee			

Import LCL	UNITED STATES OF AMERICA
Handling Charge	USD85
AMS	USD30
ISF	USD45
ISF Single bond Fee	USD150
Clean Truck Fee	USD3/WM, Min 1 cbm
Pier Pass Fee	USD4/WM, Min 1 cbm



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Customs Entry Fee	USD95/ENTRY (WITH BOND) USD150 / ENTRY (W/O BOND), first 3 classifications free, USD5 per additional item
Duty & taxes	per Customs' tariff
Single Bond Fee	Min USD55 or USD5.50 per USD1000 invoice value, 300% of commercial invoice value will be used for bond fee calculation if entry involves OGA (other government agency)
Continuous Bond Fee	USD500
FDA	USD10
FCC	USD10
CFS Warehouse charge	per CFS Warehouse's tariff
Cargo Insurance	Min USD55 or USD5.50 per USD1000 insured value
Delivery charge	Specify in NRA
Liftgate charge	USD45
Residential Area surcharge	Per Trucker's Tariff
Inside Delivery surcharge	Per Trucker's Tariff
Chassis Rental Charge:	USD3/CBM
Chassis Split Charge:	USD2/CBM, if applicable
Convention Delivery Surcharge	Per Trucker's Tariff
Waiting time charge	USD75/hr
DG Surcharge for Ocean Freight	USD100
DG Surcharge for trucking	Per Trucker's Tariff
Customs inspection cost	per extra cost



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Import FCL	UNITED STATES OF AMERICA
Handling Charge	USD 85
AMS	USD 30
ISF	USD 45
ISF Single bond Fee	USD 150
Clean Truck Fee	USD35/20', USD70/40',40hq,45hq
Pier Pass Fee	USD69.17/20' and USD138.34/40',40'HQ,45'HQ (effective from Aug. 1, 2015)
Customs Entry Fee	USD95/ENTRY (WITH BOND) USD150 / ENTRY (W/O BOND), first 3 classifications free, USD5 per additional item
Duty & taxes fee	subject to customs tariff
Single Bond Fee	Min USD55 or USD5.50 per USD1000 invoice value, 300% of commercial invoice value will be used for bond fee calculation if entry involves OGA (other government agency)
Annual Bond Fee	USD 500
FDA	USD 10
FCC	USD 10
Cargo Insurance	Min USD55 or USD5.50 per USD1000 insured value
Delivery charge	Specify in NRA
Residential Area surcharge	Per Trucker's Tariff
Inside Delivery surcharge	Per Trucker's Tariff
Convention Delivery Surcharge	Per Trucker's Tariff
Waiting time	USD85/hr



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DG Surcharge for Ocean Freight	USD 150
DG Surcharge for Trucking	Per Trucker's Tariff
Devanning Charge	Per Agreement with customer
Stuffing Charge	Per Agreement with customer
Transloading Charge	Per Agreement with customer
Customs inspection cost	per extra cost
Free time	Per VOCC's tariff
Per Diem	Per VOCC's tariff
Demurrage	Per VOCC's tariff
Chassis Rental Charge:	USD40 per chassis per day, if applicable
Chassis split Charge	Per Trucker's Tariff, if applicable
Port Congestion Surcharge for Drayage	Per Trucker's Tariff
Gate In & Gate Out Charge	Specify in NRA
Tri-Axle Chassis	Per Trucker's Tariff, if applicable

Export LCL	UNITED STATES OF AMERICA
Handling Charge	USD 65
L/C Shipment Service Charge	USD 20
L/C Negotiation Fee	Per Agreement with customer
Bill of lading Fee	USD 25



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AES	USD 25
Clean Truck Fee	USD3/WM, min 1 CBM
Pier Pass Fee	USD4/WM, min 1 CBM
Port Transfer Fee	USD0.17/KG, min USD16.50
Courier Fee	USD25 domestic or USD50 international
Certificate of origin	USD 35
Pickup charge	Specify in NRA
Cargo Insurance	Min USD55 or USD5.50 per USD1000 insured value
Liftgate charge	USD 45
Residential Area Surcharge	Per Trucker's Tariff
Convention Pick Up Surcharge	Per Trucker's Tariff
Inside Pick Up Surcharge	Per Trucker's Tariff
Waiting time charge	USD75/hr
DG Surcharge for Ocean Freight	USD 30/WM, min. 3CBM
DG Surcharge for Trucking	Per Trucker's Tariff
Customs inspection cost	per extra cost
Chassis Rental Charge:	USD3/CBM



