

FMC No.: 022780-001

Non-Vessel Operating Common Carrier

Effective Date: 23MAY2011

Published Date: 23MAY2011

Expiration Date:

Controlled Status: N

TITLE PAGE

TARIFF NO. 001

Governing Rules Tariff

NAMING RULES AND REGULATIONS ON CARGO MOVING
IN CONTAINERS / AND BREAKBULK

BETWEEN

U.S. PORTS AND POINTS
(AS SPECIFIED IN RULE 1)

AND

FOREIGN PORTS AND POINTS
(AS SPECIFIED IN RULE)

CENTURY DISTRIBUTION SYSTEMS INCORPORATED is a Non-Vessel Operating Common Carrier (NVOCC) licensed with the Federal Maritime Commission (FMC) operating under FMC number 022780.

NOTICE TO TARIFF USERS

- a. Carrier has opted to be exempt from tariff publication requirements pursuant to 46 C.F.R. §520 and 532. In that respect Carrier has opted for exclusive use of Negotiated Rate Arrangements (“NRAs”) effective this May 23, 2011.
- b. NVOCC NRA means the written and binding arrangement between an NRA shipper and eligible NVOCC to provide specific transportation service for a stated cargo quantity, from origin to destination on and after receipt of the cargo by the Carrier or its agent (originating carrier in the case of through Transportation).
- c. Carrier’s Rules are provided free of charge to Shipper at www.cds-net.com containing the terms and conditions governing the charges, classifications, rules, regulations and practices of Carrier.
- d. Carrier shall issue quotation sheets, booking confirmations, e-mail communications and other writings (collectively “the writings”) which will constitute an offer by Carrier to Shipper for transportation services pursuant to 46 C.F.R. §520.13 and §532. The terms contained in the writings shall be a valid offer for 10 calendar days from the rate quote date, unless otherwise rescinded by the Carrier prior to receiving Shipper’s cargo. Carrier's or Carrier's agent's receipt of cargo for this shipment constitutes acceptance by Shipper of this offer, and the terms of the NRA shall bind the parties.
- e. Rates may not be modified in an NRA after the time the shipment is received by the Carrier or its agent (including originating carriers in the case of through transportation).

PUBLISHED BY:
CENTURY DISTRIBUTION SYSTEMS INCORPORATED
8730 STONY POINT PARKWAY, SUITE 320
RICHMOND, VIRGINIA 23235
PUBLISHING OFFICER: GARY PEDERSEN
EMAIL: gpedersen@cds-net.com
TEL: 804-327-4416
FAX: 804-327-3181

Tariff Details

Tariff Number: **022780-001**
Tariff Title: **CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS**
Effective: 23MAY2011
Thru: None
Expires: None
Publish: 23MAY2011
Amendment Type: IR
Original Issue: 23MAY2011
Weight Rating: 1,000KGS
Volume Rating: 1CBM
Tariff Type: Governing Rules Tariff
Certification: All information contained in this tariff is true, accurate and no unlawful alterations will be permitted.

Organization Information

Number: **022780-001**
Name: **CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS**
Type: Non-Vessel Operating Common Carrier
Hdq Country: USA
Home Office: 8730 Stony Point Parkway, Suite 320
Richmond, Virginia 23235

Phone: 804-327-4416
FAX: 804-327-3181
Email: gpedersen@cds-net.com

Tariff Rule Information

022780-001:

CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff
No. 003 - Between (US and World)

Amendment No.:

Table of Contents

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Rule 1 – Scope	Rule 6 – Minimum Bill of Lading
Rule 1-A – Scope	Rule 7 – Payment of Freight Charges
Rule 1-B – Intermodal Service	Rule 8 – Bill of Lading
Rule 2 – Application of NRA’s and Charges	Rule 9 – Freight Forwarder Compensation
Rule 2-010 – Packing Requirements	Rule 10 – Surcharges & Arbitraries
Rule 2-020 – Diversion by Carrier	Rule 11 – Minimum Quantity Rate
Rule 2-030 – Mixed Commodities	Rule 12 – Ad Valorem
Rule 2-040 – Container Capacity	Rule 13 – Transshipment
Rule 2-050 – Shipper Furnished Container	Rule 14 – Co-Loading
Rule 2-060 – Measurement and Weight	Rule 15 – Open Rates
Rule 2-070 – Overweight Containers	Rule 16 – Hazardous Cargo
Rule 2-080 – Shipper’s Load & Count	Rule 17 – Green Salted Hides
Rule 2-090 – Diversion by Shipper or Consignee	Rule 18 – Returned Cargo
Rule 2-100 – Mixed Commodities	Rule 19 – Shippers Request or Complaints
Rule 2-110 – Restricted Articles	Rule 20 – Overcharge Claims
Rule 2-120 – Freight All Kinds	Rule 21 – Use of Carrier Equipment
Rule 2-130 - Alternate Rate Service Levels; Economy, Regular, Premium	Rule 22 – Automobiles
Rule 2-140 – Alternate Rate Service Level; Carrier Specific	Rule 23 – Carrier Terminal Rules and Charges
Rule 2-150 – Documentation Fee	Rule 24 – NVOCC Bond and Process Agent
Rule 2-160 – AMS Charges	Rule 25 – Certification of Shippers Status
Rule 2-170 – Submission Cargo Declaration Data	Rule 26 – Reserved for Future Use
Rule 3 – Rate applicability	Rule 27 – Loyalty Contracts
Rule 4 – Heavy Lift	Rule 28 – Definitions
Rule 5 – Extra Length	Rule 29 – Abbreviations, Codes & Symbols
	Rule 30 – Access to Tariff Information

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 1:	Scope

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

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

U.S. ATLANTIC BASE PORTS (ACBP)

Baltimore, MD
Boston, MA
Charleston, SC
Jacksonville, FL
Miami, FL
New York, NY
Newark, NJ
Norfolk VA
Philadelphia, PA
Savannah, GA
Wilmington, NC

U.S. GULF COAST BASE PORTS: (GCBP)

Houston, TX
New Orleans, LA

U.S. PACIFIC COAST BASE PORTS: (PCBP)

Los Angeles, CA
Long Beach, CA
Oakland, CA
San Francisco, CA
Portland, OR
Seattle, WA
Tacoma, WA

SUBSTITUTED SERVICE AND INTERMODAL SERVICE

A. SUBSTITUTED SERVICE

This provision shall govern the transfer of cargo by trucking or other means of transportation at the expense of the Ocean Carrier. In no event shall any such transfer arrangements be such as to result directly or indirectly in any lessening or increasing of the cost or expense which the shipper would have borne had the shipment cleared through the port originally intended.

B. INTERMODAL SERVICE

Carrier will provide through intermodal service via all combinations of air, barge, motor and rail service. Intermodal Rates will be shown as single-factor through rates as specified in individual NRA's. Carrier's liability will be determined in accordance with the provisions indicated in their Bill of Lading (Rule 8

herein). Intermodal rates will apply via US Atlantic, Gulf or Pacific Coast Base Ports as specified in the individual NRA of this tariff. Intermodal rates will apply from locations specified in rule 1-B.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No.001 - Between (US and World)
Amendment No.:	
Rule 1-A:	Worldwide Ports and Points

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Except as otherwise provided, this tariff names rules and regulations applying between USA Ports and Points, and Worldwide Ports and Points named herein. NRAs to and from World Inland Points apply via Base Port Groups as shown below. USA Ports are shown in Rule 1.

1. North East Asia (NEASIA): Rates apply to and from ports and points in the following countries: Hong Kong, Japan, Korea, Macau, Mongolia, People's Republic of China, Taiwan (Republic of China), and Russia (USSR). NRA's to/from inland points apply via the Northeast Asia Base Port Groups, (NEASIABP), defined as:

PORT GROUP

NEASIABP
BASE PORTS

Hong Kong, HONG KONG, Kobe, Nagoya, Osaka, Tokyo, Yokohama, JAPAN, Busan, REPUBLIC OF KOREA, Dalian, Fuzhou, Shanghai, Shekou, Tianjin, Xiamen (Hsia Men), PEOPLE'S REPUBLIC OF CHINA, Keelung (Chilung), Kaoshiung, TAIWAN (REPUBLIC OF CHINA), Vostochny, UNION OF SOVIET SOCIALIST REPUBLICS

2. Southeast Asia (SEASIA): NRA's apply to/from ports and points in the following countries: Brunei, Cambodia, Indonesia, Laos, Malaysia, Philippines, Singapore, Thailand, Vietnam. NRA's to/from inland points apply via the Southeast Asia Base Port Group (SEASIABP), defined as follows:

PORT GROUP

SEASIABP
BASE PORTS

Jakarta, INDONESIA, Port Kelang, Penang, MALAYSIA, Cebu, Manila, PHILIPPINES, Singapore, SINGAPORE, Bangkok, THAILAND

3. South Asia (SOUTHASIA): NRA's apply to/from ports and points in the following countries: Afghanistan, Bangladesh, Bhutan, Burma (Myanmar), India, Maldives, Pakistan, Nepal, Sri Lanka. NRA's to/from inland points apply via the South Asia Base ports (SASIABP), defined as:

PORT GROUP

SOUTHASIABP
BASE PORTS

Chittagong, BANGLADESH, Bombay (Mumbai), Calcutta (Kolkatta), Madras (Chennai), INDIA, Karachi, Pakistan, Colombo, SRI LANKA

4. Australia, New Zealand and Oceania (ANZOCEANIA): Rates apply to/from ports and points in the following countries:

Australia, Christmas Island, Cook Islands, Federated States of Micronesia, Fiji, French Polynesia, Johnston Atoll, Kiribati, Pitcairn Islands, Solomon Islands, Tonga, Tuvalu, Vanuatu, Wallis and Futuna, Western Samoa. Rates to/from inland points apply via the Australia, New Zealand, Oceania Base Port Group (ANZOCEANIABP), defined as:

