
DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
1
+-----+
DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 1 Effective: 07Sep2017
(R)

SCOPE

Felixstowe, UK London, UK
Liverpool, UK Manchester, UK

Rules and conditions named herein apply to the transportation of cargo between ports and points listed in Paragraph A and ports and points listed in Paragraph B.

A) Between ALL PORTS /POINTS OF CALL in the following;

GROUP: DOMESTIC COUNTRIES includes;
America Samoa Puerto Rico
Guam United States
Johnston Atoll US Virgin Islands
Midway Islands Wake Island
Northern Mariana Islands

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

a) GROUP: ATLANTIC BASE PORTS includes;
Baltimore, MD Norfolk
Boston, MA Philadelphia, PA
Charleston, SC Savannah, GA
Miami, FL Wilmington, NC
New York, NY

b) GROUP: GULF BASE PORTS includes;
Houston, TX New Orleans, LA
Mobile, AL Tampa, FL

c) GROUP: PACIFIC BASE PORTS includes;
Long Beach, CA San Francisco, CA
Los Angeles, CA Seattle, WA
Oakland, CA Tacoma, WA
Portland, OR

d) GROUP: GREAT LAKES BASE PORTS includes;
Chicago, IL

e) Pago Pago, AQ Rota, CQ
Guam, GQ San Juan, RQ
Johnston Atoll, JQ Saint Croix, VQ
Midway Island, MQ Wake Island, WQ

B) AND ALL PORTS/POINTS OF CALL in the following Countries
To/From Which Rates Apply:

1) GROUP: EUROPE COUNTRIES includes;
Austria Liechtenstein
Belgium Luxembourg
Czechoslovakia Netherlands
Germany Switzerland
Hungary France
UK Countries Norway
Finland Sweden
Denmark

a) GROUP: EUROPE BASE PORTS includes; (See Note)
Antwerp, BE Hamburg, GM
Bremen, GM Rotterdam, NL
Bremerhaven, GM FRENCH ATLANTIC BASE
PORTS

b) GROUP: FRENCH ATLANTIC BASE PORTS includes;
LeHavre, FR

2) GROUP: UK COUNTRIES includes;
Guernsey Man, Isle of
Ireland St. Helena
Jersey United Kingdom

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

3) GROUP: SCANDINAVIA COUNTRIES includes;
Denmark Jan Mayen
Faroe Islands Norway
Finland Svalbard
Greenland Sweden
Iceland

a) GROUP: SCANDINAVIA BASE PORTS incl; (See Note)
Aarhus, DA Thule, GL
Gothenburg, SW Trondheim, NO
Helsinki, FI Vaag, FO
Reykjavik, IC

4) GROUP: BALTIC COUNTRIES includes;
Poland Union of Soviet
Socialist Republic

a) GROUP: BALTIC BASE PORTS includes; (See Note)
Gdansk, PL Leningrad, UR

5) GROUP: MED COUNTRIES includes;
Albania Libya
Algeria Malta
Andorra Monaco
Cyprus Morocco
France Portugal
Gaza Strip San Marino
Gibraltar Spain
Greece Syria
Israel Tunisia
Italy Vatican City
Lebanon Yugoslavia

a) GROUP: MED BASE PORTS includes; (See Note)
Bar, YO Monaco, MN
Beirut, LE Oran, AG
Bilbao, SP Piraeus, GR
Durazzo, AL Tangier, MO
Gibraltar, GI Tripoli, LV
Haifa, IS Tunis, TS
Latakia, SY Valetta, MT
Leghorn, IT MED FRANCE BASE PORTS

b) GROUP: MED FRANCE BASE PORTS includes; (See Note)
Fos Sur Mer, FR

6) GROUP: BLACK SEA COUNTRIES includes;
Bulgaria Turkey
Romania Union of Soviet Socialist
Republic

a) GROUP: BLACK SEA BASE PORTS includes; (See Note)
Braila, RO Lom, BU
Istanbul, TU Odessa, UR

7) GROUP: MID-EAST COUNTRIES includes;
Bahrain Oman
Egypt Qatar
Iran Saudi Arabia
Iraq United Arab Emirates
Iraq-Saudi Arabia
Neutral Zone
West Bank Jordan
Yemen Kuwait

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
1
+-----+

DXI Tariff Report
Page 2
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 1 SCOPE
(Continued...)

- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------------|---------------------|--|-----------------|--|-----------------|-----------------|---------------|-------------|------------|---------------|-------------|--|-----------------------------|--|--------------|--|--------------|------------------|--------------------------|---------------|-----------------|------------------|------------------|-------------------------|------------------|--------------|------------------|-------------------|-------------------|--------------------------------|------------|------------|---------------|----------------------|------------------------|--------------|--------------------------------|----------------------------------|--------|----------------|------------------|---------------|-------------------|--------------|---------------|--------------------------|------------------|-------|
| <p>a) GROUP: MID EAST BASE PORTS includes; (See Note)</p> <table border="0"> <tr> <td>Abu Dhabi, TC</td> <td>Damman, SA</td> </tr> <tr> <td>Alexandria, EG</td> <td>Doha, QA</td> </tr> <tr> <td>Aqaba, JO</td> <td>Hodeidah, YM</td> </tr> <tr> <td>Baghdad, IZ</td> <td>Kuwait, KU</td> </tr> <tr> <td>Bahrain, BA</td> <td>Muscat, MU</td> </tr> <tr> <td>Bandar Abbas</td> <td></td> </tr> </table> | Abu Dhabi, TC | Damman, SA | Alexandria, EG | Doha, QA | Aqaba, JO | Hodeidah, YM | Baghdad, IZ | Kuwait, KU | Bahrain, BA | Muscat, MU | Bandar Abbas | | <p>12) GROUP: SOUTH PACIFIC COUNTRIES includes;</p> <table border="0"> <tr> <td>Ashmore and Cartier Islands</td> <td>New Caledonia</td> </tr> <tr> <td>New Zealand</td> <td>Australia</td> </tr> <tr> <td>Niue</td> <td>Baker Island</td> </tr> <tr> <td>Norfolk Island</td> <td>Brunei</td> </tr> <tr> <td>Palmyra Atoll</td> <td>Christmas Island</td> </tr> <tr> <td>Papua New Guinea</td> <td>Cocos (Keeling) Islands</td> </tr> <tr> <td>Pitcairn Islands</td> <td>Cook Islands</td> </tr> <tr> <td>Solomon Islands</td> <td>Coral Sea Islands</td> </tr> <tr> <td>Spratly Islands</td> <td>Federated States of Micronesia</td> </tr> <tr> <td>Tokelau</td> <td>Tonga</td> </tr> <tr> <td>Fiji</td> <td>Tromelin Island</td> </tr> <tr> <td>French Polynesia</td> <td></td> </tr> <tr> <td>Trust Territory of the Pacific</td> <td>Heard Island and McDonald Island</td> </tr> <tr> <td>Tuvalu</td> <td>Howland Island</td> </tr> <tr> <td>Vanuatu</td> <td>Jarvis Island</td> </tr> <tr> <td>Wallis and Futuna</td> <td>Kingman Reef</td> </tr> <tr> <td>Western Samoa</td> <td>Kiribati</td> </tr> <tr> <td>Marshall Islands</td> <td>Nauru</td> </tr> </table> | Ashmore and Cartier Islands | New Caledonia | New Zealand | Australia | Niue | Baker Island | Norfolk Island | Brunei | Palmyra Atoll | Christmas Island | Papua New Guinea | Cocos (Keeling) Islands | Pitcairn Islands | Cook Islands | Solomon Islands | Coral Sea Islands | Spratly Islands | Federated States of Micronesia | Tokelau | Tonga | Fiji | Tromelin Island | French Polynesia | | Trust Territory of the Pacific | Heard Island and McDonald Island | Tuvalu | Howland Island | Vanuatu | Jarvis Island | Wallis and Futuna | Kingman Reef | Western Samoa | Kiribati | Marshall Islands | Nauru |
| Abu Dhabi, TC | Damman, SA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alexandria, EG | Doha, QA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aqaba, JO | Hodeidah, YM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baghdad, IZ | Kuwait, KU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bahrain, BA | Muscat, MU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bandar Abbas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmore and Cartier Islands | New Caledonia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| New Zealand | Australia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Niue | Baker Island | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Norfolk Island | Brunei | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Palmyra Atoll | Christmas Island | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Papua New Guinea | Cocos (Keeling) Islands | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pitcairn Islands | Cook Islands | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Solomon Islands | Coral Sea Islands | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Spratly Islands | Federated States of Micronesia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tokelau | Tonga | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fiji | Tromelin Island | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| French Polynesia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trust Territory of the Pacific | Heard Island and McDonald Island | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tuvalu | Howland Island | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vanuatu | Jarvis Island | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wallis and Futuna | Kingman Reef | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Western Samoa | Kiribati | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Marshall Islands | Nauru | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>8) GROUP: INDIA SUB-CONTINENT COUNTRIES includes;</p> <table border="0"> <tr> <td>Afghanistan</td> <td>Maldives</td> </tr> <tr> <td>Bangladesh</td> <td>Nepal</td> </tr> <tr> <td>Bhutan</td> <td>Pakistan</td> </tr> <tr> <td>Burma</td> <td>Sri Lanka</td> </tr> <tr> <td>India</td> <td></td> </tr> </table> | Afghanistan | Maldives | Bangladesh | Nepal | Bhutan | Pakistan | Burma | Sri Lanka | India | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Afghanistan | Maldives | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bangladesh | Nepal | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bhutan | Pakistan | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burma | Sri Lanka | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| India | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>a) GROUP: INDIA SUB-CONT BASE PORTS incl; (See Note)</p> <table border="0"> <tr> <td>Bombay, IN</td> <td>Pasni, PK</td> </tr> <tr> <td>Chittagong, BG</td> <td>Rangoon, BM</td> </tr> <tr> <td>Colombo, CE</td> <td></td> </tr> </table> | Bombay, IN | Pasni, PK | Chittagong, BG | Rangoon, BM | Colombo, CE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bombay, IN | Pasni, PK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chittagong, BG | Rangoon, BM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Colombo, CE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>9) GROUP: SE ASIA COUNTRIES includes;</p> <table border="0"> <tr> <td>Cambodia</td> <td>Thailand</td> </tr> <tr> <td>Laos</td> <td>Vietnam</td> </tr> <tr> <td>Malaysia</td> <td></td> </tr> </table> | Cambodia | Thailand | Laos | Vietnam | Malaysia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cambodia | Thailand | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Laos | Vietnam | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Malaysia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>a) GROUP: SE ASIA BASE PORTS includes; (See Note)</p> <table border="0"> <tr> <td>Bangkok, TH</td> <td>Hanoi, VM</td> </tr> <tr> <td>Cheko, CB</td> <td>Kelang, MY</td> </tr> </table> | Bangkok, TH | Hanoi, VM | Cheko, CB | Kelang, MY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bangkok, TH | Hanoi, VM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cheko, CB | Kelang, MY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>10) GROUP: FAR EAST COUNTRIES includes;</p> <table border="0"> <tr> <td>China</td> <td></td> </tr> <tr> <td>Malaysia</td> <td></td> </tr> <tr> <td>Hong Kong</td> <td></td> </tr> <tr> <td>Indonesia</td> <td></td> </tr> <tr> <td>Japan</td> <td></td> </tr> <tr> <td>Taiwan</td> <td></td> </tr> <tr> <td>Korea, Democratic People's Rep</td> <td></td> </tr> <tr> <td>Vietnam</td> <td></td> </tr> </table> | China | | Malaysia | | Hong Kong | | Indonesia | | Japan | | Taiwan | | Korea, Democratic People's Rep | | Vietnam | | <p>a) GROUP: SOUTH PACIFIC BASE PORTS incl; (See Note)</p> <table border="0"> <tr> <td>Auckland, NZ</td> <td>Port Moresby, PP</td> </tr> <tr> <td>Auki, BP</td> <td>Port Vila, NH</td> </tr> <tr> <td>Brunei Town, BX</td> <td>Rarotonga, CW</td> </tr> <tr> <td>Ebeye, RM</td> <td>Saipan, PS</td> </tr> <tr> <td>Haapla, TN</td> <td>Suva, FJ</td> </tr> <tr> <td>Nauru Island, NR</td> <td>Sydney, AS</td> </tr> <tr> <td>Niue Island, NE</td> <td>Tarawa, KR</td> </tr> <tr> <td>Noumea, NC</td> <td>Tuvalu, TV</td> </tr> <tr> <td>Papeete, FP</td> <td>AUSTRALIA BASE PORTS</td> </tr> <tr> <td>NEW ZEALAND BASE PORTS</td> <td></td> </tr> </table> | Auckland, NZ | Port Moresby, PP | Auki, BP | Port Vila, NH | Brunei Town, BX | Rarotonga, CW | Ebeye, RM | Saipan, PS | Haapla, TN | Suva, FJ | Nauru Island, NR | Sydney, AS | Niue Island, NE | Tarawa, KR | Noumea, NC | Tuvalu, TV | Papeete, FP | AUSTRALIA BASE PORTS | NEW ZEALAND BASE PORTS | | | | | | | | | | | | | |
| China | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Malaysia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hong Kong | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Indonesia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Japan | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Taiwan | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Korea, Democratic People's Rep | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vietnam | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Auckland, NZ | Port Moresby, PP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Auki, BP | Port Vila, NH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brunei Town, BX | Rarotonga, CW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ebeye, RM | Saipan, PS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Haapla, TN | Suva, FJ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nauru Island, NR | Sydney, AS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Niue Island, NE | Tarawa, KR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Noumea, NC | Tuvalu, TV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Papeete, FP | AUSTRALIA BASE PORTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NEW ZEALAND BASE PORTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>a) GROUP: FAR EAST BASE PORTS includes; (See Note)</p> <table border="0"> <tr> <td>JAPAN BASE PORTS</td> <td>Hong Kong</td> </tr> <tr> <td>TAIWAN BASE PORTS</td> <td>Port Kelang</td> </tr> <tr> <td>CHINA BASE PORTS</td> <td>Busan/Pusan</td> </tr> <tr> <td>Tanjung Pelepas</td> <td>Jakarta</td> </tr> <tr> <td>Hai Phong</td> <td>Penang</td> </tr> <tr> <td>Laem Chanbang</td> <td>Ho Chi Minh</td> </tr> <tr> <td>Semerang</td> <td></td> </tr> </table> | JAPAN BASE PORTS | Hong Kong | TAIWAN BASE PORTS | Port Kelang | CHINA BASE PORTS | Busan/Pusan | Tanjung Pelepas | Jakarta | Hai Phong | Penang | Laem Chanbang | Ho Chi Minh | Semerang | | <p>b) GROUP: AUSTRALIA BASE PORTS includes;</p> <table border="0"> <tr> <td>Adelaide, AS</td> <td>Melbourne, AS</td> </tr> <tr> <td>Brisbane, AS</td> <td>Sydney, AS</td> </tr> </table> | Adelaide, AS | Melbourne, AS | Brisbane, AS | Sydney, AS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JAPAN BASE PORTS | Hong Kong | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TAIWAN BASE PORTS | Port Kelang | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHINA BASE PORTS | Busan/Pusan | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tanjung Pelepas | Jakarta | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hai Phong | Penang | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Laem Chanbang | Ho Chi Minh | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Semerang | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Adelaide, AS | Melbourne, AS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brisbane, AS | Sydney, AS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>b) GROUP: TAIWAN BASE PORTS includes;</p> <table border="0"> <tr> <td>Kaohsiung, TW</td> <td>Keelung, TW</td> </tr> </table> | Kaohsiung, TW | Keelung, TW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kaohsiung, TW | Keelung, TW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>c) GROUP: JAPAN BASE PORTS includes;</p> <table border="0"> <tr> <td>Kobe, JA</td> <td>Tokyo, JA</td> </tr> <tr> <td>Osaka, JA</td> <td>Yokohama, JA</td> </tr> </table> | Kobe, JA | Tokyo, JA | Osaka, JA | Yokohama, JA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kobe, JA | Tokyo, JA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Osaka, JA | Yokohama, JA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>d) GROUP: CHINA BASE PORTS includes;</p> <table border="0"> <tr> <td>Chiwan, CN</td> <td>Tianjin/Xingang, CN</td> </tr> <tr> <td>Ningbo, CN</td> <td>Xiamen, CN</td> </tr> <tr> <td>Shanghai, CN</td> <td>Yantian, CN</td> </tr> <tr> <td>Qingdao, CN</td> <td></td> </tr> </table> | Chiwan, CN | Tianjin/Xingang, CN | Ningbo, CN | Xiamen, CN | Shanghai, CN | Yantian, CN | Qingdao, CN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chiwan, CN | Tianjin/Xingang, CN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ningbo, CN | Xiamen, CN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shanghai, CN | Yantian, CN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Qingdao, CN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>11) GROUP: ASIA COUNTRIES NOS includes;</p> <table border="0"> <tr> <td>Mongolia</td> <td></td> </tr> <tr> <td>Macau</td> <td>Paracel Islands</td> </tr> </table> | Mongolia | | Macau | Paracel Islands | <p>c) GROUP: NEW ZEALAND BASE PORTS includes;</p> <table border="0"> <tr> <td>Auckland, NZ</td> <td>Wellington, NZ</td> </tr> <tr> <td>Lyttleton, NZ</td> <td></td> </tr> </table> | Auckland, NZ | Wellington, NZ | Lyttleton, NZ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mongolia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Macau | Paracel Islands | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Auckland, NZ | Wellington, NZ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lyttleton, NZ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>a) GROUP: ASIA BASE PORTS NOS includes; (See Note)</p> <table border="0"> <tr> <td>Macao, CH</td> <td>Macau, MC</td> </tr> </table> | Macao, CH | Macau, MC | <p>13) GROUP: AFRICA COUNTRIES includes;</p> <table border="0"> <tr> <td>Angola</td> <td>Madagascar</td> </tr> <tr> <td>Bassas Da India</td> <td>Malawi</td> </tr> <tr> <td>Benin</td> <td>Mali</td> </tr> <tr> <td>Botswana</td> <td>Mauritania</td> </tr> <tr> <td>Burkina</td> <td>Mauritius</td> </tr> <tr> <td>Burundi</td> <td>Mayotte</td> </tr> <tr> <td>Cameroon</td> <td>Morocco</td> </tr> <tr> <td>Cape Verde</td> <td>Mozambique</td> </tr> <tr> <td>Central African Republic</td> <td>Namibia</td> </tr> <tr> <td>Chad</td> <td>Niger</td> </tr> <tr> <td>Comoros</td> <td>Nigeria</td> </tr> <tr> <td>Congo</td> <td>Reunion</td> </tr> <tr> <td>Djibouti</td> <td>Rwanda</td> </tr> <tr> <td>Equatorial Guinea</td> <td>Sao Tome and Principe</td> </tr> <tr> <td>Ethiopia</td> <td>Senegal</td> </tr> <tr> <td>Europa Island</td> <td>Seychelles</td> </tr> <tr> <td>Gabon</td> <td>Sierra Leone</td> </tr> <tr> <td>Gambia, The</td> <td>Somalia</td> </tr> <tr> <td>Ghana</td> <td>South Africa</td> </tr> <tr> <td>Glorioso Islands</td> <td>Sudan</td> </tr> <tr> <td>Guinea</td> <td>Swaziland</td> </tr> <tr> <td>Guinea-Bissau</td> <td>Tanzania, United Rep. of</td> </tr> </table> | Angola | Madagascar | Bassas Da India | Malawi | Benin | Mali | Botswana | Mauritania | Burkina | Mauritius | Burundi | Mayotte | Cameroon | Morocco | Cape Verde | Mozambique | Central African Republic | Namibia | Chad | Niger | Comoros | Nigeria | Congo | Reunion | Djibouti | Rwanda | Equatorial Guinea | Sao Tome and Principe | Ethiopia | Senegal | Europa Island | Seychelles | Gabon | Sierra Leone | Gambia, The | Somalia | Ghana | South Africa | Glorioso Islands | Sudan | Guinea | Swaziland | Guinea-Bissau | Tanzania, United Rep. of | | |
| Macao, CH | Macau, MC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Angola | Madagascar | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bassas Da India | Malawi | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Benin | Mali | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Botswana | Mauritania | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burkina | Mauritius | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burundi | Mayotte | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cameroon | Morocco | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cape Verde | Mozambique | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Central African Republic | Namibia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chad | Niger | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comoros | Nigeria | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Congo | Reunion | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Djibouti | Rwanda | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Equatorial Guinea | Sao Tome and Principe | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ethiopia | Senegal | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Europa Island | Seychelles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gabon | Sierra Leone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gambia, The | Somalia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ghana | South Africa | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Glorioso Islands | Sudan | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Guinea | Swaziland | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Guinea-Bissau | Tanzania, United Rep. of | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
1
+-----

DXI Tariff Report
Page 3
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 1 SCOPE
(Continued...)