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Export FCL	UNITED STATES OF AMERICA
Handling Charge	USD 65
L/C Shipment Service Charge	USD 20
L/C Negotiation Fee	Per Agreement with customer
Bill of lading Fee	USD 50
AES	USD 25
Clean Truck Fee	USD35/20', USD70/40',40hq,45hq
Pier Pass Fee	USD69.17/20' and USD138.34/40',40'HQ,45'HQ (effective from Aug. 1, 2015)
Courier Fee	USD25 domestic or USD50 international
Certificate of origin	USD 35
Pickup charge	Specify in NRA
Residential Area Surcharge	Per Trucker's Tariff
Convention Pick Up Surcharge	Per Trucker's Tariff
Inside Pick Up Surcharge	Per Trucker's Tariff
Devanning Charge	Per Agreement with customer
Stuffing Charge	Per Agreement with customer
Transloading Charge	Per Agreement with customer
Cargo Insurance	Min USD55 or USD5.50 per USD1000 insured value
Waiting time	USD85/hr
DG Surcharge for Ocean Freight	USD 150
DG Surcharge for Trucking	Per Trucker's Tariff



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Overweight charge	USD 150
Customs inspection cost	per extra cost
Free time	Per VOCC's tariff
Per Diem	Per VOCC's tariff
Demurrage	Per VOCC's tariff
Chassis Rental Charge	USD40 per chassis per day
Chassis split Charge	Per Trucker's Tariff, if applicable
Port Congestion Surcharge for Drayage	Per Trucker's Tariff
Gate In & Gate Out Charge	Specify in NRA
Tri-Axle Chassis	Per Trucker's Tariff, if applicable

Rule 19 CONGESTION CHARGE AT ANY U.S.A. PORT(s)

(C)

Effective Date = 31Aug 2016

Amendment No 02

Notwithstanding any other provision of this tariff, specifically including the provisions of this Tariff Rule 18, **the Port Congestion Charge shall be applied to all cargo to/from any U.S.A. Port(s) per VOCC's actual tariff charge** in order to address strikes, lockouts, work stoppage, slow down or labor unrest at any U.S.A. Port(s).



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Rule 20 BAF Surcharges

(C)(A)

Effective Date = 8Oct 2016

Amendment No: 10

Per VOCC's Tariff except as specifically set forth in this Tariff or an NRA.

This is to advise that Trans Pacific East Bound tariff Bunker Fuel Surcharges will be as below:

1. Floating Bunker Charge (FBK) : 2016/Q3 (FBK - 燃料附加費)

Effective from 2016/7/1 to 2016/9/30

For dry and reefer shipments.

Destination: USA

CURRENCY:US\$

	20'	40'	40' HQ	45'
West Coast ports	\$205	\$228	\$257	\$289
Intermodal cargo to states of CA,OR,WA of US and BC of Canada	\$205	\$228	\$257	\$289
Inland points via WC(IPI, CAIPI, MLB)	\$324	\$360	\$405	\$456
East Coast ports	\$408	\$453	\$510	\$573
Intermodal cargo via EC(RIPI)	\$408	\$453	\$510	\$573

2.Low-Sulfur Component (LSC) : 2016/Q3 (LSC - 低硫燃油附加費)

Effective from 2016/7/1 to 2016/9/30



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For dry and reefer shipments.

Destination: USA

CURRENCY:US\$

	20'	40'	40' HQ	45'
USWC port	\$26	\$29	\$33	\$37
Intermodal cargo to states of CA,OR,WA and BC of Canada	\$26	\$29	\$33	\$37
Inland points via USWC(IPI, CAIPI, MLB)	\$26	\$29	\$33	\$37
USEC port	\$0	\$0	\$0	\$0
Intermodal cargo via USEC(RIPI)	\$0	\$0	\$0	\$0

(C) (A)

This is to advise that Trans Pacific West Bound tariff Bunker Fuel Surcharges & Inland Fuel Surcharges will be as below:

Effective July 1, 2016 valid through September 30, 2016

Trans Pacific West Bound Bunker Fuel Surcharge & Inland Fuel Surcharge in US Dollars:	20'	40'	40'HQ	45'HQ
Dry Cargo - Any Origin via the US West Coast	USD34	USD43	USD43	USD43
Dry Cargo - Any Origin via the US East Coast	USD68	USD85	USD85	USD85
Reefer Cargo - Any Origin via the US West Coast	USD307	USD384	USD432	N/A
Reefer Cargo - Any Origin via the US East Coast	USD544	USD693	USD693	N/A
Inland Fuel Surcharge for all truck moves	USD38	USD38	USD38	USD38