PORT GROUP

ANZ/OCEANIABP
BASE PORTS

Adelaide, Brisbane, Freemantle, Melbourne, Sydney, AUSTRALIA, Auckland, Christchurch, Lyttleton, Wellington, NEW ZEALAND, Suva, FIJI, Papeete, FRENCH POLYNESIA, Noumea, NEW CALEDONIA, Lae, Port Moresby, PAPUA NEW GUINEA, Honiara, SOLOMON ISLANDS Nukualofa, TONGA Port Vila, VANUATU, Spia, WESTERN SAMOA

5. Middle East (MIDEAST): Rates apply to/from ports and points in the following countries: Bahrain, Iran, Iraq, Jordan Kuwait, Oman, Qatar, Saudi Arabia, United Arab Emirates, Yemen. Rates to/from inland points apply via the Mideast Base Port Group (MIDEASTBP), defined as:
PORT GROUP

**MIDEASTBP
BASE PORTS**

Bahrain, BAHRAIN, Bandar Abbas, Bandare Khomeyni, IRAN, Aqaba, JORDAN, Mina Qabus (Muscat), OMAN, Ad Dawhah (Doha), QATAR, Damman and Jeddah, SAUDI ARABIA, Abu Zaby (Abu Dhabi), Dubayy (Dubai), Fujeirah, Jabal Ali, (Jebel Ali), UNITED ARAB EMIRATES, Hodeidah, YEMEN

6. Africa (AFRICA): Rates apply to/from ports and points in the countries shown in the AFRICABP Base Port Group as shown below. NRAs also apply to/from all points in the following African countries: Botswana, Burkina, Burundi, Central African Republic, Chad, Equatorial Guinea, Lesotho, Malawi, Mali, Niger, Rwanda, Uganda, Western Sahara, Zambia, Zimbabwe; NRAs to/from inland points in these countries apply via the Africa Base Port Group (AFRICABP), which is defined below. For NRAs to North African countries, see the Mediterranean (MED) Country and Base Port Group.
PORT GROUP

**AFRICABP
BASE PORTS**

(EAST AND SOUTH AFRICA): Moroni, COMOROS, Djibouti, DJIBOUTI, Mitsiwa, ETHIOPIA, Mombasa, KENYA, Luderitz and Walvis Bay, NAMIBIA, Toamasina and Toliara, MADAGASCAR Port Louis, MAURITIUS, Beira, Maputo, Nacal MOZAMBIQUE, Mahe, SEYCHELLES, Berbera, Muqdisho (Mogadishu), SOMALIA, Durban, Capetown, SOUTH AFRICA, Bur Sudan (Port Sudan), SUDAN, Dar Es Salaam, Tanga, Zanzibar, TANZANIA, (WEST AFRICA) Lobito, Landana (Luanda), ANGOLA, Cotonou, BENIN, Douala, CAMEROON, Praia, CAPE VERDE ISLANDS, Pointe Noire, CONGO, Libreville, Port Gentil, GABON, Banjul, THE GAMBIA, Accra, Sekondi, Takoradi, Tema, GHANA, Conakry, GUINEA, Bissau, GUINEA BISSAU, Abidjan, IVORY COAST, Monrovia, LIBERIA Nouakchott, MAURITANIA, Lagos, Port Harcourt, NIGERIA, Dakar, SENEGAL, Freetown, SIERRA LEONE, Lome, TOGO, Matadi, ZAIRE

7. Mediterranean (MED): NRAs apply to/from ports and points in the following countries: Andorra, Algeria, Azores Islands (Portugal), Canary Islands (Spain), Cyprus, Egypt, France, Gibraltar, Greece, Israel, Italy, Lebanon, Madeira (Portugal), Malta, Morocco, Portugal, San Marino, Spain, Syria, Tunisia, Turkey, Yugoslavia (including Bosnia-Herzegovina, Croatia, Macedonia, Slovakia). NRAs to/from inland points apply via the Mediterranean Base Ports Group (MEDBP), defined as:
PORT GROUP

**MEDBP
BASE PORTS**

Alger (Algiers), ALGERIA Ponta Delgada, AZORES (Portugal) Las Palmas, Tenerife, CANARY ISLANDS (Spain) Lemosos (Limassol), CYPRUS Al Iskandariyah (Alexandria), Bur Sa Id (Port Said), EGYPT, Marseilles, France, Piraievs (Pireaus), Thessaloniki (Solonika), GREECE Ashdod, Hefa, ISRAEL Genova (Genoa), Livorno (Leghorn), ITALY Bayrut (Beirut), LEBANON Funchal, MADEIRA ISLANDS (Portugal) Valletta, MALTA Casablanca, Rabat, Tangier, MOROCCO, Leixoes, Lisboa, Oporto, Portugal Barcelona, Bilbao, Valencia, SPAIN, Al Ladhqiqiyah (Latakia), SYRIA Sfax, Tunis, TUNISIA Mersin, Izmir, Istanbul, TURKEY, Dubrovnik, Koper, Split, YUGOSLAVIA

8. Northern Europe (NEUROPE): NRAs apply to/from ports and points in the following countries: Austria, Belgium, Bulgaria, Czechoslovakia, Denmark, Faroe Islands (Denmark), Finland, France, Germany,

Freenland, Hungary, Iceland, Ireland (Eire), Italy, Liechtenstein, Luxembourg, Monaco, Netherlands, Norway, Poland, Romania, Sweden, Switzerland, United Kingdom (including England, Guernsey, Jersey, Isle of Man, Northern Ireland, Scotland, and Wales), and the Former Union of Soviet Socialist Republics (including Armenia, Azerbaijan, Belorussia, Estonia, Georgia, Kazakhstan, Kyrgystan, Latvia, Lithuania, Moldavia, Russian Federation, Tajikistan, Turkmenistan, Ukraine, and Uzbekistan). NRAs to/from inland points apply via the North Europe Base Port Group (NEUROPEBP), defined as:

PORT GROUP

NEUROPEBP
BASE PORTS

Antwerpen, BELGIUM, Varna, BULGARIA, Aarhus, Copenhagen, DENMARK, Helsinki, Kotka, Turku, FINLAND, Le Havre, France, Bremen, Bremerhaven, Hamburg, GERMANY, Baile Atha Cliath (Dublin), Cork, Galway, Waterford, IRELAND (EIRE), Amsterdam, Rotterdam, NETHERLANDS, Bergen, Oslo, Stavanger, NORWAY, Gdansk, Gdynia, POLAND, Costanta, ROMANIA, Goteborg, Malmo, Stockholm, SWEDEN, Riga, Tallinn, Leningrad (St. Petersburg, Klaipeda, USSR, (UNION OF SOVIET SOCIALIST REPUBLICS) Belfast, Felixstowe, Glasgow, Grangemouth, Liverpool, London, Southampton, UNITED KINGDOM

9. North America: NRAs apply to/from ports and points in Canada and Mexico. NRAs to/from points in Canada apply via the Canada Base Port Group (CANADABP) as shown below. NRAs to/from inland points in Mexico apply via the Mexico Base Ports (MEXICOBP), as shown below:

PORT GROUP

CANADABP
BASE PORTS

St. Johns, Newfoundland, CANADA, Charlottetown, Prince Edward Island, CANADA, Halifax, Nova Scotia, CANADA, Saint John, New Brunswick, CANADA, Montreal, Quebec, Quebec, CANADA Toronto, Ontario, CANADA, Vancouver, British Columbia, CANADA

PORT GROUP

MEXICOBP
BASE PORTS

Tampico, Veracruz, MEXICO, Lazaro Cardenas, Manzanillo, Salina Cruz, MEXICO

10. Central America (CAMERICA): NRAs apply to/from ports and points in the following Central American Countries: Belize, Costa Rica, El Salvador Guatemala, Honduras, Nicaragua, Panama. NRAs to/from inland points apply the Central America Base Port Group (CAMERICABP), defined as:

PORT GROUP

CAMERICABP
BASE PORTS

Belize City, BELIZE, Puerto Limon, COSTA RICA, San Jose, Santo Tomas de Castilla, GUATEMALA Puerto Henecan, Puerto Cortes, HONDURAS, Corinto, Managua, NICARAGUA, Balboa, Cristobal, Panama City, PANAMA

11. Caribbean Islands (CARIBBEAN): NRA's applies to/from ports and points in the Caribbean Island Countries named in the Caribbean Base Port Group. NRA's to/from inland points apply via the Caribbean Base Port Group (CARIBBEANBP), defined as:

PORT GROUP

CARIBBEANBP
BASE PORTS

St. Johns, ANTIGUA AND BARBUDA, Oranjestad, ARUBA (Netherlands Antilles) Freeport, Nassau, BAHAMAS, Bridgetown, BARBADOS, Hamilton, BERMUDA, Kralendijk (Bonaire), NETHERLANDS

ANTILLES, Tortola, BRITISH VIRGIN ISLANDS, Georgetown, CAYMAN ISLANDS, Willemstad, CURACAO (Netherlands Antilles) Roseau, DOMINICA, Santo Domingo, DOMINICAN REPUBLIC Saint Georges, GRENADA, Pointe a Pitre, GUADELOUPE, Port Au Prince, HAITI, Kingston, Montego Bay, JAMAICA, Fort de France, MARTINIQUE, Plymouth, MONTSERRAT, Basseterre, St Kitts/ Nevis Castries, ST. LUCIA, Kingstown, ST. VINCENT AND THE GRENADINES, Grand Turk Island, TURKS AND CAICOS ISLANDS, Port of Spain, TRINIDAD

12. South America (SAMERICA): NRA's apply to/from ports, and points in the following South American Countries: Argentina, Bolivia, Brazil, Chile, Columbia, Ecuador, French Guiana, Guyana, Paraguay, Peru, Suriname, Uruguay, Venezuela. NRA's to/from inland points apply via the South America Base Port Group (SAMERICABP), defined as:

PORT GROUP

CARIBBEANBP
BASE PORTS

Buenos Aires, ARGENTINA, Fortaleza, Santos, Sao Paulo, Rio de Janeiro, BRAZIL, Antofagasta, Arica, Coquimbo, Iquique, Punta Arenas, Talcahuano, Tocopilla, Tocopilla, CHILE, Barranquilla, Buenaventura, Cartagena, Santa Marta, COLOMBIA, Guayaquil, ECUADOR, Cayenne, FRENCH GUIANA
Georgetown, GUYANA, Asuncion, PARAGUAY, Callao, PERU, Paramaribo, SURINAME, Montevideo, URUGUAY La Guaira, Maracaibo, Puerto Cabello, VENEZUELA, NRA's also apply to/from ports and inland points named in the individual NRA's.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 1-B:	Intermodal Service

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Intermodal through rates apply between points in the U.S.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 2:	Application of NRAs and Charges

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

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

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

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

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

NRA's are applicable from Inland Points which lie beyond port terminal areas. Such NRA's will be shown as single-factor through NRA's.