Ivory Coast	Togo	Honduras
Juan De Nova Island	Uganda	
Kenya	Western Sahara	a) GROUP: CENTRAL AMERICA BASE PORTS incl; (Note)
Lesotho	Zaire	Colon, PM San Salvador, ES
Liberia	Zambia	Managua, NU Santo Tomas, GT
	Zimbabwe	Puerto Cortes, HO Veracruz, MX
		Puerto Limon, CS
a) GROUP: AFRICA BASE PORTS includes; (See Note)		16) GROUP: CARIBBEAN COUNTRIES includes;
Abidjan, IV	Luba, EK	Anguilla Guadeloupe
Assab, ET	Mahe, SE	Antigua and Barbuda Haiti
Banjul, GA	Maputo, MZ	Aruba Jamaica
Berbera, SO	Matadi, CG	Bahamas, The Martinique
Bissau, PU	Mombasa, KE	Barbados Montserrat
Casablanca, MO	Monrovia, LI	Bermuda Navassa Island
Conakry, GV	Moroni, CN	British Virgin Islands Netherlands Antilles
Cotonou, BN	Nouakchott, MR	Cayman Islands St Kitts and Nevis
Dakar, SG	Pointe Des Galets, RE	Cuba St Lucia
Dar Es Salaam, SG	Pointe Noire, CF	Dominica St Vincent and the
Djibouti, DJ	Port Gentil, GB	Dominican Republic Grenadines
Douala, CM	Port Louis, MP	Grenada Trinidad and Tobago
Durban, SF	Port Sudan, SU	Turks and Caicos
Freetown, SL	Praia, CV	Islands
Jinja, UG	Principe, TP	
Lagos, NI	Tamatave, MA	a) GROUP: CARIBBEAN BASE PORTS includes; (See Note)
Lome, TO	Tema, GH	Antigua, AC Pointe a Pitre, GP
Luanda, AO	Walvis Bay, WA	Basseterre, SC Port au Prince, HA
14) GROUP: SOUTH AMERICA COUNTRIES includes;		Bridgetown, BB Port Castries, TD
Argentina Falkland Islands		Port of Spain, TD
Belize French Guiana		Roseau, DO
Bolivia Guyana		Freeport, BF Saint Georges, GJ
Brazil Paraguay		Georgetown, CJ Salt Cay, TK
Chile Peru		Hamilton, BD Santa Clara, CU
Colombia Suriname		Kingston, JM Santo Domingo, DR
Ecuador Uruguay		Kingstown, VC The Road, AV
Venezuela Venezuela		Tortola, VI Plymouth, MH
a) GROUP: SOUTH AMERICA BASE PORTS incl; (See Note)		17) GROUP: FOREIGN COUNTRIES NOS includes;
Albina, NS Lima, PE		Antarctica Bouvet Island
Antofagasta, CI Montevideo, UY		French Southern and Antarctic Canada
Belize City, BH Puerto Cabello, VE		South Georgia and the Clipperton Island
Buenos Aires, AR Cayenne, FG		South SA St Pierre and
Santos, BR Georgetown, GY		Miquelon
Tolu, CO Guaqui, BL		
Villela, PA Guayaquil, EC		a) GROUP: FOREIGN BASE PORTS NOS incl; (See Note)
15) GROUP: CENTRAL AMERICA COUNTRIES includes		Montreal, CA St Pierre, SB
Costa Rica Mexico		
El Salvador Nicaragua		
Guatemala Panama		

NOTE: Base Port Groups also apply as interchange ports.
===== End of Rule Text =====

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
1 A
+-----

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 1 A Effective: 01Jul2017
(I) (R)

THROUGH RATES/INTERMODAL TRANSPORTATION

rail/water or any combination thereof via the routes
specified in RATES.

A) Points of Origin and/or Destination and interchange
ports will be specified in individual rates.

C) Carrier's liability for through transportation is set
forth in carrier's Combined Transport Bill of Lading.
For terms and conditions of carrier's liability see
Rule 8, Clauses 4, 29, 30 and 31.

B) Unless specifically provided in individual rate items,
RATES will apply to/from points and will apply via motor/

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

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
1 B

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 1 B Effective: 24Jul2017
(I) (R)

USA INLAND CHARGE APPLICATION

Unless otherwise specified on individual Tariff Rate Items,
a USA Inland Charge will apply to all inland cargo movements
in the USA, in the following amount:

USD 10,000.00

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

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
1 C

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 1 C Effective: 24Jul2017
(I) (R)

FOREIGN INLAND CHARGE APPLICATION

Unless otherwise specified on individual Tariff Rate Items,
a Foreign Inland Charge will apply to all inland cargo
movements in foreign countries, in the following amount:

USD 10,000.00

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

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2
+-----+
DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 Effective: 17Jul2017
(C)

APPLICATION OF RATES AND CHARGES

A. Rates as published herein are stated in terms of United States Currency and apply per weight ton of 1000 Kilos (W) or measurement ton of 1 Cubic Meter (M), whichever produces the greater revenue, in accordance with the specifications of the applicable rate.

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

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

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

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

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

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

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

G. RATES ON MIXED SHIPMENTS

1. General Application When two or more commodities are shipped at one time by one shipper to one consignee to one destination on one Bill of Lading for which different rates are provided in this tariff, the separate rate applicable to each commodity will apply, except as follows:

a. If actual weights and/or measurements for each commodity are not obtainable, charges for the entire shipment will be computed at the rate applicable to the highest rated commodity in the shipment.

b. If two or more commodities are tendered in a shipper packed container and the rates for one or more commodities are subject to a minimum requirement per container, the rate to apply on each commodity will be the rate which would apply if such commodity were tendered as a straight shipment with a weight, measure or package/carton count the same as the weight, measure or package/carton count of the mixed shipment in the container. The minimum requirement for each container will be the highest applicable to any commodity in the container and any deficit in weight, measurement or package/carton count will be charged for at the highest applicable rate to any commodity in the container. This rule will only apply when actual weights and/or measurements for each commodity in each container are declared on the Bill of Lading. In the event a lower charge results by assessing the rate applicable to each commodity, such lower charge will apply.

c. If two or more commodities are tendered in a shipper packed container and if there is a per container rate applicable to each commodity, then the highest applicable per container rate will apply.

2. Application for Mixed Commodity Rate Items in Chapter 99 only:

Rate Items in Chapter 99 of all Rate Sections shall be subject to a minimum of three (3) commodities per container with no one commodity exceeding 70% of the cargo weight per container unless otherwise specified in the item. A packing list is required prior to the vessel sailing.

H. DESCRIPTION OF SERVICE

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

DOOR (D)

AT ORIGIN - applies when the cargo is loaded on shipper's premises at shipper's expenses.
Rate includes inland transportation from shipper's premises to carrier's designated facility.

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

OCEAN PORT (O) OR CONTAINER YARD (Y)

AT ORIGIN - applies when the empty container is made available to the shipper at carrier's designated facility.
Rate does NOT include pick-up, loading or return of loaded container to carrier's designated facility.

<p>-----</p> <p>DSV OCEAN TRANSPORT Tariff Code Rule Report DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008 020615-008 2</p> <p>-----</p>	
<p>DXI Tariff Report Page 2 Access date: 31Jan2020 Print date: 31Jan2020</p> <p>-----</p>	
<p>Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.</p> <p>-----</p>	
<p>RULE: 2 APPLICATION OF RATES AND CHARGES (Continued...)</p>	
<p>AT DESTINATION - applies when the loaded container is made available to the consignee at carrier's designated facility. Rate does NOT include, delivery, unloading or return of empty container to carrier's designated facility.</p>	<p>D) Bank bills, coin or currency, deeds, drafts, notes or valuable paper of any kind; jewelry including costume or novelty jewelry, except where otherwise specifically provided; postage stamps or letters and packets of letters with or without postage stamps affixed; precious metals or articles manufactured there from; precious stones; revenue stamps; works of art; antiques, or other related or unrelated old, rare or precious articles of extraordinary value except when prior arrangements have been concluded with carrier.</p>
<p>RAIL (R)</p> <p>AT ORIGIN - applies when the empty container is made available to the shipper at carrier's container depot. Rate does NOT include pick-up, loading or return of loaded container to carrier's designated RAIL (R) terminal. Rate includes all inland transportation from RAIL (R) terminal to carrier's facility.</p>	<p>E) Animals, Birds and Fish, alive.</p>
<p>AT DESTINATION - applies when the loaded container is made available to the consignee at carrier's RAIL (R) terminal. Rates do NOT include delivery, unloading or return of empty container to carrier's designated container depot. Rate includes all inland transportation from carrier's facility RAIL (R) terminal.</p>	<p>J. MARKING OF FREIGHT ----- Each single carton, package or other separate article MUST be plainly and durably marked with the name and address of the shipper and the name and address of the consignee.</p>
<p>CONTAINER FREIGHT STATION (S)</p> <p>AT ORIGIN - applies when the shipper delivers cargo to carrier's designated facility at shipper's expense. Rate includes loading the container by the carrier.</p>	<p>K. INSURANCE ----- Rates named herein do not include Marine Insurance, and no premiums for account of shipper may be absorbed by the carrier.</p>
<p>AT DESTINATION - applies when the consignee picks up cargo at carrier's designated facility at consignee's expense. Rate includes unloading the container by the carrier.</p>	<p>L. LIMITATION OF SERVICE ----- A. The carrier is not obligated under this tariff to transport property for which suitable equipment is not available, nor is transportation to be performed under impractical or unsafe circumstances in the judgment of the carrier.</p>
<p>TERMINAL (T)</p> <p>AT ORIGIN - applies when cargo is delivered to carrier's terminal breakbulk to be loaded into containers by carrier at his expense.</p>	<p>B. Nothing in this tariff shall be construed as to create any obligation for the carrier to institute or maintain any service from or to any places named herein, and all rates, rules and regulations will apply when services so mentioned are operating.</p>
<p>AT DESTINATION - applies when the carrier strips the container at his terminal and makes the cargo available for pickup by consignee or his agent.</p>	<p>M. PARTS ----- Wherever rates are provided on articles named herein, the same rates will apply on parts of such articles, except where specific rates are provided for such parts.</p>
<p>I. PROHIBITED OR RESTRICTED ARTICLES ----- Except as otherwise provided, the following articles will not be handled:</p>	<p>N. FREE TIME AND DEMURRAGE ----- A. EXPORT Cargo delivered for a specific sailing is allowed a basic period of 10 (ten) days free time. (See Note)</p>
<p>A) Cargo, loose on platforms or pallets, except when prior arrangements have been concluded with carrier.</p>	<p>B. IMPORT A period of 5 (five) days free time exclusive of Saturdays, Sundays, and legal holidays will be allowed for import cargo (See Note)</p>
<p>B) Cargo which because of its inherent vice is likely to impregnate or otherwise damage carrier's containers or other cargo.</p>	<p>NOTE: Free Time allowed and Demurrage assessed will be for the account or cargo.</p>
<p>C) Cargo which requires protection from heat or cold.</p>	<p>O. DISPOSITION OF FRACTIONS ----- A. FRACTIONAL CUBIC FEET - Each item on the Bill of Lading shall be considered separately. On a single package of less than one cubic foot it shall be freighted at one cubic foot. On a single package in excess of one</p>
<p>-----</p>	

