



dba

Martainer Ocean Lines

FMC No. 004355

Tariff Rules Title Page

**Non-Vessel Operating Common Carrier
NRA Governing Rules Tariff**

Tariff No:(#101-September 1, 2026)

**Covering freight movement between
US Ports And World Ports and Points**

Effective Date: October 1, 2026

Expiration Date: None

All information contained within this tariff is true and accurate and no unlawful alterations will be permitted.

ORG Number: 008247

Corporate Headquarters: 4500 South Park Blvd, Suite 100
Ellenwood GA 30294

Phone: 678-538-1100

Qualifying Individual Name: Nicole Steinmetz

Email address: nsteinmetz@cargobrokers.com

Table of Contents

CARRIER'S TARIFF RATES AND CHANGES	4
NRA RULES TARIFF NO 001 – ACCESS TO BILL OF LADING FRONT AND BACK	5
NRA RULES TARIFF NO 002 – US TRADE LANES	5
NRA RULES TARIFF NO 004 – SUBSTITUTED SERVICE AND INTERMODAL SERVICE	5
NRA RULES TARIFF NO 005 – DIVERTED CARGO BY SHIPPER OR CARRIER	6
NRA RULES TARIFF NO 006 – RATE APPLICABLE RULE	6
NRA RULES TARIFF NO 007 – SHIPPER FURNISHED CONTAINER	6
NRA RULES TARIFF NO 008 – RESTRICTED ARTICLES	6
NRA RULES TARIFF NO 009 – FREIGHT OF ALL KINDS (FAK)	7
NRA RULES TARIFF NO 010 – OVERWEIGHT CONTAINER	7
NRA RULES TARIFF NO 011 – HEAVY LIFT	7
NRA RULES TARIFF NO 012 – EXTRA LENGTH	7
NRA RULES TARIFF NO 013 – LIEN ON CARGO	8
NRA RULES TARIFF NO 014 – RESPONSIBILITY TO THE PAYMENT OF FREIGHT CHARGES	8
NRA RULES TARIFF NO 015 – CARGO WITH NO NRA OR NSA	10
NRA RULES TARIFF NO 016 – CO-LOADING	10
NRA RULES TARIFF NO 017 – HAZARDOUS CARGO	10
NRA RULES TARIFF NO 018 – PACKING REQUIREMENTS	12
NRA RULES TARIFF NO 019 – COMMODITY DESCRIPTION	12
NRA RULES TARIFF NO 020 – OVERCHARGES	12
NRA RULES TARIFF NO 021 – FREIGHT FORWARDER COMPENSATION	13
NRA RULES TARIFF NO 022 – RETURNED CARGO IN FOREIGN COMMERCE	13
NRA RULES TARIFF NO 023 – SHIPPER'S REQUEST IN FOREIGN COMMERCE	13
NRA RULES TARIFF NO 024 – USE OF CARRIER EQUIPMENT	13
NRA RULES TARIFF NO 025 – CERTIFICATION OF SHIPPER IN FOREIGN COMMERCE	14
NRA RULES TARIFF NO 026 – MINIMUM BILL OF LADING CHARGE	14
NRA RULES TARIFF NO 027 – SECURITY FEES	14
NRA RULES TARIFF NO 028 – DOCUMENTATION FEES	14
NRA RULES TARIFF NO 029 – AMS PROCESSING FEE	14
NRA RULES TARIFF NO 030 – CARGO ROLL OVER FEE	15
NRA RULES TARIFF NO 031 – US EXPORT REQUIREMENTS	15
NRA RULES TARIFF NO 032 – SOLAS REGULATION	16
NRA RULES TARIFF NO 033 – DETENTION AND DEMURRAGE	16
NRA RULES TARIFF NO 034 – PASS THROUGH CHARGES AND DISBURSEMENT FEE	16

NRA RULES TARIFF NO 035 – USTR 301 ON CHINA VESSELS AND EQUIPMENT.....	17
NRA RULES TARIFF NO 036 – SHIPPER’S OBLIGATION TO ORIGIN AND DESTINATION REGULATIONS.....	17
NRA RULES TARIFF NO 037 – EMERGENCY ADMINISTRATION FEE	18

CARRIER'S TARIFF RATES AND CHANGES

The Carrier has chosen to publish its tariff rates and charges or be exempt from tariff publication requirements according to 46 CFR §§520, 531, and 532. The Carrier uses Negotiated Rate Arrangements (NRAs) and may also use NVOCC Service Arrangements (NSAs).

Negotiated Rate Arrangements (NRA)

An NRA is a written agreement between an NRA shipper or consignee and an eligible NVOCC for specific transportation services. The shipper agrees to the NRA terms by:

1. Signing the agreement.
2. Sending a written communication, including an email, indicating acceptance.
3. Booking a shipment after receiving the NRA terms.

The effective date of the NRA is when the Carrier receives the shipper's acceptance. All applicable charges at the origin, destination, and local terminals or ports apply to all NRAs. Rates cannot be modified after the shipment is received by the Carrier. NRAs can be amended in writing or by booking the cargo under the amended terms.