Such NRA's shall be inclusive of all charges pertinent to the transportation of cargo (including intermediate but not Origin or Destination Terminal Charges) and not including Customs clearance assessments or Forwarding Charges, except as provided.

Alternatively, at shipper's request, carrier will arrange for inland transportation as shipper's agent. All associated costs will be for the account of the cargo. Overland carriers will be utilized on an availability of service basis and not restricted to any preferred Carriers, except as Ocean Carrier deems necessary to guarantee safe and efficient movement of said cargo. (See item 16, re: Advanced Charges.)

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

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

4. NRA's do not include Marine Insurance or Consular fees.

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

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

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

7. The NRA shown except where predicated on specifically lower values or on an ad valorem basis, are subject to Bill of Lading limit of value.

8. Except as otherwise provided, NRA's apply only to the specific commodity named and cannot be applied to analogous articles.

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

10. FORCE MAJEURE CLAUSE: "Without prejudice to any rights or privileges of the Carrier's under covering Bills of Lading, dock receipts, or booking contracts or under applicable provisions of law, in the event of war, hostilities, warlike operations, embargoes, blockades, port congestion, strikes or labor disturbances, regulations of any governmental authority pertaining thereto or any other official interferences with commercial intercourse arising from the above conditions and affecting the Carrier's operations, the Carrier reserves the right to cancel any outstanding booking or contract in conformity with Federal Maritime Commission Regulations."

11. When a commodity can properly be carried under more than one tariff item, but which by its nature is clearly influenced by its end use, the freight shall be assessed based on the NRA of the end use commodity, eg: Rubber Gloves, Cotton Gloves, etc. would all be rated under "Gloves, N.O.S." rather than Rubber Goods, Textiles, etc.

The above does not apply in cases where there is a specific NRA for the commodity in question.

12. When two or more NRA's may be applicable to a given shipment and one NRA is more specific than the others, the most specific NRA shall apply. One NRA is more specific than another when it describes the commodity being shipped more explicitly, i.e.: Canned Pineapple is more specific than Canned Fruit or Canned Goods, N.O.S.

An NRA from/to a specific destination is more specific than an NRA to/from a geographic range or zone, (Examples):

An NRA from New York, NY is more specific than an NRA from Atlantic and Gulf Base Ports (AGBP).

An NRA to Yokohama, Japan is more specific than an NRA to Japan Base Ports (JBP).

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

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

14. TYPES OF SERVICE PROVIDED

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

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

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

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

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

15. SERVICE OPTIONS:

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

Container Yard (Y)

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

Container Freight Station (S)

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

Door (D)

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

Ocean Port (O)

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

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

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

IPI Service, from Asia to USA

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

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

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

RIFI Service, from Asia to USA

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

16. ADVANCED CHARGES

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

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No.001 - Between (US and World)
Amendment No.:	
Rule 2-010:	Packing Requirements

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

1. Except as otherwise provided herein, articles tendered for transportation will be refused for shipment unless in such condition and so prepared for shipment as to render transportation reasonably safe and practicable. Provisions for the shipment of articles not enclosed in containers does not obligate the Carrier to accept an article so offered for transportation when enclosure in a container is reasonable necessary for protection and safe transportation.
2. Packages must be marked durably and legibly and must show the port of destination. All packages must be numbered, which number together with marks and destination must appear on the shipping receipts and Bill of Lading.
3. Gross weight in pounds and initials of port must be clearly and legibly shown on packages, and on original and copies of dock receipts tendered at time of delivery.
4. Each package, bundle or piece of freight must be plainly marked with the full or initials of consignee, and the destination must be shown in full to insure proper delivery. If necessary, corrections must be made by the shipper or his representative.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 2-020:	Diversion By Carrier

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

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

1. To ocean carrier's terminal (motor, rail or water), at port of destination declared on the bill of lading at the expense of the ocean carrier. Carrier may, at their convenience, deliver cargo to ports en-route between Carrier's discharging terminal and carrier's delivery terminal provided the NRA's are already provided for such destinations in individual commodity items.
2. The ocean carrier may forward cargo direct to a point designated by the consignee, provided the consignee pays the cost which he would normally have incurred either by rail, truck or water, to such point if the cargo has been discharged at the terminal port named in the ocean bill of lading within any commercial zone, such payment by the consignee shall be the cost he would normally have incurred to such point of delivery.

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

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 2-030:	Mixed Commodity Rates

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Mixed Commodities

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

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 2-040:	Container Capacity

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Where rules or rates make reference to capacity of containers, the standard capacity for purpose of freight rating shall be as shown below regardless of the actual capacity.

A. For Dry Containers (Subject to Note 1):

SIZE (IN FEET)

W H L

8' x 9'6" x 45'

8' x 9'6" x 40'

8' x 9' x 40'

8' x 8'6" x 40'

8' x 8' x 40'

8' x 8'6" x 20'

8' x 8' x 20'

B. For Reefer Containers (Subject to Note 1):

SIZE (IN FEET)

W H L

8' x 8' x 20'

8' x 8'6" x 20'

8' x 9'6" x 40'

8' x 9' x 40'

8' x 8'6" x 40'

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

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 2-050:	Shipper Furnished Containers

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

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

A. The container must be of body and frame construction acceptable to the carrier and must be manufactured and equipped in accordance with all applicable United States, other local National and International Laws, Regulations and Safety requirements.

B. Shipper furnished containers will be subject to inspection, approval and acceptance for carriage on the carrier's vessel prior to loading the carrier's authorized personnel. Any containers found to be unsuitable will not be accepted for carriage.

C. Each such container and its cargo will be subject to all rates, rules and regulations of this tariff.

D. Shipper furnished containers will be accepted only at loading ports CY and delivered only at destination CY.

E. Shipper will be required by the carrier to submit documentary evidence of ownership or leaseholdship of the container offered for shipment.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 2-060:	Measurement And Weight

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

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

1. All packages will be measured in CENTIMETRES and weight in KILOGRAMMES.

2. Rounding off- Dimensions

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

3. Calculating Cubic Measurements

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

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

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

4. OFFICIAL MEASURERS AND WEIGHERS

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

5. MISDESCRIPTION, UNDERWEIGHTS AND UNDERMEASUREMENT

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

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

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 2-070:	Overweight Containers

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

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

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

Tariff Rule Information

022780-001: CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff
No. 003 - Between (US and World)
Amendment No.:
Rule 2-080: Shipper's Load And Count

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

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

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

Carrier will not be directly or indirectly responsible for:

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

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

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

Tariff Rule Information

022780-001: CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff
No. 003 - Between (US and World)
Amendment No.:
Rule 2-090: Diversion of Cargo (By Shipper or Consignee)

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

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

A. Definition of Diversion:

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

B. Conditions:

1. Requests must be received in writing by the carrier prior to the arrival of the vessel at Discharge Port. Carrier will make diligent effort to execute the request but will not be responsible if such service is operationally impractical or cannot be provided.
2. Cargo moving under a non-negotiable Bill of Lading may be diverted at the request of shipper or consignee. Cargo moving under a negotiable Bill of Lading may be diverted by any party surrendering the properly endorsed original Bill of Lading. Cargo moving under a negotiable Bill of Lading may also be diverted by the shipper or consignee at the carrier's sole discretion without receipt by the carrier of the original negotiable Bill of Lading so long as a new negotiable Bill of Lading is not requested or issued by the carrier. If a new negotiable Bill of Lading must be surrendered to the carrier prior to issuance of the new negotiable Bill of Lading.
3. This rule will apply to full Bill of Lading quantities or full container loads only.

4. A shipment may only be diverted once. Shipper may request cancellation of the original diversion request, resulting in delivery of the cargo to the original billed destination, provided that such request is received prior to arrival of vessel at Discharge Port, and provided that all diversion charges as set out in C. below, applicable to the original diversion request, are paid in full prior to the cancellation request being accepted by the carrier. In no instance will any refund of the diversion charges be made in the event of a cancellation. Any additional expenses incurred by the carrier will be for the account of the cargo.
5. Diverted shipment will be assessed the rate(s) and/or charges from origin to destination to which diverted in accordance with Carrier's tariff.
6. Diversion charges or administrative charge are payable by the party requesting the diversion.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 2-100:	Mixed Shipments

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

1. Single shipments which consist of articles subject to only one class or commodity rate will be charged at the actual or authorized estimated weight and at the class or commodity NRA applicable, subject to the minimum charge in the appropriate minimum charge item in tariffs making reference hereto.
2. Single shipments which consist of articles subject to two or more different NRA's, when articles subject to such different NRA's are separately packaged, will be charged at the actual or authorized estimated weight, and at the class or commodity NRA applicable to each, subject to the minimum charge in the appropriate minimum charge item in tariffs making reference hereto.
3. Where different scales of NRA's are provided for shipments of different weights, apply on each article the NRA which would apply on that article if such article were tendered as a straight shipment weighing the same as the aggregate weight of the mixed shipment. Any deficit between the actual weight of the shipment, and the weight provided for the next lower scale of NRA's, will be charged for at the lowest NRA applicable to any article in the shipment.
4. When two or more commodities for which different ratings are provided, are shipped as a mixed shipment without actual weights being obtainable for the portions shipped under the separate ratings, charges for the entire shipment will be computed at the class or commodity NRA applicable to the highest classed or rated commodity contained in such mixed shipment. The minimum weight shall be the highest provided in any of the NRA's used in computing the charges. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments, such lower charge shall apply.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 2-110:	Restricted Articles

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Unless otherwise specified, tariffs making reference hereto, the following articles of property will not be accepted for transportation nor as premiums accompanying other articles.