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2
+-----+

DXI Tariff Report
Page 3
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 APPLICATION OF RATES AND CHARGES
(Continued...)

cubic foot, if the fraction is less than one half cubic foot, it shall be dropped. If the fraction is one-half cubic foot or over, it shall be taken to the next cubic foot. On each item on a Bill of Lading consisting of two or more packages, actual fractions shall be used to determine the total measurement of all the packages. Where the total results in a fraction, such fraction shall be dropped if less than one-half cubic foot. If the fraction is one-half cubic foot or over, it shall be taken to the next full cubic foot. All irregular shaped objects will be measured by multiplying the three dimensions and that the measurement used for each dimension will be the "outside" measurement of that dimension.

B. FRACTIONAL INCHES - All fractions under one-half shall be dropped. All fractions over one-half inch shall be taken to the next full inch. Where a fraction of exactly one-half inch occurs in one dimension, it shall be taken to the next full inch. Where a fraction of exactly one-half inch occurs in two dimensions, the one on the smaller dimensions shall be taken to the full inch and the other dropped. However, if both dimensions are equal, increase one fraction to the next inch and drop the other. Where fractions of exactly one-half inch occur in three dimensions, those on the largest and smallest dimensions shall be taken to the next inch and the other dropped. However, if all three dimensions are equal, increase two of the fractions to the next full inch and drop the other. All irregular shaped objects will be measured by multiplying the three dimensions and that the measurement used for each dimension will be "outside" measurement of that dimensions.

C. FRACTIONAL DIMENSIONS - Cubic Measurement for the individual pieces or packages will be computed in accordance with the following rules regarding fraction of centimeters:

1. All fractions under one-half (1/2) centimeter are to be dropped.
2. All fractions over one-half (1/2) centimeter are to be extended to the next full centimeter.
3. Where fractions of exactly one-half (1/2) centimeter occur on one dimension, it shall be extended to the next full centimeter.
4. When extending freight charges on Bills of Lading, the total measurement at each rate shall be rounded off to the nearest 1/1000 (one/one-thousandth) cubic meter.
5. All irregular shaped objects will be measured by multiplying the three dimensions and that the measurement used for each dimension will be the "outside" measurement of that dimension.

P. PACKAGING REQUIREMENTS

All cargo shall be properly packed in such manner as to protect it against damage from stowage in holds or handling in quantities along with other cargo in any customary manner required for usual sea dispatch.

Q. FORCE MAJEURE

Force Majeure Clause: "Without prejudice to any rights or privileges of the carrier under covering Bills of Lading 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 carriers' operations, the carrier reserves the right to cancel any outstanding booking or contract of carriage, or to increase the rates if in conformity with the provisions of the Shipping Act, 1984."

R. METRIC CONVERSION

In areas where the metric system prevails the following conversion factors will apply:

2,2046 lbs.	= 1 kilos
2204.6 lbs.	= 1000 kilos
35.31 cu. Ft.	= 1 cubic meter
.3937 inch	= 1 centimeter

S. SHIPPER LOAD AND COUNT

Where containers are loaded by shipper or his agent and sealed, carrier will accept such shipments subject to "Shipper's Load and Count" and Bill of Lading shall be so clause and carrier will not be responsible either directly or indirectly for damage resulting from improper loading or mixing of articles in the container or any discrepancy in count or concealed damage to articles. The shipper shall furnish carrier with a list of contents showing description of goods and the gross weight and cubic measurements of the contents of the container. Carrier reserves the right to open and inspect the contents of a container and so indicates on the Bill of Lading, resealing the container. When containers loaded with goods moving subject to shipper's load and count are delivered to consignee or his agent, consignee or his agent must furnish carrier with a claim-free receipt prior to release of container or contents for delivery.

T. TYPES OF SERVICE REQUESTED BY SHIPPER

Carrier Designated Rates - The rates listed in this tariff may provide varying rate levels as designated by the respective ocean carriers and be differentiated by ocean carrier service name or other such identifiable abbreviation thereof. In the event that a shipper selected ocean carrier cannot provide the required equipment to facilitate the movement of said freight the shipper will then be responsible for the selection of any other listed ocean carrier service to effect shipment to ports and points as specified. All costs associated with change of selection of ocean carrier shall be for shipper's account.

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

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2 A
+-----

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 A Effective: 01Jul2017
(I)(R)

APPLICATION OF RATES AND CHARGES: RATES ON MIXED SHIPMENTS

1. General Application

When two or more commodities are shipped at one time by one shipper to one consignee to one destination on one Bill of Lading for which different rates are provided in this tariff, the separate rate applicable to each commodity will apply, except as follows:

a. If actual weights and/or measurements for each commodity are not obtainable, charges for the entire shipment will be computed at the rate applicable to the highest rated commodity in the shipment.

b. If two or more commodities are tendered in a shipperpacked container and the rates for one or more commodities are subject to a minimum requirement per container, the rate to apply on each commodity will be the rate which would apply if such commodity were tendered as a straight shipment with a weight, measure or package/carton count the same as the weight, measure or package/carton count of the mixed shipment in the container.

The minimum requirement for each container will be the highest applicable to any commodity in the container

and any deficit in weight, measurement or package/carton count will be charged for at the highest applicable rate to any commodity in the container.

This rule will only apply when actual weights and/or measurements for each commodity in each container are declared on the Bill of Lading. In the event a lower charge results by assessing the rate applicable to each commodity, such lower charge will apply.

c. If two or more commodities are tendered in a shipper packed container and if there is a per container rate applicable to each commodity, then the highest applicable per container rate will apply.

2. Application for Mixed Commodity Rate Items in Chapter 99 only:

Rate Items in Chapter 99 of all Rate Sections shall be subject to a minimum of three (3) commodities per container with no one commodity exceeding 70% of the cargo weight per container unless otherwise specified in the item. A packing list is required prior to the vessel sailing.

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

```
-----
                        DSV OCEAN TRANSPORT
                        Tariff Code
                        Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
                        020615-008
                        2   B
-----+-----
                        DXI Tariff Report
                        Page      1
                        Access date: 31Jan2020   Print date: 31Jan2020
-----
Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.
-----
RULE:   2   B   Effective: 01Jul2017
( I ) ( R )

AUTOMATED MANIFEST SYSTEM (AMS)

Except as otherwise provided, an Automated Manifest System
data filing charge will apply as follows:

From/Via

All Origins (Except North America)

To/Via
North America (All Ports & Points)

$ 35 per B/L
===== End of Rule Text =====
-----
```

 DSV OCEAN TRANSPORT
 Tariff Code
 Rule Report
 DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
 020615-008
 2 C
 +-----

DXI Tariff Report
 Page 1
 Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 C Effective: 05Jun2019
 (A) (C)

BILL OF LADING PROCESSING FEE (DOC HANDLING FEE)

Except as otherwise provided, a Bill of Lading Processing
 Fee shall apply as follows:

From/Via
 North America (All Ports & Points)

To/Via
 All Destinations

\$ 95 per B/L

From/Via
 All Origins (Except North America)

To/Via
 North America (All Ports & Points)

\$ 95 per B/L

Note: This rule may also be referred to as Doc Handling,
 Documentation Handling, BOL Processing, B/L Fee, or Doc Fee.
 ===== End of Rule Text =====

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2 D

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 D Effective: 01Jul2017
(I)(R)

CHINA ANTI-MOSQUITO FUMIGATION FEE

All containers moving from the US to China will require local fumigation or anti-mosquito treatment before the containers are delivered, If a consignee cannot provide a fumigation certificate or anti-mosquito treatment statement during declaration that matches the requirements of the destination port in China, then local treatment of the

container will need to be done at a rate of CNY 300/400 per 20'/40'. If the shipper provides an anti-mosquito treatment certificate and upon inspection there are no mosquitos a CNY20/40 per 20'/40' Epidemic Processing fee will be charged. If mosquitos are found upon inspection the container will require a fumigation process at a rate of CNY200/400 per 20'/40', and any related trucker waiting fees.