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Inland Fuel Surcharge for rail and combined truck/rail moves	USD132	USD132	USD132	USD132
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LOW SULFUR FUEL SURCHARGE

For cargo loaded at West Coast port: USD23/20', USD29/40' and USD29/45'

For cargo loaded at East Coast port : USD42/20', USD53/40' and USD53/45'

Effective October 8, 2016 valid through December 31, 2016

Trans Pacific West Bound Bunker Fuel Surcharge & Inland Fuel Surcharge in US Dollars:	20'	40'	40'HQ	45'HQ
Dry Cargo - Any Origin via the US West Coast	USD68	USD85	USD85	USD85
Dry Cargo - Any Origin via the US East Coast	USD68	USD85	USD85	USD85
Reefer Cargo - Any Origin via the US West Coast	USD399	USD397	USD499	N/A
Reefer Cargo - Any Origin via the US East Coast	USD708	USD704	USD885	N/A
Inland Fuel Surcharge for all truck moves	USD46	USD46	USD46	USD46
Inland Fuel Surcharge for rail and combined truck/rail moves	USD156	USD156	USD156	USD156



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LOW SULFUR FUEL SURCHARGE

For cargo loaded at West Coast port: USD26/20', USD32/40' and USD36/45'

For cargo loaded at East Coast port : USD26/20', USD32/40' and USD36/45'

(C)(A)

Effective Date = 01Oct 2016

Amendment No: **10**

Per VOCC's Tariff except as specifically set forth in this Tariff or an NRA.

This is to advise that Trans Pacific East Bound tariff Bunker Fuel Surcharges will be as below:

1. Floating Bunker Charge (FBK) : 2016/Q4 (FBK - 燃料附加費)

Effective from 2016/10/1 to 2016/12/31

For dry and reefer shipments.

Destination: USA

CURRENCY:US\$

	20'	40'	40' HQ	45'
West Coast ports	\$238	\$297	\$334	\$376
Intermodal cargo to states of CA,OR,WA of US and BC of Canada	\$410	\$455	\$512	\$576
Inland points via WC(IPI, CAIPI, MLB)	\$410	\$455	\$512	\$576



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East Coast ports	\$420	\$525	\$591	\$665
Intermodal cargo via EC(RIPI)	\$420	\$525	\$591	\$665

2.Low-Sulfur Component (LSC) : 2016/Q4 (LSC - 低硫燃油附加費)

Effective from 2016/10/1 to 2016/12/31

For dry and reefer shipments.

Destination: USA

CURRENCY:US\$

	20'	40'	40' HQ	45'
USWC port	\$30	\$33	\$37	\$42
Intermodal cargo to states of CA,OR,WA and BC of Canada	\$30	\$33	\$37	\$42
Inland points via USWC(IPI, CAIPI, MLB)	\$30	\$33	\$37	\$42
USEC port	\$0	\$0	\$0	\$0
Intermodal cargo via USEC(RIPI)	\$0	\$0	\$0	\$0

Rule 21 VGM (Verified Gross Mass) Administration and Weighing Fees

(I)(C)

Effective Date = 29June 2016

Amendment No:01



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The following VGM Administration and Weighing Fees shall be applicable unless superseded by an NRA.

1. For shipments originating in the USA:

LCL:

SOLAS VGM Administration fee: USD15 per shipment

SOLAS VGM Weighing fee: USD7.50 w/m, min. USD25, if required

FCL:

SOLAS VGM Administration Fee: USD10 per container, minimum USD 25 per bill of lading

SOLAS VGM Weighing Fee: USD 25 per container plus any and all additional third party charges (obtaining actual weight certificate, additional dray, demurrage, waiting time, repositioning, etc.), when required

2. For shipments originating in all other countries destined to USA:

LCL:

VGM Submission Fee: USD2 per RT or USD35 per shipment, whichever is greater

VGM Weighing fee: USD8 per CBM or USD10 per metric ton, whichever is greater, if required

Document Registration Fee: USD50 per BL

FCL:

VGM Submission Fee: USD5 per container or USD35 per shipment, whichever is greater

VGM Weighing fee: USD60 per container, if required

Document Registration Fee: USD50 per BL



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Rule 22 – ABANDONED CARGO

(I)(C)

Effective Date = 31Aug 2016

Amendment No:

A. Cargo may be deemed by Carrier to be abandoned by the Merchant when (1) the Charges against the cargo exceed an estimated 50% of the value of the cargo or (2) twenty-one (21) calendar days have elapsed since (a) the cargo was discharged from the carrying vessel, or, (b) in the case of an intermodal shipment, the cargo has been made available for delivery by Carrier's subcontractor, whichever occurs first. Carrier is entitled to exercise a lien against the abandoned cargo for all penalties, rates, assessments, or any other charges whatsoever including but not limited to the costs of destruction if necessary (hereinafter the "Charges") that are due and owing in relation to the abandoned cargo. In order to satisfy such lien, Carrier may sell the cargo at a public or private sale. Notwithstanding any sale of the cargo, the Merchant shall still be required to satisfy full amount of the lien less any recovery that the Carrier makes for the sale or salvage. The Merchant shall also be liable for all costs associated with the sale or salvage of the cargo.

B. Should the Merchant voluntarily wish to abandon the cargo; it must submit a written request to Carrier. Only Merchants named on the bill of lading or Merchants who are holders in due course of an original to order bill of lading covering the cargo may submit a request to Carrier to abandon the cargo. Any such Merchants intending to abandon the cargo must provide Carrier with a letter of abandonment and must also surrender an original bill of lading (if used), or if an original bill of lading is not used, such other documentation as may be required by Carrier. Carrier reserves the right to require additional documentation, including, but not limited to, commercial invoices and packing lists. Merchants who voluntarily abandon the cargo shall be responsible for all Charges attributable to that cargo as set forth in paragraph A above and such Merchant shall be obligated to reimburse Carrier for any difference between the proceeds of the sale of the cargo and the actual Charges that have been assessed against the cargo as well as any costs associated with such sale.



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Rule 23 – CARRIER’S LIEN

(I)(C)

Effective Date = 31Aug 2016

Amendment No:

Carrier shall have a general lien on any and all property (and documents relating thereto) of Merchant in its possession, custody or control or en route, which shall survive delivery, for all claims for charges, expenses or advances incurred by Carrier in connection with any shipments of Merchant. Carrier may sell at public auction or private sale, upon 10 days written notice, registered mail to Merchant, the goods, wares and/or merchandise or so much as may be necessary to satisfy such lien and the costs of recovery, including the value of management time and effort, and apply the net proceeds of such sale to the payment of the amount due Carrier. The surplus, if any, from such sale shall be transmitted to Merchant, and Merchant shall be liable for any deficiency in the sale.

Rule 24 – SHIPPER’S RESPONSIBILITY FOR LEGAL AND REGULATORY REQUIREMENTS

(I)(C)

Effective Date = 31Aug 2016

Amendment No:

In the course of international transportation, commodities may be subject to rules, regulations or laws that may restrict, prohibit, or otherwise make illegal the transportation of such commodities from, to, between, or through, various countries, persons or business entities. It is expressly the responsibility of the Merchant to investigate, know, understand, and comply with all such regulations that pertain to their respective commodity (ies) including but not limited to licenses and/or permits certificate/registration requirements at Origin or Destination, and the safe transport of same. Any and all fines, penalties or other amounts assessed, however described, no matter whether civil or criminal, or any other costs including, but not limited to demurrage, detention, storage, handling, inland transportation unloading, stuffing and



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restuffing of containers, attorney fees and any additional equipment costs resulting, directly or indirectly, in whole or in part, from the Merchant's failure to comply with this Rule will be the sole responsibility of the Merchant, which shall indemnify, defend and hold Carrier harmless for the same regardless of whether Carrier negligence was a contributing cause. Ignorance of any rule, regulation or law shall not be considered as a defense in any such matter.

Carrier assumes no responsibility to investigate, know, or advise the Merchant of any such rule, regulation or law. Merchant shall also indemnify and hold Carrier harmless from any loss, damage delay, expense or liability including attorney's fees incurred or levied on Carrier or the Goods by reason of any non-compliance with requirements of Customs or other governmental agencies resulting from the non-provision, or late presentation of, required documentation.