1. Ammunition, small arms and high explosive shells.
2. Animals, live, domestic or wild (including pets) or ostriches.
3. Bank bills, coin or currency; deed, drafts, notes or valuable papers of any kind; jewelry; postage stamps or letters and packets of letters with or without postage stamps affixed; precious metals or articles manufactured therefrom; precious stones; revenue stamps; or other articles of extraordinary value.
4. Corpses or cremated remains.
5. Decorations, viz: bushes, Christmas trees, plants or trees, natural, preserved.
6. Eggs, viz: Hatching.
7. Fireworks of any description.
8. Freight transported in bulk (Not packaged).
9. Fruit or Vegetables, viz: fresh.
10. Meats, fresh; poultry or rabbits, dressed.
11. Nursery stock.
12. Poultry or pigeons, live (including birds, chickens, ducks, pheasants, turkeys, and any other fowl).
13. Silver articles or ware, sterling.

14. Livestock.

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

16. Carrier, except as provided in tariffs making reference hereto, will not accept for transportation articles which, because of their length, weight or bulk cannot in carrier's judgment be safely stowed wholly within the trailer or containers dimensions.

17. Except as provided in tariffs making reference hereto, shipments requiring temperature control.

18. Shipments containing cargo likely to contaminate or injure other cargo, including green salted hides.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 2-120:	Freight All Kinds (FAK)

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

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

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No.001 - Between (US and World)
Amendment No.:	
Rule 2-130:	ALTERNATE RATE/SERVICE LEVELS: ECONOMY, REGULAR, PREMIUM

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Different levels of Service are offered by the Carrier as shown below and in Rule 2-140. Unless otherwise specified in the individual NRA, NRA's are applicable for "Regular Service."

1. Regular - Shipper accepts transit time as provided by the carrier on a regular basis as per carrier's advertised sailing schedules. Regular service rates are shown in this tariff, unless otherwise specified.
2. Premium - Shipper/Consignee requests carrier-provided premium service, in which case cargo will be delivered not less than 4 days faster than if shipped by regular service. NRA's applicable to premium service will be noted "Premium Service" in the individual NRA. Shipper/Consignee must specifically request premium service at the time of shipment, or Shipper/Consignee must instruct carrier to provide premium service for all shipments of specific NRA.
3. Economy - Shipper/Consignee requests carrier provide economy service, in which case shipments will be delivered not less than 4 days slower than if shipped by carrier's regular service. NRA's applicable to economy service will be noted with "Economy Service" in the individual NRA. Shipper/Consignee requests for economy service must be made at the time of shipment. Shipper/Consignee must instruct carrier to provide economy service for all shipments of a specific NRA.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 2-140:	ALTERNATE RATE/SERVICE LEVELS: CARRIER SPECIFIC

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Different levels of service are offered by the Carrier as defined in Rule 2-130 and below. Unless otherwise specified in the individual NRA, NRA's are applicable for "Regular Service."

- a. Regular - Shipper accepts service as provided by the carrier on a regular basis as per carrier's advertised sailing schedules. Carrier may utilize any underlying ocean, motor, rail or air carrier, at its sole option.
- b. Carrier Specific - Shipper/Consignee requests Carrier- Specific service, and Carrier provides a NRA for service applicable only when a specifically named ocean carrier is used. NRA's applicable to Carrier-Specific service will be noted in the NRA with the name of the underlying ocean carrier. Shipper/Consignee must request Carrier-Specific service at the time of shipment, or Shipper/Consignee must instruct carrier to provide Carrier-Specific service for all shipments of specific NRA.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 2-150:	DOCUMENTATION FEES

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Except as otherwise provided all shipments will be subject to the following:

1. Documentation Fee: USD75 per B/L
2. SED Fee: USD \$50 per filing when carrier prepares and files shipper's Export Declarations (SED) with the U.S. government.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 2-160:	AMS CHARGES

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Except as otherwise provided NRA's, in addition to the documentation charges currently in effect under this tariff the following will apply to all shipments to destinations in the USA:

1. In the event Carrier submits advance cargo declaration data to the U.S. Customs Service for cargo loaded on a vessel at a non- U.S. port, a Cargo Declaration Data Charge shall be payable to Carrier for each bill of lading issued by Carrier or, if the shipper tendering the cargo to

Carrier has issued one or more of its bills of lading for such cargo (sometimes referred to as "house bills of lading"), on each such shipper-issued house bill of lading for which the Carrier submits such data. The amount of the charge shall be:

Cargo Declaration Data Charge

USD \$25 per bill of lading

2. In the event that Carrier is required to correct cargo declaration information previously submitted to the Customs Service due to an error or omission on the part of shipper or its agent, shipper shall pay Carrier an amendment fee for each submission to the Customs Service that must be corrected. The amendment fee shall be charged each time a submission is corrected and shall be:

Amendment Fee

USD \$40 per correction

3. The charges in paragraphs 1 and 2 of this rule shall not apply to shipper-issued bills of lading for which shipper or its authorized agent provides the advance cargo declaration data directly to the U.S. Customs Service.

4. The Automated Manifest System (AMS) Surcharges named herein shall be payable on the same basis as ocean freight, either prepaid or collect. Carrier may hold shipper and consignee named on its ocean bill of lading jointly and severally liable for payment of the charge.

5. Carrier is not liable for any charges accrued as a result of failure in providing complete information required by this rule and U.S. customs as follows:

If assessed a Civil Penalty or denied permission to unload cargo, then any and all Shippers, Consignees, Cargo Owners that failed to provide the information required by this Rule and/or by the regulations of the U.S. Customs Service in a complete and accurate manner shall be jointly and severally liable to indemnify and reimburse Carrier for any such penalty and any all costs incurred by Carrier as a result of the denial of permission to unload cargo. Carrier may have a lien on cargo in its possession for amounts due and may hold cargo until such amounts (and any other unpaid freight charges) are paid or sell such cargo after a reasonable period.

6. For the purpose of this rule, the term "Bill of Lading" shall also refer to "Sea Waybill"

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No.001 - Between (US and World)
Amendment No.:	
Rule 2-170:	SUBMISSION OF CARGO DECLARATION DATA

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

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

Pursuant to Customs regulations effective December 2, 2002, Carrier is required to submit certain cargo declaration data for all cargo on board a vessel that will call in the United States (i.e., U.S. import cargo and foreign destination

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

1. A precise description of the cargo (or the 6-digit HTS number under which cargo is classified) and weight of the cargo or, for a sealed container, the shipper's declared description and weight of the cargo. The quantity of cargo shall be expressed in the lowest external packaging unit (e.g., a container containing 10 pallets with 200 cases shall be described as 200 cases). Generic descriptions, including, but not limited to, 'FAK,' 'General Cargo,' 'Chemicals,' 'Foodstuffs,' and terms such as 'Said to Contain' are NOT acceptable descriptions.
2. Shipper's complete name and address, or the identification number issued to the shipper by the U.S. Customs Service upon implementation of the Automated Commercial Environment ('ACE').
3. Complete name and address of the consignee, owner or owner's representative, or its ACE identification number.
4. Internationally recognized hazardous material code when such materials are being shipped.
5. Seal numbers for all seals affixed to the container.

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

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

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

C. CERTAIN NON-VESSEL OPERATING COMMON CARRIERS.

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

1. Certification. Any NVOCC that submits cargo declaration information directly to the Customs Service shall, unless notified by the Carrier pursuant to subparagraph C(1) above that it is not required to do so, in lieu of the information required to be submitted pursuant to paragraph A of this rule, provide the Carrier, not later than the deadline for shipper submission of cargo information under paragraph B of this rule, with a written certification stating that the required inbound cargo declaration data for its cargo has been transmitted to the U.S. Customs Service in a timely and accurate manner. Such certification shall describe the cargo tendered with sufficient specificity (including container number) that Carrier may readily identify such cargo.
2. NVOCC Co-Loading. For purposes of this paragraph, the term 'Master NVOCC' shall mean the NVOCC that is the customer of the Carrier and tenders co-loaded cargo to the Carrier in its name. In the event the Master NVOCC submits cargo declaration data for co-loaded cargo directly to the Customs Service, it shall do so for all NVOCCs with which it co-loads. In the event the Master NVOCC does not submit cargo declaration data for co-loaded cargo directly to the Customs Service but NVOCCs with which it co-loads transmit cargo declaration data for their cargoes directly to the Customs Service, it shall be the obligation of the Master NVOCC to provide Carrier with the certification described in subparagraph C(1) with respect to all co-loaded cargo tendered to Carrier by the Master NVOCC.
3. All NVOCCs shall be subject to Paragraphs D and E of this rule.

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

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

not limited to inspection, storage and/or re-delivery costs, shall be for the account of the cargo. Carrier shall have a lien on cargo in its possession for amounts due hereunder and may hold cargo until such amounts (and any other unpaid freights or charges) are paid or sell such cargo after a reasonable period. In the event Carrier is forced to take legal action to collect amounts due hereunder, Carrier shall be entitled to recover all costs (including reasonable attorneys' fees and expenses) incurred in connection with such legal action.