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

DEFINED TABLE: FUM - CHINA ANTI-MOSQUITO

CTR SIZE	CERTIFICATE PROVIDED AND NO MOSQUITOS FOUND (CNY)	CERTIFICATE PROVIDED AND MOSQUITOS ARE FOUND (CNY)	NO CERTIFICATE OR STATEMENT PROVIDED (CNY)
20	20.00	200.00	300.00
20B	20.00	200.00	300.00
20X	20.00	200.00	300.00
40	40.00	400.00	400.00
40B	40.00	400.00	400.00
40X	40.00	400.00	400.00
45	40.00	400.00	400.00
45B	40.00	400.00	400.00
45X	40.00	400.00	400.00

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2 E
+-----

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 E Effective: 01Jul2017
(I)(R)

CLEAN TRUCK FEE

\$ 3.00 LCL W, M or W/M
\$ 35.00 20 Containers
\$ 70.00 40 Containers
\$ 70.00 40 High Cube Containers
\$ 70.00 45 Containers

A Clean Truck Fee will be assessed for containers moving
through the Ports of Los Angeles and Long Beach as follows:

Containerized cargo moving via train or from one terminal
to another are exempt; Minimum 1 Revenue Ton.

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

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2 F
+-----

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 F Effective: 01Jul2017
(I) (R)

EMERGENCY REVENUE CHARGE

Except as otherwise provided, an Emergency Revenue Charge shall apply as follows:

From/Via
Asian Countries (Far East & Southeast Asia) & India Sub-Continent

To/Via
North America (All Ports & Points)

\$ 10.00 LCL M
\$ 320.00 20 Containers
\$ 400.00 40 Containers
\$ 450.00 40 High Cube Containers
\$ 505.00 45 Containers

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

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2 G
+-----

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 G Effective: 13Sep2017
(A) (C)

ENTRY SUMMARY DECLARATION (ENS) FEE

Europe, Scandinavia, United Kingdom & Baltic Countries
\$ 25 per HBL

Except as otherwise provided, an ENS Fee shall apply as follows:

From/Via
Europe, Scandinavia, United Kingdom & Baltic Countries
To/Via
North America (All Ports & Points)
\$ 25 per HBL

From/Via
North America (All Ports & Points)
To/Via

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


```

-----
                        DSV OCEAN TRANSPORT
                        Tariff Code
                        Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
                        020615-008
                        2   H
-----+-----
                        DXI Tariff Report
                        Page      1
                        Access date: 31Jan2020   Print date: 31Jan2020
-----
Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.
-----
RULE:   2   H   Effective: 13Jul2017
( C )

HAZARDOUS CARGO FEE (HCF)
Except as otherwise provided, a Hazardous Cargo Fee shall
apply as follows:
$ 10.00 per W/M

$ 100.00 20 Containers
$ 200.00 40 Containers
$ 200.00 40 High Cube Containers
$ 200.00 45 Containers

Minimum 1 Revenue Ton.
===== End of Rule Text =====

```

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2 I
+-----

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 I Effective: 16Apr2018
(R)

VERIFIED GROSS MASS (VGM) ADMIN FEE

Except as may otherwise be provided, as a result of the Safety of Life at Sea (SOLAS) regulations implemented by the International Maritime Organization (IMO), the a verified Gross Mass (VGM) Administration Fee shall apply as follows:

LCL - \$30.00 per HBL
For Buyer Consolidation after the first VGM Admin Fee each additional shipment \$15.00
FCL - \$30.00 per HBL

For Full Container Loads, all fees and charges for weighing, re-weighing, wait times when arranged by carrier will be billed at cost to the Shipper. Shippers of full containers

can opt to arrange their own weighing of container, but must provide a verified weight certificate, signed VGM or other proof of the verified weight to Carrier. Carrier shall be entitled to tender, counter-sign or endorse such certificates, weight tickets or other weight data provided by Shipper as Carriers own VGM to subcontractors, including the vessel operator.

NOTE: U.S. flag vessels operating in the U.S. domestic trade (i.e. Puerto Rico, U.S. Virgin Islands and other territories) would be under the standards of the U.S. Coast Guard and not subject to the Verified Gross Mass Admin Fee. Only vessels operating in foreign commerce would be subject to SOLAS.

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

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2 J
+-----

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 J Effective: 01Aug2019
(R)(C)

TRAFFIC MITIGATION FEE (TMF) PIERPASS

PC20: \$32.12
PC40 / 40 HC / 45: \$64.24
\$4.00 per CBM for LCL, min \$4.00

Unless otherwise stated, all rates in this tariff for cargo entering or exiting the marine terminal gates by road in the ports of Los Angeles or Long Beach during Peak Hours (Monday through Friday, 3:00AM to 6:00PM) will be subject to a Traffic Mitigation Fee in the following amounts that will be assessed by PierPASS.

Exceptions: The Traffic Mitigation fee will not be assessed for empty containers and chassis, domestic containers, transshipments to other ports or for intermodal containers departing or arriving via the Alameda Corridor for Import or Export where the Alameda fee has been assessed.

In the event that PierPASS assesses the fee to the carrier, the carrier will pass this fee on to the account of the cargo.

[Pass through pursuant to 46 CFR 520.8(b)(4).]

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

```
-----
                                DSV OCEAN TRANSPORT
                                Tariff Code
                                Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
                                020615-008
                                2    K
-----+-----
                                DXI Tariff Report
                                Page      1
                                Access date: 31Jan2020   Print date: 31Jan2020
-----
                                Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.
-----
RULE:  2    K    Effective: 01Jul2017
( I ) ( R )

AUTOMATED EXPORT SYSTEM (AES) FILING FEE

Except as otherwise provided, an Automated Export System
(AES) Filing Fee shall apply as follows:

From/Via

                                North America (All Ports & Points)
                                To/Via
                                All Destinations

                                $ 25 per B/L
                                ===== End of Rule Text =====
-----
```

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2 L
+-----+

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 L Effective: 01Jul2017
(I) (R)

HOMELAND SECURITY FEE

Homeland Security Fee of USD 50.00 per Bill of Lading.
===== End of Rule Text =====

```
-----
                        DSV OCEAN TRANSPORT
                        Tariff Code
                        Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
                        020615-008
                        2   M
-----+-----
                        DXI Tariff Report
                        Page      1
                        Access date: 31Jan2020   Print date: 31Jan2020
-----
                        Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.
-----
RULE:  2   M   Effective: 24Jul2017
( I )( R )

WEST BOUND SERVICES

INCOTERMS on our rate notes, please find below the
definitions for each term:

- Except as otherwise provided, a C&F / CIF W/B terms
  rate includes:
    Inland Italy, OTHC, o/f, LSS, BAF, DTHC, ISPS, AMS, SOLAS.

- Except as otherwise provided, a DAP W/B terms rate
  includes:
    Inland Italy, OTHC, o/f, LSS, BAF, DTHC, ISPS, AMS, SOLAS,
    CUC, Door delivery.

- Except as otherwise provided, a DDP W/B terms rate
  includes:
    Inland Italy, OTHC, o/f, LSS, BAF, DTHC, ISPS, AMS, SOLAS,
    CUC, Door delivery, USA Customs clearance
===== End of Rule Text =====
-----
```

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2 N

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 N Effective: 24Jul2017
(I) (R)

EXCLUSIVE USE

1. When a container is loaded for the exclusive use by the shipper or his authorized representative and delivered to the CY, freight charges shall be calculated at the applicable rate of the contents subject to the minima as set forth below. When a shipper loads or partly loads only one container, the minimum rule as set forth below will apply.

a) This rule applies only when exclusive use is requested by the shipper in writing and notation is made on the Bill of Lading that "Shipper has requested Exclusive Use."

b) In the case of container loaded with a single commodity rated on a measurement basis, the minimum shall be calculated at 85% of the total inside cubic capacity of the container except where the weight capacity of the container has been fully utilized or when the maximum over-the-road legal weight limitation in transit to destination would be exceeded, in which case freight will be assessed on a measurement basis based on the maximum full weight capacity or the over-the-road legal weight limitation of the container, whichever is the lesser.

c) In the case of container loaded with a single commodity rated on a weight basis, the minimum shall be calculated at 95% of the total weight capacity of the container except where the cubic capacity of the container has been fully utilized or when the maximum over-the-road legal weight limitation in transit to destination would be exceeded, such maximum should apply.

d) When the contents of a container consist of more than one commodity, freight charges shall be calculated at the rate applicable on each commodity therein and provided that the total aggregate equals on a measurement basis at least: 85% of the inside cubic capacity of the container or on a weight basis at least 95% of the weight capacity of the container regardless of whether the commodities are rated on a weight or measurement basis; however, if the total measurement and weight is less than the above-stated minimum, freight shall be assessed on the lower deficiency at the rate applicable to the highest-rated commodity.

2. OVER-FLOW LOADS

a) If Carrier supplies the shipper with more than one container under provisions of this Exclusive Use Rule each single container so supplied shall be subject to the minimum specified except that if the shipper does not fully load the last remaining container, then the freight applying to the over-flow cargo shall be calculated on the actual quantity loaded in the said last remaining container, but subject to the minimum charge per container, if any, published in this tariff.

b) Carrier reserves the right to utilize the unused space in the last remaining container at its CFS.

c) If shippers do not take advantage of this Over-flow provision but insist on no other shipments being stowed in the last remaining container, they shall have such an option, but their cargo will then be subject to the Exclusive Use per container minimums.