In the event that cargo is refused entry or detained for inspection, unloading, or modification of any type due to rules, regulations, or laws that restrict, prohibit, or otherwise make illegal the transportation of any such commodity from, to, between, or through any country, persons or business entities, the Merchant shall arrange for all procedures to clear the container and carrier shall be entitled, at its sole discretion, to pursue any and all means available to Carrier to either make the cargo safe or compliant for such transport, or to return the cargo to the origin at the Merchant's cost and expense, or to destroy the cargo. If the cargo is returned to port of origin, the return rate charged shall be according to the applicable returned cargo rate in this tariff, and shall be prepaid before the containers are returned. The Merchant may not attempt to abandon such cargo. Any and all costs and expenses, however described, which are incurred by Carrier resulting, directly or indirectly, in whole or in part, from the Merchant's failure to comply with this Rule will be the sole responsibility of the Merchant which shall indemnify, defend and hold Carrier harmless for and against all such costs and expenses including attorney's fees regardless of whether Carrier's negligence was a contributing cause. Any cargo that is misdeclared in any way, intentionally or not, shall also be subject to this rule.



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Carrier shall not release cargo to a consignee until all fines, penalties, costs (including attorney's fees), bonds, penalties, or sanctions provided for in this Rule have been paid or Carrier has been reimbursed for payment of same.

In the event a container is inspected, stored, unloaded, re-exported, or otherwise detained by a governmental agency because the Merchant has failed to comply with a statutory or regulatory requirement, the Merchant shall pay to Carrier an administrative charge of \$200.00, in addition to all other costs, expenses, charges, and other amounts due under this rule.

Shipper, Consignee, and Cargo Owner shall be jointly, severally and absolutely liable to Carrier or to any other party, without regard to intent, negligence, or any other factor for personal injuries or death, or damage to or loss of cargo or other property, during any time the container is being inspected or detained by any government agency, or is being transported to or from such inspection or detention, as a result of an act or omission of the Shipper, Consignee, or Cargo Owner.

Rule 25 – HOUSEHOLD GOODS AND PERSONAL EFFECTS

(I)(C)

Effective Date = 31Aug 2016

Amendment No:

All Bills of Lading for Household Goods and Personal Effects shall be endorsed as follows:-

"Released to valuation not exceeding US\$50.00 per 100 kilos for each article"

If valuation not so released, Merchant must declare value on the Bill of Lading and pay the tariff Ad Valorem rate in addition to the rate applicable on Household Goods. When Furniture is consigned to an individual person, the Household Goods rate will apply unless the shipper presents to Carrier the manufacturer's commercial invoice and



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detailed packing list certifying that all items of the shipment are brand new goods at the time of booking.

Rule 26 – CARGO N.O.S.

(I)(C)

Effective Date = 31Aug 2016

Amendment No:

Articles which are not provided for in rate tariffs, Negotiated Rate Arrangements or NVOCC Service Arrangements making reference hereto will be freighted at the rates named under the commodity description "Cargo, N.O.S."

Rule 27 – INSURANCE

(I)(C)

Effective Date = 31Aug 2016

Amendment No:

Rates shown do not include insurance and no insurance premiums for account of Merchant may be absorbed by Carrier.

Rule 28 – WOOD PACKING MATERIALS

(I)(C)

Effective Date = 31Aug 2016

Amendment No:



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The U.S. Department of Agriculture Animal and Plant Health Inspection Service ("APHIS") has Issued regulations regarding treatment, marking, and other requirements with respect to solid wood packing materials, regulated wood packaging materials, and other wood articles imported into the United States. See, 7 CFR Part 319.40.

It is jointly the responsibility of the shipper and consignee to ensure full compliance with these and any other applicable regulations. Any costs incurred by Carrier, including the cost of any inspection, detention, unloading, re-stuffing, re-exportation, or other action taken by Carrier, as a result of a failure to comply with APHIS regulations regarding the importation of logs, lumber, other unmanufactured wooden articles, and solid wood packing material or regulated wood packing material (whether in actual use as packing for regulated or non-regulated articles or imported as cargo) into the United States, shall be the responsibility, jointly and severally, of the shipper and consignee, and shall be paid to Carrier prior to the release of the cargo to the consignee.

Rule 29 – SHIPPER’S LOAD AND COUNT

(I)(C)

Effective Date = 31Aug 2016

Amendment No:

When containers are loaded and sealed by shipper or merchant, 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 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 the use of unsuitable or inadequate protective and securing materials when



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loading to open-side flatrack type containers.

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

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

Except as otherwise provided elsewhere in this Tariff, materials, including special fittings, and labor required for securing and properly stowing cargo in containers moving in CY service, including but not limited to lashing, bulkheads, cross members, platforms, dunnage and the like must be supplied by Merchant at its expense and Carrier shall not be responsible for such materials nor their return after use. 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.