E. INDEMNIFICATION OF CARRIER.

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

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

G. DOCUMENTATION CHARGES. See Rule Nos. 2-150 and 2-160 for charges to apply.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 3:	Rate Applicability Rule

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

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

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 4:	Heavy Lift

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Not Applicable.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 5:	Extra Length

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Not Applicable.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 6:	Minimum Bill of Lading Charges

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

The minimum charge per Bill of Lading, unless otherwise provided, shall be the charge for one ton of the commodity being shipped, exclusive of all surcharges, as follows:

US\$ 100 per shipment.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 7:	Payment of Freight Charges

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

A. CURRENCY

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

B. PAYMENT IN U.S. DOLLARS

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

C. METHODS OF PAYMENT

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

D. PREPAID FREIGHT

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

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

E. FREIGHT COLLECT

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

F. CURRENCY CONVERTABILITY:

1. Conversion Provisions:

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

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 8:	Bill(s) of Lading

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Carrier's bill of lading includes the following clauses on its front side:

RECEIVED by the Carrier the Goods as specified above in apparent good order and condition unless otherwise stated, to be transport to such place as agreed, authorized or permitted herein and subject to all the terms and conditions appearing on the front and reverse of this Bill of Lading to which the Merchant agrees by accepting this Bill of Lading, and local privileges and customers notwithstanding. The particulars given above as stated by the shipper and the weight, measure, quantity, condition, contents and value of the Goods are unknown to the Carrier.

IN WITNESS whereof three (3) original Bills of Lading have 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 must be surrendered duly endorsed in exchange for the Goods of delivery order.

For terms and conditions of Carrier's bill of lading, as printed on its reverse side, please see Rule 8-010 (B/L Terms 1-10) and Rule 8-020 (B/L Terms 11-20).

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 8-10:	Bill(s) of Lading Terms and Conditions

1. DEFINITIONS

"Carrier" refers to Century Distribution Systems, Incorporated, dba Century Express.

"Ship" means any vessel on which the Goods are shipped or substituted and any craft, lighter or other means of transportation, owned, chartered or operated by the Carrier used in performance of the transportation agreement.

"Merchant" includes the shipper, the consignee, the receiver of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person having a present or future interest in the Goods or any person acting on behalf of any of the above mentioned persons

"Goods" includes the whole or any part of the articles of every kind and description, including their packaging, containers or shipping units or materials, tendered to the Carrier and under the transportation agreement and described or identified on the face of this Bill of Lading.

"Container" includes any standard container, trailer, transportable tank, lift van, flat rack, pallet or any similar article of transport used to consolidate goods and/or other item of transportation equipment.

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

"Combined Transport" arises where the Carriage called for by the transportation agreement is not a Port to Port shipment.

"Port to Port Shipment" arises where the Place of Receipt and the Place of Delivery are not indicated on the front of this Bill of Lading or if both the Place of Receipt and the Place of Delivery indicated are ports and the Bill of Lading does not in the nomination of the Place of Receipt or the Place of Delivery on the front thereof specify any place or spot within the area of the port so nominated.

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

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

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

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

"Charges" includes freight, demurrage, equipment detention, general average and any other money obligations incurred or payable by the Merchant, or for the payment of which the Carrier has a security interest or maritime lien on the Goods, under the transportation agreement or by operation of law.

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

"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.

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

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

"Transportation Agreement" shall have the meaning stated in subclause 7(1) below.

2. CARRIER'S TARIFF

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

3. WARRANTY

The Merchant warrants that in agreeing to the terms hereof it is or is the agent of and has the authority of the person owning or entitled to the possession of the Goods and/or the Bill of Lading or any person who has a present or future interest in the Goods and/or this Bill of Lading.

4. NEGOTIABILITY AND TITLE TO THE GOODS

(1) 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 shall be entitled to receive or to transfer the Goods herein described. If required by the Carrier, the Bill of Lading, duly endorsed, must be surrendered to the agent of the Carrier at the port of discharge, in exchange for delivery order.

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

5. GENERAL EXCLUSIONS AND IMMUNITIES

- (1) In addition to every exemption or immunity whatsoever that the Carrier is entitled to be benefited under the transportation agreement, any applicable National Law and International Convention, the Carrier shall in any event and in all cases whatsoever be relieved of liability for any loss or damage if such loss or damage was caused by or resulted from but not limited to:
 - (A) The wrongful act or neglect of the Merchant;
 - (B) Compliance with the instructions of the Merchant or any person entitled to give them;
 - (C) Wrongful, false, incorrect or inaccurate description of Goods or other particulars declared by the Merchant of the Goods;
 - (D) the lack of, insufficiency of, or defective condition of packing in case of the Goods; which by their nature, are not properly packed;
 - (E) Handling, loading, stowage, or unloading of the Goods by or on behalf of the Merchant;
 - (F) Inherent vice of the Goods;
 - (G) Lack of, insufficiency or inadequate of, marks or numbers of the Goods covering or unit loads;
 - (H) Per-shipment loss or damage;
 - (I) Strike, lock-out, stoppages or restraint of labour from whatsoever cause whether partial or general;
 - (J) Military actions;
 - (K) A nuclear incident;
 - (L) Force majeure
 - (M) Fire, unless caused by the actual fault or privity of the Carrier
 - (N) Saving or attempting to save life or property at sea;
 - (O) Any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.
- (2) Where under the above subclause 5(1)(A), if the Carrier is not under any liability in respect of some of the factor causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this paragraph have contributed to the loss or damage.
- (3) The burden of proving that the loss or damage was due to one or more of the causes, or events, specified in subclauses 5(1)(A), 5(1)(B) and 5(1)(O) shall rest upon the Carrier.
- (4) When the Carrier establishes that in the circumstances of the case, the loss or damage could be attributed to one or more of the causes or events specified in the abovementioned subclause 5(1), it shall be presumed that it was so caused. The merchant shall, however, be entitled to prove that the loss or damage was not, in fact, caused either wholly or partly by one or more of the causes or events.

6. CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS

- (1) The Carrier shall be entitled to sub-contract on any terms the whole or any party of the Carriage.
- (2) The Merchant undertakes that no claim or allegation shall be made against any person or Ship whatsoever, other than the Carrier, including, but not limited to, the Carrier's servants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured, performing or undertaken, which imposes or attempts to impose upon any such person or Ship any liability whatsoever in connection with the Goods or the Carriage; and if any claim or allegation should nevertheless be made to defend, indemnify and hold harmless the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and Ship shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for its benefit and in entering into this contract the Carrier, to the extent of these provisions, does so not only on its own behalf but also as agent or trustee for such persons and Ships and such persons and Ships shall to this extent be or be deemed to be parties to this contract.
- (3) The Merchant shall defend, indemnify and hold harmless the Carrier against any claim or liability (and any expense arising therefrom) arising from the Carriage of Goods insofar as such claim or liability exceeds the Carrier's liability under the transportation agreement.
- (4) The defences and limits of liability provided for in the transportation agreement shall apply in any action against the Carrier whether the action be found in contract or in tort or otherwise.

7. CARRIER'S RESPONSIBILITY

- (1) **CLAUSE PARAMOUNT**
 - (A) The receipt, custody, carriage and delivery of the Goods are governed by the provisions of the transportation agreement evidenced hereby and incorporated by this reference, including:
 - (i) the terms and conditions of the Carrier's applicable freight tariff;
 - (ii) the terms and conditions stated on the front and back of this Bill of Lading; and
 - (iii) the Hague Rules or legislation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COGSA or COGWA) to the Bill of Lading. The Hague Rules (or COGSA or COGWA if this Bill of Lading is subject to United States or Canadian law respectively) or Hague-Visby Rules shall 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. If and to the extent that the provisions of the Harter Act of the United States 1893 would otherwise be compulsorily applicable to regulate the Carrier's responsibility for the Goods during any period prior to loading on or after discharge from the Ship the Carrier's responsibility shall instead be determined by, subclause 7(4) below, but if such provisions are found to be invalid such responsibility shall be subject to COGSA.

(B) The Act and Rules shall be extended to apply to Goods stowed on deck or under deck as provided in clause 16, before the Goods are loaded on or after they are discharged from the Ship and throughout the entire time during which the Carrier is responsible for the Goods under the transportation agreement.

(C) The Carrier shall be entitled to (and nothing in the transportation agreement shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all limitations and exclusions from liability and all rights conferred or authorised 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 Revised Statutes of the United States and amendments thereto and where applicable any provisions of the laws of the United States and where applicable any Articles of the Maritime Code of the People's Republic of China and amendments thereto and where applicable any provisions of the laws of the People's Republic of China) and without prejudice to the generality of the foregoing also any law, statute or regulations available to the Owner of the ship(s) on which the Goods are carried.

(2) PORT TO PORT SHIPMENT

The responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the Ship up to and during discharge from the Ship and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage even though Charges for the whole Carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others 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 Ship without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favourable than the terms in the transportation agreement.

(3) TRANSHIPMENT

Whether or not the Goods are consigned to a port or point where the Ship does not discharge, the Carrier may, without notice, transhipped the whole or any of Goods before or after loading at the original port of shipment or any other place or places even though outside the scope of the voyage or the route to or beyond the Port of Discharge or the destination of the Goods, by any substituted or connecting water carrier's Ship or other means of transportation by water or by land or by air, whether operated by the Carrier or by others. In such case, the Carrier or participating carriers will have no further duty or responsibility whatsoever as Carrier, this Bill of Lading operating only as a document of title thereafter.

(4) COMBINED TRANSPORT

(A) If, but only if, a place of receipt or delivery is specified on the face of this Bill of Lading, the Carriage undertaken shall be one of combined or multimodal transport. In the event of cargo loss, damage or delay occurring while the Goods are in the custody of a connecting rail, motor or air Carrier, or a freight forwarder or non-vessel-operating common carrier sub-contracting with such carrier, or it cannot be determined in which Carrier's custody the Goods were when lost, damaged or delayed, the Carrier hereby assumes liability for such loss, damage or delay during combined or multimodal transport to the extent, but only to the extent, provided in this subclause 7(4).