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

```

-----
                        DSV OCEAN TRANSPORT
                        Tariff Code
                        Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
                        020615-008
                        2   0
-----+-----
                        DXI Tariff Report
                        Page      1
                        Access date: 31Jan2020   Print date: 31Jan2020
-----
                        Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.
-----
RULE:   2   0   Effective: 04Aug2017
( I ) ( R )

SERVICES
AXI Service:

Via Norfolk or New York Only
Port Rotation: Le Havre, Rotterdam, Hamburg, Southampton,
New York, Norfolk, Le Havre.

Turnaround days: 28

INCOTERMS on our rate notes, please find below the
definitions for each term:

- Except as otherwise provided, an EXW E/B terms rate
  includes:
  Inland USA, Export Customs formalities, OTHC, O/F, LSS,
  BAF, SOLAS.

- Except as otherwise provided, a FCA E/B terms rate
  includes:
  Inland USA, OTHC, O/F, LSS, BAF, SOLAS.

- Except as otherwise provided, a FOB E/B terms rate
  includes:
  O/F, LSS, BAF, SOLAS.
===== End of Rule Text =====

```

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2 P

-----+-----
DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 P Effective: 04Sep2017
(C)

EXPORT CUSTOMS FORMALITIES

Except as otherwise provided, an Export Customs Formalities
charge shall apply to all cargo moving from USA to foreign
countries as follows:

Euro 68.00

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

```
-----
                                DSV OCEAN TRANSPORT
                                Tariff Code
                                Rule Report
                                DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
                                020615-008
                                2    Q
                                +-----+
                                DXI Tariff Report
                                Page      1
                                Access date: 31Jan2020   Print date: 31Jan2020
                                -----
                                Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.
                                -----
                                RULE:  2    Q    Effective: 04Sep2017
                                ( C )

                                USA CUSTOMS CLEARANCE

                                Except as otherwise provided, an USA Customs Clearance
                                charge shall apply to all cargo moving from foreign
                                countries to USA as follows:

                                US$ 125.00
                                ===== End of Rule Text =====
                                -----
```

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2 R
+-----

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 R Effective: 01Jun2019
(R)

PRO RATING CARGO EXCEEDING GIVEN DIMENSIONS ON A TLI OR NRA

Except as otherwise provided, when TLIs or NRAs are filed or quoted to persons on a Lumpsum or Per shipment basis; when based on the cargo dimensions, the rate applies to the shipment up to the weight and dimension provided by the supplier. The lumpsum rate provided, (TLI or NRA) also represents the minimum charge to the customer. However, if the dimensions exceed the weight and or cube of the TLI or NRA quoted, the chargeable rate is achieved by dividing the Lumpsum rate quoted by the Weight Ton and Measurement Ton. The new LS rate achieved by multiplying the rates by the actual Weight Ton and Measurement Ton and selecting the highest result.

For Example:

DSV quotes \$750 for a shipment 5500 kilos or 5.5 KT / 7.70 Cubic Meters

$\$750 / 5.5 = \136.36 per KT
 $\$750 / 7.70 = \97.40 per CBM

The Shipment arrives and its 5,825 kilos or 5.825

KT / 8.30 Cubic Meters
 $5.825 \times \$136.36 = \794.32 LS
 $8.30 \times \$97.40 = \808.44 LS

The new Lumpsum rate to the customer would be \$808.44

Any Ancillary Charges not based on the dimensions of the cargo, would be assessed as quoted. (i.e. AMS, ISF, Documentation Handling, etc)

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

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
2 S
+-----

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 2 S Effective: 22Jan2020
(A) (C)

FACILITY FEE

Minimum 1 Revenue Ton
\$7.50 / W, M or W/M - minimum charge \$7.50,
maximum charge \$30

A Facility Fee will apply to all US Import and Export LCL
cargo as follows:

US Import:

US Export:

\$55 / shipment

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

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
3
-----+-----

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 3 Effective: 01Jul2017
(I) (R)

RATE APPLICABILITY RULE

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

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

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
4
-----+-----

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 4 Effective: 01Jul2017
(I) (R)

HEAVY LIFT

None currently in effect.
===== End of Rule Text =====

```
-----
                        DSV OCEAN TRANSPORT
                        Tariff Code
                        Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
                        020615-008
                        5
-----+-----
                        DXI Tariff Report
                        Page      1
                        Access date: 31Jan2020   Print date: 31Jan2020
-----
Except as otherwise provided, rates apply per 1000.0 KGS or 1.0 CBM, whichever produces the greater revenue.
-----
RULE:   5      Effective: 01Jul2017
( I ) ( R )

EXTRA LENGTH

For LCL ocean export shipments (ex-all US ports) to all
destinations, any single piece in a shipment exceeding 12
linear feet shall be accessed an Over Length Surcharge of

$10.00 per linear foot, minimum of $75.00. The surcharge
shall apply on the portion of the longest piece exceeding 12
linear feet on any single piece in the shipment and not the
overall length of the piece.
===== End of Rule Text =====
-----
```

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
6

-----+-----
DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 6 Effective: 01Jul2017
(I) (R)

MINIMUM BILL OF LADING CHARGE

Except as otherwise specifically provided herein, the
minimum charge for a single shipment from one shipper to one
consignee shall be USD 40.00 per bill of lading for all FCL
shipments and USD 7.00 per bill of lading for all LCL
shipments.

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

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
7
+-----+

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 7 Effective: 01Jul2017
(I) (R)

PAYMENT OF FREIGHT CHARGES

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

- 1) Prepaid Freight and Prepayment of Freight: When freight or charges are prepaid, Bill of Lading must not be issued except upon payment of such freight of charges in U.S. Dollars or in foreign currency based on the highest (numerical) Telegraphic Transfer Selling Rate of Exchange (TTS) for U.S. Dollars pursuant to Rule 3.
- 2) Collect Freight: Collect freight and charges must be paid to the ocean carrier prior to release of cargo at terminal ports of discharge.
- 3) Freight charges must be paid to the carrier before release of the cargo, unless prior arrangement to the contrary has been made with the carrier.
- 4) Freight charges and all other charges must be prepaid on shipments of:
 - a) Household Goods
 - b) Personal Effects
 - c) Privately Owned Motor Vehicles
 - d) Refused/Returned Shipments

5) In the event Consignee or his agent refuses to pay

freight and other charges, and merchandise remains undeliverable thereby, Shipper guarantees and remains liable for full payment of freight and other charges, together with any expense incurred while awaiting disposition of the cargo.

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

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

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

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

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

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
8

-----+-----
DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 8 Effective: 01Jul2017
(C)

BILL(S) OF LADING

Please refer to the following sub-rules.
===== End of Rule Text =====

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
8 A

DXI Tariff Report
Page 1
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 8 A Effective: 16Oct2019
(R)

BILL(S) OF LADING - EXPORT

COMBINED TRANSPORT BILL OF LADING

1. DEFINITIONS

a) "Bill of Lading" as used herein includes conventional bills of lading, as well as electronic, express and laser bills of lading, sea waybills and all like documents, howsoever generated, covering the Carriage of Goods to, from or through the United States, whether or not issued to the Merchant.

b) "Carriage" means the whole of the operations and services undertaken or performed by or on behalf of the Carrier with respect to the Goods.

c) "Carrier" means the Company named on the face side hereof and on whose behalf this Bill of Lading was issued, whether acting as carrier or bailee.

d) "Charges" means freight, deadfreight, demurrage and all expenses and money obligations incurred and payable by the Merchant.

e) "Container" means any container (closed or open top), van, trailer, flatbed, transportable tank, railroad car, vehicle, flat, flatrack, pallet, skid, platform, cradle, sling-load or any other article of transport and any equipment associated or appurtenant thereto.

f) "Goods" means the cargo received from the shipper and described on the face side hereof and any Container not supplied by or on behalf of the Carrier.

g) "Merchant" means the shipper, consignee, receiver, holder of this Bill of Lading, owner of the cargo or person entitled to the possession of the cargo and the servants and agents of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of all Charges, and for the performance of the obligations of any of them under this Bill of Lading.

h) "On Board" or similar words endorsed on this Bill of Lading mean that in a Port to Port movement, the Goods have been loaded on board the Vessel or are in the custody of the actual ocean carrier. In the event of intermodal transportation, if the originating carrier is an inland or coastal carrier, means that the Goods have been loaded on board rail cars or another mode of transport at the Place of Receipt or are in the custody of a Participating carrier and en route or are intended to be transported to the Port of Loading named on the reverse side.

i) "Participating carrier" means any other carrier by water, land or air, performing any stage of the Carriage, including inland carriers, whether acting as sub-carrier, connecting carrier, substitute carrier and/or bailee.

j) "Person" means an individual, a partnership, a body corporate or any other entity of whatsoever nature.

k) "Vessel" means the ocean vessel named on the face side hereof, and any substitute vessel, feedership, barge, or other means of conveyance by water used in whole or in part by the Carrier to fulfill this contract.

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

event of any conflict between the terms and conditions of such tariff or tariffs and the Terms and Conditions of this Bill of Lading, this Bill of Lading shall prevail.

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

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

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

4. RESPONSIBILITY

a) Except where the Carriage covered by this Bill of Lading is to or from a port or locality where there is in force a compulsorily applicable ordinance or statute of a nature similar to the International Convention for the Unification of Certain Rules Relating to Bills of Lading, dated at Brussels, August 25, 1924, the provisions of which cannot be departed from, and suit or other proceeding is instituted and litigated in such port or locality, this Bill of Lading shall have effect subject to the Carriage of Goods by Sea Act of the United States ("COGSA"), approved April 16, 1936, and nothing herein contained, unless otherwise stated, shall be deemed a surrender by the Carrier of any of its rights, immunities, exemptions, limitations or exonerations or an increase of any of its responsibilities or liabilities under COGSA or, as the case may be, such compulsorily applicable ordinances or statutes. The provisions of COGSA or such compulsorily applicable ordinances or statutes (except as otherwise specifically provided herein) shall govern before loading on and after discharge from the vessel and throughout the entire time the Goods or Containers or other packages are in the care, custody and/or control of the Carrier, a Participating carrier or independent contractor (inclusive of all subcontractors), their agents and servants, whether engaged by or acting for the Carrier or any other person, as well as during the entire time the Carrier is responsible for the Goods. In the absence of compulsorily applicable legislation, COGSA shall apply during the entire time the Carrier remains responsible hereunder.

b) The Carrier shall not be liable in any capacity whatsoever for any delay, non-delivery, misdelivery or other loss or damage to or in connection with the Goods or Containers or other packages occurring at any time contemplated under subdivision a) of this Clause.

c) The Carrier shall, irrespective of which law is applicable under subdivision a) of this Clause, be entitled to the benefit of the provisions of Sections 4281 through 4286 (and 4289) inclusive, and 4289 of the Revised Statutes of the United States and amendments thereto.

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

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
8 A

DXI Tariff Report
Page 2
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 8 A BILL(S) OF LADING - EXPORT
(Continued...)

contractor, whether in tort, contract or otherwise.