Rule 30 – CALCULATION OF NON-PUBLISHED RATES

(I)(C)

Effective Date = 31Aug 2016

Amendment No:

The provisions of this rule apply as noted hereunder, for the calculation of non-published rates from a through freight rate of a 40ft X 8'6" container which is either filed as "base freight rate", "all inclusive" or filed as being "inclusive of" any charges in addition to base ocean freight. This rule applies only on per container rates.

In the absence of specific per container rates for 20', 40'x 9'6", 45'x 9'6" and 48'x 9'6" containers, the following rules will apply:

For All Destinations:

IN THE ABSENCE OF SPECIFIC PER CONTAINER RATE FOR 20' X



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8'6" CONTAINER, THE STANDARD 20FT CONTAINER SHALL BE RATED AT 90% OF THE CURRENT STANDARD 40FT. CONTAINER RATES AND ROUNDED OFF TO THE NEAREST (5) DOLLARS.

IN THE ABSENCE OF SPECIFIC PER CONTAINER RATE FOR 40' X 9'6" CONTAINER, THE HIGH CUBE CONTAINER SHALL BE RATED AT 12.5% OVER AND IN ADDITION TO THE CURRENT 40FT STANDARD RATE AND ROUNDED OFF TO THE NEAREST FIVE (5) DOLLARS.

IN THE ABSENCE OF SPECIFIC PER CONTAINER RATE FOR 45' X 9'6" CONTAINER, THE 45FT HIGH CUBE CONTAINER SHALL BE RATED AT 26.6% PERCENT OVER AND IN ADDITION TO THE CURRENT 40FT STANDARD RATE AND ROUNDED OFF TO THE NEAREST FIVE (5) DOLLARS.

IN THE ABSENCE OF SPECIFIC PER CONTAINER RATE FOR 48' X 9'6" CONTAINER, THE 45FT HIGH CUBE CONTAINER SHALL BE RATED AT 43.3% PERCENT OVER AND IN ADDITION TO THE CURRENT 40FT STANDARD RATE AND ROUNDED OFF TO THE NEAREST FIVE (5) DOLLARS.

IN THE ABSENCE OF SPECIFIC PER CHARGE OR SURCHARGE FOR 20' X 8'6", 40 X 9'6", 45' X 9'6" OR 48' X 9'6" CONTAINER THE FORMULA SHALL BE APPLICABLE SAME AS CONTAINER RATE

(20 FT CONTAINER CHARGE = 0.9 X 40' CONTAINER CHARGE
40' HC CONTAINER CHARGE = 1.125 X 40' CONTAINER CHARGE
45 FT CONTAINER CHARGE = 1.266 X 40' CONTAINER CHARGE
48 FT CONTAINER CHARGE = 1.433 X 40' CONTAINER CHARGE)

BUT IF ARBITRARIES AND OTHER SURCHARGES ARE EXPRESSLY SPECIFIED FOR 20', 40' HIGH CUBE, 45' or 48' THE



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AMOUNT(S) SHALL BE APPLICABLE REGARDLESS OF THE ABOVE.

Rule 31 – CO-LOADING IN FOREIGN COMMERCE

(I)(C)

Effective Date = 31Aug 2016

Amendment No:

DEFINITION:

Co-loading shall mean the combining of cargo, in the import and export foreign commerce of the U.S., by two or more NVOCCs for tendering to an ocean carrier under the name of one or more of the NVOCCs.

EXTENT OF ACTIVITY:

Carrier participates in co-loading agreements on a Carrier-to-Carrier relationship. Carrier tendering cargo for co-loading shall notify shipper of such action by annotating each applicable Bill of Lading with the identity of any other NVOCC with which its cargo has been co-loaded.

And/or

Carrier participates in co-loading on a Shipper/Carrier relationship, meaning the receiving NVOCC issues a Bill of Lading to the tendering NVOCC for carriage of the co-load cargo. Carrier shall co-load cargo at its discretion and shall notify shipper of such action by annotating each applicable Bill of Lading with the identity of any other NVOCC with which its shipment has been co-loaded.



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LIABILITY:

Carrier's liability to the Shipper shall be as specified on the shipper's Bill of Lading regardless of whether or not the cargo has been co-loaded.

PAYMENT OF FREIGHT CHARGES:

Where carrier engages in co-loading, carrier will be responsible to pay any other common carrier's rate and charges in order to transport the shipper's cargo to its destination and there will be no additional charge assessed to the shipper.