(B) Except as provided in subclauses 7(4)(C), (D) and (E) below, the Carrier's liability shall be determined in accordance with the terms and conditions of the transportation agreement as defined in subclause 7(1) above.

(C) If the provisions of any contract between the Carrier and any connecting or substituted air, rail, motor, water carrier entered into as described in clause 6 above, or the provisions of an International Convention or National Law applicable to the particular mode of Carriage employed at the time of any loss, misdelivery or conversion of, or damage or delay of the Goods would result in liability on the part of the modal carrier causing same in a direct claim brought by the claimant against such modal carrier, and such liability would be less than Carrier's liability determined in the accordance with the terms and conditions of the transportation agreement, then the Carrier's liability shall not exceed such lesser amount.

(D) 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 from liability under the Rules or legislation that would have been applied under subclause 7(1) above had the loss or damage occurred at sea or, if there was no carriage by sea under the Hague Rules (or COGSA or COGWA if this Bill of Lading is subject to United States or Canadian law respectively).

(ii) Where under subclause (i) 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) Subject to subclause 8(3) below, where the Hague Rules or any legislation applying such Rules or the Hague-Visby Rules such as COGSA or COGWA 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.
- (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 Goods of the same kind and quality, at such place and time.
- (E) Where the stage of Carriage where the loss or damage occurred can be proved:
 - (i) the liability of the Carrier shall be determined by the provisions contained in any international Convention or National Law of the country which provisions:
 - (a) cannot be departed from by private contract to the detriment of the Merchant, and
 - (b) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular document which must be issued in order to make such international Convention or National Law applicable:
 - (ii) with respect to the transportation in the United States or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers contracts of carriage and tariffs and any law compulsorily applicable. The Carrier guarantees the fulfilment of such inland carriers obligations under their contracts and tariffs:
 - (iii) Where neither (i) or (ii) above apply, any liability of the Carrier shall be determined by subclause 7(4) above.
- (5) METHODS AND ROUTE OF TRANSPORTATION
 - (A) The Carrier may at any time and without notice to the Merchant:
 - use any means of transport or storage whatsoever; load or carry the Goods on any Ship whether named on the front hereof or not; transfer the Goods from one conveyance to another including transshipping or carrying the same on another Ship 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 its discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever once or more often and 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 of intended Port of Discharge); comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the Ship to proceed with or without pilots, to tow or be towed or to be dry-docked; permit the Ship to carry livestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or warlike stores and sail armed or unarmed.
 - (B) Where Article I to VIII both inclusive of the Hague Rules or the Hague-Visby Rules apply hereunder the Carrier's maximum liability shall in no event exceed GBP100 lawful money of the United Kingdom per package or unit.

8. GENERAL PROVISIONS

(1) SCHEDULE: DELAY

The Carrier does not undertake that the Goods will be transported from or loaded at the place of receiving or loading or will arrive at the place of discharge, destination or transshipment aboard any particular Ship or other conveyance or at any particular date or to meet any particular market or in time or any particular use. Scheduled or advertised departure and arrival times are only expected time and may be advanced or delayed if the Carrier or any connecting carrier shall find it necessary, prudent or convenient. In no event shall the Carrier be liable for consequential or other damages for delay in the scheduled departure or arrival of the Ship or other conveyance transporting the Goods or of any other matter.

(2) PACKAGE OR SHIPPING UNIT LIMITATION

^(a) Where the Carrier is liable for compensation in respect of loss or damage to the Goods, such compensation shall be calculated by reference to the net invoice value of the Goods plus freight charges and insurance if paid. In the event that the invoice value per package, or in the case of goods not shipped in packages, per shipping unit, exceeds GBP100 lawful money of the United Kingdom, the value of the Goods shall be deemed to be GBP100 per package or unit, unless the nature and value of the Goods have been declared by the Merchant herein and extra charges paid as provided in the Carrier's tariff. In no event shall the Carrier be liable for any loss of profits or any consequential loss or damage.

- (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.
 - (c) Where Article I to VIII both inclusive of the Hague Rules or the Hague-Visby Rules apply hereunder the Carrier's maximum liability shall in no event exceed GBP100 lawful money of the United Kingdom per package or unit.
 - (D) Total compensation shall not, however, exceed US\$2.00 per kilo of gross weight of the goods lost or damage.
 - (E) Subject to subclause 7(1) of this Bill of Lading, for shipments to or from ports in the United States of America, neither the Carrier nor the Ship shall, in any event, be or become liable for any loss of damage to such Goods in the amount exceeding US\$500 lawful money of the United States of America per package or in case of Goods not shipped in package, per customary shipping unit or equivalent of that sum in other currency.
 - (F) Subject to subclause 7(1) of this Bill of Lading, for shipments to or from ports in the People's Republic of China, neither the Carrier nor the Ship shall, in any event, be or become liable for any loss or damage to such Goods in the amount exceeding RMB200 lawful money of the People's Republic of China per package or in case of Goods not shipped in package, per customary shipping unit or the equivalent of that sum in other currency.
- (3) **AD VALOREM: DECLARED VALUE OF PACKAGE OR SHIPPING UNIT**
 If the Shipper desires to be covered for a valuation in excess of that allowed by the Carrier's regular Bill of Lading form, the Shipper must so stipulate in Carrier's Bill of Lading on the front of the Bill of Lading, covering such shipments and such additional liability only will be assumed by the Carrier at the request of the Shipper and upon payment of an additional charge based on the total declared valuation in addition to the stipulated rates applying to the commodities shipped as specified herein. Where value is declared on any piece or package in excess of the Bill of Lading limit of value of \$500.00 the Ad Valorem rate, specifically provided against the item, shall be five (5%) percent of the value declared in excess of the said Bill of Lading limit of value and is in addition to the base rate. 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.
- (4) **DEFINITION OF PACKAGE OR SHIPPING UNIT**
 Where a Container is used to consolidate Goods and such Container is stuffed by the Carrier, the number of packages or shipping units stated on the face of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units for the purpose of any limit of liability per package or shipping unit provided in any international Convention or National Law relating to the carriage of Goods by sea. Except as aforesaid the Container shall be considered the package or shipping unit.

 The words "shipping unit" shall mean each physical unit or piece of cargo not shipped in a package, including articles or things of any description whatsoever and shall include, but not limited to, a skid, cradle, pallet or unitized load, group or assemblage.
- (5) **FIRE AND RUST**
 - (A) The Carrier shall not be liable for any loss or damage to goods occurring at any time, even though before loading on or after discharge from the Ship, by reason or by means of any fire whatsoever, unless such fire shall be caused by the actual fault or privity of the Carrier.
 - (B) 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 acknowledgment 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. If the Merchant requires special arrangements or care for the carriage of such Goods, the Merchant must request same in writing to the Carrier and the said arrangements must be noted on the face of this Bill of Lading and all special freight, as required, must be paid by the Merchant.
- (6) **GOVERNMENT ORDERS**
 The Carrier or the master shall have liberty to comply with any orders, directions, regulations, requests or suggestions given by or received from the government of any nation or by any person purporting to act with the authority of such government. Any disposition of the Goods pursuant to this clause shall constitute completion of the transportation agreement by the Carrier, and the goods thereafter shall be solely at the Merchant's own risk and expense. The Merchant shall bear and pay all duties, taxes, fines, imposts, expenses, or losses incurred or suffered by reason thereof and shall indemnify the Carrier in respect thereof.
- (7) **WAR RISK EXPENSES**
 The Carrier may at any time and without prior notice to the Merchant impose surcharges to cover all extra expenses (including but not limited to extra insurance premiums and costs of diversion) incurred by the Carrier as a result of the outbreak of war, hostilities, war-like operations, civil war, civil commotions, blockade, piracy or revolutions regardless of whether the Ship sailed or not sailed or is underway at the time the expenses are incurred.
- (8) **NOTICE OR CLAIM - TIME FOR SUIT**
 - (A) Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier or his agent at the Port of Discharge before or at the time of the removal of the goods into the custody of

the Merchant thereof under the transportation agreement, such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in the transportation agreement. If the loss or damage is not apparent the notice must be given within 3 consecutive days after delivery.

- (B) Subject to the provisions of subclause 7(4) above, which may result in a shorter period, the Carrier, its agents, servants and sub-contractors and the Ship shall be discharged from all liability in contract and in tort in respect of loss, damage, delay, misdelivery or conversion unless suit is brought within nine months after delivery of the Goods or the date when the Goods should have been delivered. Investigation, negotiating or otherwise dealing with claims by the Carrier or its lawyers or representatives shall not be construed as an admission of liability and should not be deemed a waiver of this provision.
- (C) The Carrier may, at its sole discretion, and on the basis that it has not been prejudiced by the passage of time, waive notice requirements or other time limit.

(9) LAW AND JURISDICTION

Any claim or dispute arising under this Bill of Lading 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 Southern District of New York, 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 any claims arising out of this Bill of Lading in any venue having jurisdiction over Merchant.

(10) SUBROGATION

When any claims are paid to the Merchant by the Carrier, the Carrier shall be automatically subrogated to all rights of the Merchant against all other third parties on account of such loss or damages.

9. MERCHANT'S RESPONSIBILITY

- (1) The Merchant, with respect to cargo units not packed or loaded by the Carrier, represents and warrants:
 - (A) that goods are properly described, marked, secured; and packed on their respective cargo units;
 - (B) that any cargo units other than Carrier-furnished units are seaworthy and physically suitable, sound and structurally adequate properly to contain and support the Goods during handling and the transportation contemplated by the transportation agreement, and that such cargo units may be handled in the usual and customary manner without damage to themselves or to their contents, or to the Ship or its other cargo, or property or persons;
 - (C) that all particulars with regard to the cargo units and their contents, and the weight, quantity, quality of each set cargo unit, are in all respects correct; and
 - (D) that such units are in compliance with all applicable laws, regulations and government requirements which may be applicable.