5. THROUGH TRANSPORTATION. When either the Place of Receipt or Place of Delivery set forth herein is an inland point or place other than the Port of Loading (Through Transportation basis), the Carrier will procure transportation to or from the sea terminal and such inland point(s) or place(s) and, notwithstanding anything in this Bill of Lading contained, but always subject to Clause 4. hereof, the Carrier shall be liable for loss or damage of whatsoever nature and howsoever arising to the following extent, but no further:

a) Upon proof that the loss or damage arose during a part of the Carriage herein made subject to COGSA or other compulsorily applicable legislation, as set forth in Clause 4. a) hereof, said legislation shall apply; or

b) Upon proof that the loss or damage not falling within a) above, but concerning which the law of any country, state or subdivision thereof contains provisions that are compulsorily applicable and would have applied if the Merchant had made a separate and direct contract with the Carrier, a Participating carrier or independent contractor, as referred to herein, relative to a particular stage of transport or other handling wherein the loss or damage occurred and received as evidence thereof a particular receipt or other document, then the liability of the Carrier, Participating carrier and independent contractor shall be subject to the provisions of such law.

c) If it should be determined that the Carrier bears any responsibility for loss or damage occurring during the care, custody and/or control of any Participating carrier or independent contractor, their agents and/or servants, and be subject to law compulsorily applicable to their bills of lading, receipts, tariffs and/or law applicable thereto, then the Carrier shall be entitled to all rights, defenses, immunities, exemptions, limitations of and exonerations from liability of whatsoever nature accorded under such bill of lading, receipt, tariff and/or applicable law, provided however, that nothing contained herein shall be deemed a surrender by the Carrier of any of its rights, defenses and immunities or an increase of any of its responsibilities or liabilities under this Bill of Lading, the Carrier's applicable tariff or laws applicable or relating (to such Carriage).

d) Except as hereinabove provided, the Carrier shall have no liability for damage to the Goods.

6. SUBCONTRACTING: BENEFICIARIES

a) The Carrier shall be entitled to subcontract on any terms the whole or any part of the Carriage, loading, unloading, storing, warehousing, handling and any and all duties whatsoever undertaken by it in relation to the Goods or Containers or other packages or any other goods.

b) It is understood and agreed that if it should be adjudged that any person or entity other than or in addition to the Carrier is under any responsibility with respect to the Goods or any other goods, regardless of the port or place where any loss or damage shall occur and without regard to whether the Goods covered hereby or any other goods are being handled or are damaged directly or indirectly during any handling, and even if the Goods or other goods are transported on free in, stowed and/or free out terms, all exemptions, limitations of and exonerations from liability provided by law or by the Terms and Conditions hereof shall be available to all agents, servants, employees, representatives, all Participating (including rail and other inland) carriers and all stevedores, terminal operators, warehousemen, crane

operators, watchmen, carpenters, ship cleaners, surveyors and all independent contractors, inclusive of all persons providing any service whatsoever. In contracting for the foregoing exemptions, limitations of and exonerations from liability, the Carrier is acting as agent and trustee for and on behalf of all persons described above, all of whom shall to this extent be deemed to be a party to the contract evidenced by this Bill of Lading, regardless for whom acting or by whom retained and paid, it being always understood that said beneficiaries are not entitled to any greater or further exemptions, limitations of or exonerations from liability than those that the Carrier has under this Bill of Lading in any given situation.

c) The Carrier undertakes to procure such services as necessary and shall have the right at its sole discretion to select any mode of land, sea or air transport and to arrange participation by other carriers to accomplish the total or any part of the carriage from Port of Loading to Port of Discharge or from Place of Receipt to Place of Delivery, or any combination thereof, except as may be otherwise provided herein.

d) The Merchant agrees that the Carrier shall be deemed to be a beneficiary of the actual ocean carrier's bill of lading and of all exemptions, limitations of and exonerations from liability therein contained even though the Carrier acts as agent of the Merchant in contracting with the actual ocean carrier for the Carriage of the Goods. Notwithstanding, under no circumstances shall the Carrier be responsible for any damages to an extent greater than the actual ocean carrier or any beneficiaries of its bill of lading.

e) No agent or servant of the Carrier or other person or class named in subdivision b) hereof shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorized or ratified in writing by an officer or director of the Carrier having actual authority to bind the Carrier to such waiver or variation.

7. MERCHANT'S RESPONSIBILITIES / DESCRIPTION OF GOODS

a) The description and particulars of the Goods set out on the face hereof and any description, particular or other representation appearing on the Goods, Container or other packages or documents relating thereto are furnished by the Merchant, and the Merchant warrants to the Carrier that the description, particulars and any representation made including, but not limited to, weight, content, measure, quantity, quality, condition, marks, numbers and value are correct.

b) The Merchant warrants that it has complied with all applicable laws, regulations and requirements of Customs, Port and other Authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred or suffered by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering, addressing or any other particular relative to the Goods.

c) The Merchant further warrants that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having regard to their nature and in compliance with all laws, regulations and requirements which may be applicable.

d) No Goods which are or may become dangerous, inflammable or damaging or which are or may become liable to damage any property or person whatsoever shall be tendered to the Carrier for Carriage without the Carrier's prior express consent in writing and without the Container or other covering in which the Goods are to be transported being distinctly marked on the outside thereof so as to

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
8 A
+-----

DXI Tariff Report
Page 3
Access date: 31Jan2020 Print date: 31Jan2020
+-----

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

RULE: 8 A BILL(S) OF LADING - EXPORT
(Continued...)

indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles are delivered to the Carrier without such written consent and marking or if in the opinion of the Carrier the articles are or are liable to become of a dangerous, inflammable or damaging nature, the same may at any time be destroyed, disposed of, abandoned or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's right to Charges.

e) The Merchant shall be liable for all loss or damage of any kind whatsoever. Including but not limited to contamination, soiling, detention and demurrage before, during and after the Carriage of property (including but not limited to Containers) of the Carrier or any person or vessel (other than the Merchant) caused by the Merchant or any person acting on its behalf or for which the Merchant is otherwise responsible.

f) The Merchant and the Goods themselves shall be liable for and shall indemnify the Carrier, and the Carrier shall have a lien on the Goods for all expenses of mending, repairing, fumigating, repacking, recoopering, baling, reconditioning of the Goods and gathering of loose contents, also for expenses for repairing Containers damaged while in the possession of the Merchant, for demurrage on Containers and any payment, expense, fine, dues, duty, tax, impost, loss, damage or detention sustained or incurred by or levied upon the Carrier, Vessel, Goods, Containers or other packages and for any action or requirement of any government or governmental authority or person purporting to act under the authority thereof, seizure under legal process or attempted seizure, incorrect or insufficient marking, numbering or addressing of Containers or other packages or description of the contents, failure of the Merchant to procure consular, Board of Health or other certificates to accompany the Goods or to comply with laws or regulations or any kind imposed with respect to the Goods by the authorities at any port of place or any act or omission of the Merchant. The Carrier's lien shall survive delivery and may be enforced by private or public sale and without notice.

g) The Merchant shall defend, indemnify and hold harmless the Carrier, any Participating carrier, independent contractor, their agents and servants, against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this Clause 7. or from any cause in connection with the Goods for which the Carrier is not ultimately responsible.

8. CONTAINERS.

a) Goods may be stowed by the Carrier in or on Containers, and may be stowed with other goods. Containers, whether stowed by the Carrier or received fully stowed, may be carried on or under deck without notice, and the Merchant expressly agrees that cargo stowed in a Container and carried on deck is considered for all legal purposes to be cargo stowed under deck. Goods stowed in Containers on deck shall be subject to the legislation referred to in Clause 4. hereof and will contribute in General Average and receive compensation in General Average, as the case may be.

b) The Terms and Conditions of this Bill of Lading shall govern the responsibility of the Carrier with respect to the supply of a Container to the Merchant.

c) If a Container has been stuffed by or on behalf of the Merchant, the Carrier, any Participating Carrier, all independent contractors and all persons rendering any service whatsoever hereunder shall not be liable for any loss or damage to the Goods, Containers or other packages or to any other goods caused (1) by the manner in which the

Container has been stuffed and its contents secured, (2) by the unsuitability of the Goods for carriage in Containers or for the type of Container requested by and furnished to the Merchant, or (3) condition of the Container furnished, which the Merchant acknowledges has been inspected by it or on its behalf before stuffing and sealing.

d) The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by a), b) and c) above.

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

Merchant must provide Carrier with desired temperature range in writing at time of booking and insert same on the face side of the Bill of Lading, and where so provided, Carrier is to exercise due diligence to maintain the temperature within a reasonable range while the Containers are in its care, custody and/or control or that of any Participating carrier or independent contractor. The Carrier does not accept any responsibility for the functioning of temperature or atmosphere-controlled Containers not owned or leased by Carrier or for latent defects not discoverable by the exercise of due diligence.

Where the Container is stuffed or partially stuffed by or on behalf of the Merchant, the Merchant warrants that it has properly pre-cooled the Container, that the Goods have been properly stuffed and secured within the Container and that the temperature controls have been properly set prior to delivery of the Container to the Carrier, its agents, servants, or any Participating carrier or independent contractor. The Merchant accepts responsibility for all damage or loss of whatsoever nature resulting from a breach of any of these warranties, including but not limited to other cargo consolidated in the Container with the Merchant's Goods or to any other cargo, property or person damaged or injured as a result thereof, and the Merchant agrees to defend, indemnify and hold the Carrier, Participating carriers and independent contractors, their agents and servants, harmless from and against all claims, suits, proceedings and all other consequences thereof regardless of their nature and merit.

10. CARRIER'S EQUIPMENT: INDEMNITY. Whenever the Merchant, or an agent, servant, contractor or anyone else acting on its behalf, directly or indirectly, takes possession of or exercises control over a Container and/or any equipment whatsoever owned or leased by, or the use of which is provided to, the Carrier, any Participating Carrier, their agents, servants or independent contractors, the Merchant agrees to defend, indemnify and hold harmless the Carrier, any Participating Carrier, their agents, servants and independent contractors from and against any loss or damage to said Container and equipment, as well as to any third-party property, and for any injury to or death of persons arising out of the use of said Container and equipment.