The Merchant, jointly and severally, agrees to indemnify the Carrier and to hold the Carrier harmless in respect of all injury or death of any person, or any loss or damage to Cargo or any other property or to the Ship or any other vessel, or any other loss or expense, including but not limited to, loss of profits and legal costs, caused by the breach of any of the foregoing representations or warranties.

- (2) The Merchant shall be liable for the loss, damage, contamination, soiling, detention or demurrage before, during and after the Carriage of property (including, but not limited to, Containers) of the Carrier or any person or Ship (other than the Merchant) referred to in clause 6 above caused by the Merchant or any person acting on its behalf or for which the Merchant is otherwise responsible.
- (3) The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 9 or from any cause in connection with the Goods for which the Carrier is not responsible.
- (4) Where the Carrier is instructed to provide a Container in the absence of a written request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or quality.

10. CONTAINERS

- (1) Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods.
- (2) The transportation agreement shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.
- (3) When containers, vans, trailer, transportable tanks, skids, palletized units, and other cargo units are not packed or loaded by the Carrier, the Carrier does not represent to be accurate and is not bound by any description of the value, quantity, weight, condition or existence of the contents thereof as furnished by or on behalf of the Merchant and identified in this Bill of Lading by use of the phrase "said to contain". "Shipper's weight load and count" or terms of like meaning, and the Carrier in such case shall not be liable for any difference in value, quantity, weight or condition of the Goods furnished by or on behalf of the Merchant and that of the Goods actually delivered. The Carrier shall have no responsibility or liability whatsoever for loss or damage to the Goods.

- (A) caused by the manner in which the Container has been packed, loaded, secured, shored and/or stowed;
 - (B) caused by the unsuitability of the Goods for carriage in Container;
 - (C) caused by the unsuitability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this subclause 10(C)(3) shall only apply if the unsuitability or defective condition arose (i) without any want of due diligence on the part of the Carrier or (ii) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Carrier was stuffed.
 - (D) if the container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.
- (4) The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more

11. NOTIFICATION, DELIVERY AND STORAGE OF GOODS

Any mention in this Bill of Lading of parties to be notified of the arrival of the Goods is solely for information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

Except at ports where the Carrier delivers Goods directly to the Merchant, delivery shall take place and the Carrier shall have no further responsibility when the Goods are discharge upon a safe dock, lighter or other craft and custody is taken by port or government authorities, terminal operators or lightermen.

If for any reason whatsoever, the Merchant refuses or fails to take delivery of the Goods upon their arrival and availability at destination and upon expiration of tariff- prescribed free time and any notice period as set forth in a notice of arrival, availability or demand given by the Carrier, the Carrier may, without further notice or demand, and in addition to any other legal or equitable remedies, exercise its maritime lien for any charges due at a private or judicial sale of the Goods, or may place the Goods in storage at the risk and expense of the Merchant, subject to a lien in favour of the Carrier for any charges due.

12. DANGEROUS HAZARDOUS OR NOXIOUS CARGO

Goods of a inflammable, explosive, corrosive, radioactive, noxious, hazardous, unstable or dangerous nature, shipped without full disclosure in writing to the Carrier as to their nature and character, may at any time before discharge be landed at any place, thrown overboard, destroyed or rendered innocuous without liability on the part of the Carrier or other Merchant; and even if such disclosure be made, the Carrier may, without incurring any liability, make the same disposition of such Goods if, in the opinion of the Carrier, they shall be or become dangerous or noxious to the Ship or cargo, or to persons. The Merchant shall indemnify the Carrier for all losses, damages. (including but not limited to, consequential damages such as loss of profits and expenses related to the Carrier's inability to use its Ships and equipment), liabilities, fines, civil penalties and expenses (including legal costs) suffered by the Carrier caused in whole or in part and the Carrier shall be under no liability to make any General Average contribution in respect of such Goods by omission of full disclosure required by this clause or by applicable law or regulations.

13. TEMPERATURE CONTROLLED CARGO

The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice unless the face of this Bill of Lading notes that the Goods are to be carried in a temperature, heated, specifically ventilated or otherwise specially equipped container. This carriage is subject to the special services and charges offered in the Carrier's tariff.

The Merchant is responsible for bringing the goods to the proper temperature before loading the goods into the containers, for the proper stowage of the Goods within the container, for setting the temperature (including maintenance and repair), during all times before containers are delivered to the Carrier and after they are delivered by the Carrier. The Carrier is not responsible for product deterioration caused by inherent vice, defects in the merchandise or transit times in excess of the produce's shelf life. Refrigerated, heated, specially ventilated or otherwise specially equipped containers are not equipped to change the temperature of Goods. (They are equipped only to maintain temperature.) The Merchant will give written notice of requested temperature setting of the thermostatic controls before receipt of the Goods by the Carrier. When a loading container is reserved, the Carrier will verify that the thermostatic controls are set to maintain container temperature as requested. The Carrier is unable to determine whether the goods were at the proper temperature when they were loaded into the container or when the container is delivered to the Carrier. Air temperature at the unit sensor will be maintained within a range of plus or minus 5 degree Fahrenheit of the temperature requested by the Merchant on the face of this Bill of Lading. If the goods were at that temperature when loaded into the container and if the temperature controls were properly set when the container was loaded. The Carrier is not responsible for temperature fluctuations that do not exceed 4 hours duration.

14. INSPECTION OF GOODS

The Carrier or any person authorised by the Carrier shall be entitled, but under no obligation, to open any Container or package at any time and to inspect the Goods. If it thereupon appears that the contents of any part thereof cannot

safely or properly be carried further, either at all or without incurring any additional expenses or taking any measures in relation to the Container or its contents or any part thereof, the Carrier may abandon the transportation thereof and/or take any measures and/or incur any reasonable additional expense to carry or to continue or to store the same ashore or afloat under cover or in the open, at any place, which storage shall be deemed to constitute due delivery under the transportation agreement. The Merchant shall indemnify the Carrier against any reasonable additional expenses so incurred.

15. MATTERS AFFECTING PERFORMANCE

(1) If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods); whensoever and howsoever arising (whether or not the Carriage has commenced) the Carrier may:

(A) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease;

(B) without prejudice to the Carrier's right subsequently to abandon the Carriage under subclause 15(1)(A) above, continue the Carriage.

In any event the Carrier shall be entitled to full Charges on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

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

16. DECK CARGO (AND LIVESTOCK)

(1) Goods of any description whether containerised or not may be stowed on or under deck without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree. Subject to subclause 16(2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague-visby Rules compulsorily applicable (such as COGSA or COGWA) to the transportation agreement.

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

17. BOTH-TO-BLAME COLLISION

If the Ship comes into collision with another Ship as result of the negligence of the other Ship and any act, neglect or default of the master, mariner, pilot or of the servant of the Carrier in the navigation or in the management of the Ship, the owners of the Goods carried hereunder will indemnify the Carriers against all loss or liability to the other or non-carrying Ship or her owner insofar as such loss or liability represents loss of or damage to, or any claim whatsoever of the owners of said goods, paid or payable by the other or non-carrying Ship or her owners to the owners of the said goods and set-off, recouped or recovered by the other or non-carrying Ship or her owners as part of their claim against the carrying Ship or the Carrier. The foregoing provisions shall also apply where the owners, operators or those in charge of any Ship or Ships or objects other than, or in addition to, the colliding Ships or object are at fault in respect of a collision, contact, stranding or other accident.

18. GENERAL AVERAGE

(1) General Average shall be adjusted, stated and settled, according to York/Antwerp Rules 1974, at any place selected by the Carrier and the Amended Jason Clause as approved by BIMCO is to be considered as incorporated herein. The Merchant shall provide such security. Average agreement and/or bond and/or such additional security as may be required by the Carrier in this connection. Such security, Average agreement and/or bond and/or such additional security as may be required by the Carrier must be furnished before delivery of the Goods.

In the event of accident, danger, damage or disaster before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract, tort or otherwise, the Merchant shall contribute with the Carrier in General Average to the payment of sacrifices, losses or expenses of a General Average nature that may be made or incurred, and shall make good salvage and special charges incurred in respect of goods. If a salvaging Ship is owned or operated by the Carrier, salvage shall be paid for as fully and in the same manner as if the salvaging Ship belonged to strangers. The Merchant shall pay its contribution to General Average even when such salvage is the result of fault, neglect or error of the master, pilot or crew. The Merchant expressly renounces all codes, statutes, ordinances, laws or regulations which might otherwise apply.

- (2) Notwithstanding subclause 18(1) above, the Merchant shall defend, indemnify any hold harmless the Carrier in respect of any claim (and any expenses arising therefrom) of a General Average nature which may be made on the Carrier.
- (3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

19. CHARGES

- (1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.
- (2) The Charges have been calculated on the basis of particulars furnished by or on behalf the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reweigh, remeasure and revalue the Goods and if the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.
- (3) All Charges shall be paid without any set-off, counter-claim, deduction or stay of execution.

20. LIEN

The Carrier and/or the Ship shall have a general and particular lien on the Goods and any documents relating thereto for all sums of whatsoever nature, including, but not limited to, claims, charges for mending, co-operating, repairing, fumigating, devanning, restoring, storing, or reconditioning and all expenses incurred for the benefit or protection of the Goods, also for any payments, duties, fines or other expenses including but not limited to legal cost and expenses, due and payable at any time to the Carrier from the Merchant and/or for General Average contributions to whomsoever due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant. If on the sale of the Goods the proceeds fail to cover the amount due and the costs incurred the Carrier and/or the Ship shall be entitled to recover the deficit from the Merchant.

21. DEMISE CLAUSE

If the Ship is not owned by or chartered by demise to the corporation by whom this Bill of Lading is issued (as may be the case notwithstanding any thing that appears to the contrary), the transportation agreement shall take effect only as a contract with the owner or Demise Charterer as the case may be as principal made through the agency of the said corporation who act as agents only and shall be under no personal liability whatsoever in respect thereof.

22. VARIATION OF THE CONTRACT

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

23. PARTIAL INVALIDITY

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 if such invalid or unenforceable provision were not contained herein.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 9:	Freight Forwarder Compensation

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Not applicable.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 10:	Surcharges and Arbitraries

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Not applicable.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 11:	Minimum Quantity Rates

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

When two or more NRA's are named for the same commodity over the same route and under similar conditions, and the application is dependent upon the quantity of the commodity shipped, the total freight charges assessed against the shipment may not exceed the total charges computed for a larger quantity, if the NRA specifying a required minimum quantity either weight or measurement per container or in containers and if the minimum set forth is met or exceeded. At the shipper's option, a quantity less than the minimum level may be freighted at the lower NRA if, the weight or measurement declared for rating purposes is increased to the minimum level.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 12:	Ad Valorem Rates

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

- A. The liability of the Carrier as to the value of shipments at the NRA's herein provided shall be determined in accordance with the clauses of the Carrier's regular Bill of Lading form.
- B. If the Shipper desires to be covered for a valuation in excess of that allowed by the Carrier's regular Bill of Lading form, the Shipper must so stipulate in Carrier's Bill of Lading covering such shipments and such additional liability only will be assumed by the Carrier at the request of the Shipper and upon payment of an additional charge based on the total declared valuation in addition to the stipulated NRA's applying to the commodities shipped as specified herein.
- C. Where value is declared on any piece or package in excess of the Bill of Lading limit of value of \$500.00 the Ad Valorem rate, specifically provided against the item, shall be three (5%) percent of the value declared in excess of the said Bill of Lading limit of value and is in addition to the base NRA.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 13:	Transshipment

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Not Applicable.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No.001 - Between (US and World)
Amendment No.:	
Rule 14:	Co-Loading in Foreign Commerce

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

- A. DEFINITION: For the purpose of this Rule "Co-Loading means the combining of cargo, in the import or export foreign commerce of the United States, by two or more NVOCC's for tendering to the ocean carrier under the name of one or more of the NVOCCs.
- B. Carrier engages in co-loading by tendering cargo and/or receiving cargo from other NVOCC's.
- C. When shipper's cargo is tendered for co-loading to other NVOCCs the tendering NVOCC shall be liable to the shipper to the full extent provided in its Bill of Lading (See Rule No. 8) and such Bill of Lading liability shall not be altered by co-loading.
- D. Shippers are responsible for payment of NRA's and charges only to the extent that such NRAs and charges are provided in this tariff.
- E. The carrier shall notify shippers that their cargo has been co-loaded by annotating each applicable Bill of Lading with the following statement:
"Cargo covered by this Bill of Lading has been co-loaded with cargo of (Name(s) of other NVOCC's)."
- F. Carrier-to-Carrier Co-loading - Carrier engages in co-loading under agreement(s) with one or more other NVOCC's.

G. Shipper-to-Carrier Co-loading - When carrier engages in co-loading on a shipper-to-carrier basis, carrier is responsible for the payment of all charges assessed by the NVOCC to which cargo was tendered. Shipper is responsible for freight and charges only to the extent that such are set forth in this tariff.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 15:	Open Rates in Foreign Commerce

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Not Applicable.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 16:	Hazardous Cargo

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

A) All commodities which the office of the Federal Register in their publication entitled "Code of Federal Regulations (46 CFR 146.01-1) - Transportation or Storage of Explosives or other Dangerous Articles or Substances, and Combustible Liquids on board Vessels" prescribed to be carried on cargo vessels on deck only, either in the open or under cover, shall be charged the Dangerous or Hazardous Cargo, NRA; except where a specific NRA is provided for in this tariff.

B) Shipments of inflammable and hazardous cargo referred to in this rule are subject to special booking and shall be delivered at destination in accordance with regulations promulgated by Port Authorities and at the risk and expense of the consignee and/or owners of the goods.

C) The transportation of explosives, will be governed by the United States Code of Federal Regulations, i.e. CFR Titles 49, Shipping Parts 100-199 as revised or superseding regulations, and to the extent applicable, the International Maritime Dangerous Goods Code (IMCO) published by the Inter-Governmental Maritime Consultative Organization 101-103 Piccadilly, London, W1V, OAE, England as listed below:

- 1 - Explosives
- 2 - Gasses; Compressed, liquefied or dissolved under pressure
- 3 - Inflammable Liquids
- 4 - Inflammable Solids
- 5 - Oxidizing Substances and organic peroxide
- 6 - Poison and infectious substance
- 7 - Radioactive substance
- 8 - Corrosives
- 9 - 10 - Agent Thomas A. Phemister, Water Carrier Tariff No. 32 ICC No. 32, FMC 27 (Dangerous Articles Tariff)
- 11 - Agent Thomas A. Phemister's Bureau of Explosives Tariff No. B.O.E. - 600, ICC No. B.O.E. - 600, FMC F No. 2B

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 17:	Green Salted Hides in Foreign Commerce

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Not Applicable.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 18:	Returned Cargo in Foreign Commerce

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Not Applicable.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 19:	Shippers Requests in Foreign Commerce

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Shipper request or complaints (including request for adjustment in NRA's, tariff interpretation), must be made in writing and addressed to the carrier as shown on the Title Page or Tariff Record.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 20:	Overcharge Claims

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

A. Bill of Lading Commodity Description

Description of commodities on all Bills of Lading (which shall be verified by a comparison with the description of the corresponding customs declaration) shall determine the NRA to be applied. The Bill of Lading description shall be subject to correction in the event of mis-declaration of commodity.

B. Overcharges

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

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

In cases of claims by shipper of overcharge in weight certified invoice or weigher's certificate to be considered evidence of proper weight. Written claims for adjustment will be acknowledged by the carrier within twenty days of receipt by written notice to the claimant of the tariff provisions actually applied and the claimant's rights under the Shipping Act of 1984.

Claims seeking the refund of freight overcharges may be filed in the form of a complaint with the Federal Maritime Commission, Washington, D.C, 20573, within three years of the date of cause of action occurs.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 21:	Use of Carrier Equipment

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

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

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 22:	Automobile Rates in Domestic Offshore Commerce

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Not Applicable.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 23:	Carrier Terminal Rules and Charges

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Carrier does not operate terminals at origin or destination. Except as otherwise provided in NRA, all shipments will be subject to the origin and destination terminal charges assessed by the underlying ocean carrier, including demurrage charges, whose vessel will be clearly identified on bills of lading.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. – FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 24:	NVOCCs in Foreign Commerce: Bonds and Agents

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

A. Bonding of NVOCC

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

2. Bond No. 571660

3. Issued By: Washington International Insurance Company

475 Martingale Road, Suite 8550

Schaumburg, IL 60173

B. Agent for Service

1. Carrier's legal agent for the service of judicial and administrative process, including subpoenas

Is Not applicable - Carrier domiciled in the U.S. (See Title Page and/or Tariff Record)

2. In any instance in which the Carrier cannot be served because of death, disability or unavailability, the Secretary of the Federal Maritime Commission will be deemed to be the Carrier's legal agent for service of process.

3. Service of administrative process, other hand subpoenas, may be effected upon the Carrier by mailing a copy of the documents to be served by certified or registered mail, return receipt requested.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 25:	Certification of Shipper Status in Foreign Commerce

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

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

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

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 26:	

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

RESERVED FOR FUTURE USE

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 27:	Loyalty Contracts in Foreign Commerce

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

Not Applicable.

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 003 - Between (US and World)
Amendment No.:	
Rule 28:	Definitions

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

CARRIER - means publishing carrier and/or inland U.S. Carriers.

CONSIGNOR, CONSIGNEE OR SHIPPER - include the authorized representatives or agents of such "consignor," "consignee," or "shipper."

CONTAINER FREIGHT STATION (CFS) - (Service Code S) -

a) At Origin - The location designated by the carrier where the carrier will receive cargo to be packed into containers by the carrier, or his agent.

b) At Destination - The location designated by the carrier for the delivery of containerized cargo to be unpacked from said containers.

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

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

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

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

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

KNOCKED DOWN (KD) - means that an article must be taken apart, folded or telescoped in such a manner as to reduce its bulk at least 33 1/3 percent from its normal shipping cubage when set up or assembled.

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

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

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

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

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

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

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

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

PACKING - covers the actual placing of cargo into the container as well as the proper stowage and securing thereof within the container.

PUBLISHING CARRIER - means CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS., a Non-Vessel Operating Common Carrier (NVOCC) registered with the U.S. Federal Maritime Commission under FMC Organization No. 023010.

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

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

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

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

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS. - FMC Tariff No. 003 - Between (US and World)
Rule 29:	ABBREVIATIONS, CODES AND SYMBOLS

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

EXPLANATION OF ABBREVIATIONS

A	Increase	Ad Val	Ad Valorem
---	----------	--------	------------

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

Tariff Rule Information

022780-001:	CENTURY DISTRIBUTION SYSTEMS INCORPORATED D/B/A CENTURY EXPRESS.. - FMC Tariff No. 1
Amendment No.:	
Rule 30:	Access to Tariff Information

Effective: 23MAY2011 Thru: NONE Expires: NONE Publish: 23MAY2011

This tariff is published on the Internet web site of Century Distribution Systems Incorporated at: www.cds-net.com.

Interested parties should contact Gary Pedersen by email at gpedersen@cds-net.com concerning access to and cost for use of Carrier's tariff. Please refer to the tariff profile or title page for additional contact information.