11. OPTION OF INSPECTION. The Carrier and any Participating carrier shall be entitled, but under no obligation, to open any Container at any time and to inspect the contents. If it thereupon appears that the contents or any part thereof cannot safely or properly be carried or carried further,

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
8 A
+-----

DXI Tariff Report
Page 4
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 8 A BILL(S) OF LADING - EXPORT
(Continued...)

either at all or without incurring any additional expense, the Carrier and Participating carrier may abandon the transportation thereof and/or take any measures and/or incur any reasonable additional expenses to continue the Carriage or to store the Goods, which storage shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred.

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

13. METHODS AND ROUTES OF TRANSPORTATION. With respect to the Goods or Containers or other packages, the Carrier may at any time and without notice to the Merchant:

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

The liberties set out in subdivisions a) through l) may be invoked for any purpose whatsoever even if not connected with the Carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated Carriage and not be an unreasonable deviation.

In no circumstance whatsoever shall the Carrier be liable for direct, indirect or consequential loss or damage caused by delay.

14. MATTERS AFFECTING PERFORMANCE. In any situation whatsoever and wheresoever occurring and whether existing or

anticipated before commencement of, during or after the Carriage, which in the judgment of the Carrier is likely to give rise to any hindrance, risk, capture, seizure, detention, damage, delay, difficulty or disadvantage or loss to the Carrier or any part of the Goods, or make it unsafe, imprudent, impracticable or unlawful for any reason to receive, keep, load, carry or discharge them or any part of them or commence or continue the Carriage or disembark passengers at the port of Discharge or at the usual or intended place of discharge or delivery, or to give rise to danger, delay or difficulty of whatsoever nature in proceeding by the usual or intended route, the Carrier and any Participating carrier, without notice to the Merchant, may decline to receive, keep, load, carry or discharge the Goods, or may discharge the Goods and may require the Merchant to take delivery and, upon failure to do so, may warehouse them at the risk and expense of the Merchant and Goods or may forward or transship them as provided in this Bill of Lading, or the Carrier may retain the Goods on board until the return of the Vessel to the Port of Loading or to the Port of Discharge or any other point or until such time as the Carrier deems advisable and thereafter discharge them at any place whatsoever. In such event, as herein provided, such shall be at the risk and expense of the Merchant and Goods, and such action shall constitute complete delivery and performance under this contract, and the Carrier shall be free from any further responsibility. For any service rendered as herein above provided or for any delay or expense to the Carrier or Vessel caused as a result thereof, the Carrier shall, in addition to full Charges, be entitled to reasonable extra compensation, and shall have a lien on the Goods for same. Notice of disposition of the Goods shall be sent to the Merchant named in this Bill of Lading within a reasonable time thereafter.

All actions taken by the Carrier hereunder shall be deemed to be within the contractual and contemplated Carriage and not be an unreasonable deviation.

15. DELIVERY. If delivery of the Goods or Containers or other packages or any part thereof is not taken by the Merchant when and where and at such time and place as the Carrier is entitled to have the Merchant take delivery, whether or not the Goods are damaged, they shall be considered to have been delivered to the Merchant, and the Carrier may, at its option, subject to its lien and without notice, elect to have same remain where they are or, if containerized, devanned and sent to a warehouse or other place, always at the risk and expense of the Merchant and Goods.

If the Goods are stowed within a Container owned or leased by the Carrier, the Carrier shall be entitled to devan the contents of any such Container, whereupon the Goods shall be considered to have been delivered to the Merchant, and the Carrier may, at its option, subject to its lien and without notice, elect to have same remain where they are or sent to a warehouse or other place, always at the risk and expense of the Merchant and Goods.

At ports or places where by local law, authorities or custom, the Carrier is required to discharge cargo to lighters or other craft or where it has been so agreed or where wharves are not available which the Vessel can get to, be at, lie at, or leave, always safely afloat, or where conditions prevailing at the time render discharge at a wharf dangerous, imprudent, or likely to delay the Vessel, the Merchant shall promptly furnish lighters or other craft to take delivery alongside the Vessel at the risk and expense of the Goods. If the Merchant fails to provide such

DSV OCEAN TRANSPORT
Tariff Code
Rule Report
DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
020615-008
8 A
+-----

DXI Tariff Report
Page 5
Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 8 A BILL(S) OF LADING - EXPORT
(Continued...)

lighters or other craft, Carrier, acting solely as agent for the Merchant, may engage such lighters or other craft at the risk and expense of the Merchant and Goods. Discharge of the Goods into such lighters or other craft shall constitute proper delivery, and any further responsibility of Carrier with respect to the Goods shall thereupon terminate.

16. CHARGES, INCLUDING FREIGHT. The Charges payable hereunder have been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier shall, at any time, be entitled to inspect, reweigh, remeasure or revalue the contents and, if any of the particulars furnished by the Merchant are found to be incorrect, the Charges shall be adjusted accordingly, and the Merchant shall be responsible to pay the correct Charges and all expenses incurred by the Carrier in checking said particulars or any of them.

Charges shall be deemed earned on acceptance of the Goods or Containers or other packages for shipment by the Carrier and shall be paid by the Merchant in full, without any offset, counterclaim or deduction, cargo and/or vessel or other conveyance lost or not lost, and shall be non-returnable in any event.

The Merchant shall remain responsible for all Charges, regardless whether the Bill of Lading states, in words or symbols, that it is "Prepaid," "To be Prepaid" or "Collect."

In arranging for any services with respect to the Goods, the Carrier shall be considered the exclusive agent of the Merchant for all purposes, and any payment of Charges to other than the Carrier shall not, in any event, be considered payment to the Carrier.

The Merchant shall defend, indemnify and hold the Carrier, any Participating carrier, independent contractor, their agents and servants, harmless from and against all liability, loss, damage and expense which may be sustained or incurred relative to the above.

17. CARRIER'S LIEN. The Carrier shall have a lien on the Goods, inclusive of any Container owned or leased by the Merchant, and all equipment and appurtenances thereto, as well as on any Charges due any person, and on any documents relating thereto, which lien shall survive delivery, for all sums due under this contract or any other contract or undertaking to which the Merchant was party or otherwise involved, including, but not limited to, General Average contributions, salvage and the cost of recovering such sums, inclusive of attorneys' fees. Such lien may be enforced by the Carrier by public or private sale at the expense of and without notice to the Merchant.

The Merchant agrees to defend, indemnify and hold the Carrier, any Participating carrier, independent contractor, their agents and servants, harmless from and against all liability, loss, damage or expense which may be sustained or incurred by the Carrier relative to the above and the Merchant agrees to submit to the jurisdiction of any court, tribunal or other body before whom the Carrier may be brought, whether said proceeding is of a civil or criminal nature.

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

19. GENERAL AVERAGE

a) If General Average is declared, it shall be adjusted according to the York/Antwerp Rules of 1994 and all subsequent amendments thereto from time to time made, at any place at the option of any person entitled to declare General Average, and the Amended Jason Clause as approved by BIMCO is to be considered as incorporated herein, and the Merchant shall provide such security as may be required in this connection.

b) Notwithstanding a) above, the Merchant shall defend, indemnify and hold harmless the Carrier and any Participating carrier, their agents and servants, in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made against the Carrier and/or any Participating carrier and shall provide such security as may be required by the Carrier in this connection.

c) Neither the Carrier nor any Participating carrier shall be under any obligation to take any steps whatsoever to post security for General Average or to collect security for General Average contributions due to the Merchant.

20. LIMITATION OF LIABILITY. Except as otherwise provided in this Clause or elsewhere in this Bill of Lading, in case of any loss or damage to or in connection with cargo exceeding in actual value the equivalent of \$500 lawful money of the United States, per package, or in case of cargo not shipped in packages, per shipping unit, the value of the cargo shall be deemed to be \$500 per package or per shipping unit. The Carrier's liability, if any, shall be determined on the basis of a value of \$500 per package or per shipping unit or pro rata in case of partial loss or damage, unless the nature of the cargo and valuation higher than \$500 per package or per shipping unit shall have been declared by the Merchant before shipment and inserted in this Bill of Lading, and extra freight paid if required. In such case, if the actual value of the cargo per package or per shipping unit shall exceed such declared value, the value shall nevertheless be deemed to be declared value and the Carrier's liability, if any, shall not exceed the declared value.

The words "shipping unit" shall mean each physical unit (e.g., container, bundle, pallet, etc.) or piece of cargo not shipped in a package, including articles or things of any description whatsoever, except cargo shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight and related charges.

As to cargo shipped in bulk, the limitation applicable thereto shall be the limitation provided in Section 1304(5) of COGSA, or such other legislation, convention or law as may be compulsorily applicable, and in no event shall anything herein be construed as a waiver of limitation as to cargo shipped in bulk.

Where a Container is not stuffed by or on behalf of the Carrier or the parties characterize the Container as a package or a lump sum freight is assessed, in any of these events, each individual such Container, including in each instance its contents, shall be deemed a single package and Carrier's liability limited to \$500 with respect to each such package, except as otherwise provided in this Clause or elsewhere in this Bill of Lading with respect to each such package. In the event this provision should be held invalid during that period in which compulsory legislation shall apply of its own force and effect, such as during the tackle-to-tackle period, it shall nevertheless apply during all non-compulsory periods such as, but not limited to, all periods prior to loading and subsequent to discharge from the Vessel and during the entire time for which the Carrier remains responsible for the goods. Where compulsorily

 DSV OCEAN TRANSPORT
 Tariff Code
 Rule Report
 DSV AIR & SEA INC. - WORLDWIDE FREIGHT TARIFF 008
 020615-008
 8 A
 +-----

DXI Tariff Report
 Page 6
 Access date: 31Jan2020 Print date: 31Jan2020

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

RULE: 8 A BILL(S) OF LADING - EXPORT
 (Continued...)

applicable legislation provides a limitation less than \$500 per package or shipping unit, such lesser limitation shall apply and nothing herein contained shall be construed as a waiver of a limitation less than \$500.

Further, where a lesser monetary limitation is

applicable, such as during handling b

effect, such as during the tackle-to-tackle period, it shall nevertheless apply during all non-compulsory periods during which the Carrier remains responsible for the Goods.

Governing Law shall be in accordance with Clause 4. hereof.