NVOCC Service Arrangements (NSAs)

An NSA is a written contract between the Customer and Carrier. The Customer commits to providing a minimum quantity of cargo or freight revenue over a fixed period, and the Carrier commits to a specific rate and service level. NSAs must include:

- A minimum volume.
- A fixed time period.
- Agreed rates.
- A defined service level.

NSAs can include provisions for non-performance, such as liquidated damages if the Customer fails to meet the minimum volume commitment. NSAs must be agreed upon in writing and can be amended by mutual agreement.

Bond information

Surety – Southwest Marine and General Insurance Company

Bond # - 93007

Date Effective – 02/05/2017

NRA RULES TARIFF NO 001 – ACCESS TO BILL OF LADING FRONT AND BACK**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

Access to Martiner Ocean Lines Bill of Lading may be found at www.cargobrokers.com/billoflading

NRA RULES TARIFF NO 002 – US TRADE LANES**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

United States trade lanes are inclusive of all ports of the United States in the Atlantic, Pacific, Gulf, Great Lakes, US Territories, and Possessions. It is also inclusive of inland points within the US with ports and those inland points to all points and ports of the World.

The Carrier adheres to all Sanctions of the United States in dealing with certain countries.

Carrier may also deem at any time not to service certain points or ports due to a deemed risk.

Access to service trade lanes may be found at www.cargobrokers.com/oceantradelanes

NRA RULES TARIFF NO 003 – ACCESS TO ABBREVIATIONS AND ACCRONYMS**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

Access to all Abbreviations and Acronyms may be found at www.cargobrokers.com/oceanrefs

NRA RULES TARIFF NO 004 – SUBSTITUTED SERVICE AND INTERMODAL SERVICE**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026**Substituted Service**

This provision shall govern the transfer of cargo by trucking or other means of transportation at the expense of the Ocean Carrier. Under no circumstances shall any such transfer arrangements result, either directly or indirectly, in an alteration of the cost or expense that the shipper would have incurred had the shipment been processed through the originally intended port.

Intermodal Service

The Carrier will offer complete intermodal services, which may include air, barge, truck, and rail transport in any combination. Intermodal rates will be provided as single-factor through rates, as specified in each NRA. The Carrier's responsibility is defined by their Bill of Lading (see Rule 8). These rates are valid for shipments traveling via US Atlantic, Gulf, or Pacific Coast Base Ports, depending on what is stated in the individual NRA or NSA within this tariff. The rates apply to shipments moving between locations in the United States and destinations around the world.

NRA RULES TARIFF NO 005 – DIVERTED CARGO BY SHIPPER OR CARRIER**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

When cargo is redirected to a port or point other than the specified Bill of Lading port or point, either due to the necessity of the vessel operator or at the request of the shipper or consignee, a charge of \$125 per Bill of Lading plus actual costs will be applied.

NRA RULES TARIFF NO 006 – RATE APPLICABLE RULE**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

The rules and charges for a shipment are determined by the NRA or NSA in effect when the ocean carrier or its agent receives the cargo (including originating carriers for NRAs or NSAs related to through transportation). A shipment is considered "received" only once the full bill of lading quantity has been received.

NRA RULES TARIFF NO 007 – SHIPPER FURNISHED CONTAINER**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

Shippers may use their own containers for ocean transport, provided they meet these conditions:

- The container must meet the carrier's body and frame standards and comply with all relevant laws and safety requirements.
- Carrier personnel must inspect and approve the container before loading. Unsuitable containers will be rejected.
- The container and its cargo are subject to this tariff's rates, rules, and regulations. Shippers must provide proof of ownership or lease of the container.

NRA RULES TARIFF NO 008 – RESTRICTED ARTICLES**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

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

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

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

NRA RULES TARIFF NO 009 – FREIGHT OF ALL KINDS (FAK)

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

Unless stated otherwise, "Freight of All Kinds" cargo must include at least two different commodities. Additional restrictions or specifications will be specified in the NRA or NSA.

NRA RULES TARIFF NO 010 – OVERWEIGHT CONTAINER

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

Each individual shipment under a NRA or NSA may be subject to any charges, penalties, fines or damages assessed to an overweight container.

NRA RULES TARIFF NO 011 – HEAVY LIFT

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

Each individual shipment moving under a NRA or NSA and subject to any Heavy Lift shall be identified and assessed the fee.

NRA RULES TARIFF NO 012 – EXTRA LENGTH

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

Each individual shipment moving under a NRA or NSA and subject to Extra Length charges shall be identified and assessed the fee.

NRA RULES TARIFF NO 013 – LIEN ON CARGO**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

The Carrier reserves the right to demand payment of any charges at any time. Should the Shipper or Consignee fail to make payment, the Carrier has the authority to hold the cargo and even dispose of it in accordance with applicable laws to recover the amounts owed. Additionally, any legal costs, collection fees, or other expenses incurred by the Carrier in the process of obtaining payment will be the responsibility of the Shipper and Consignee.

NRA RULES TARIFF NO 014 – RESPONSIBILITY TO THE PAYMENT OF FREIGHT CHARGES**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

It is imperative that all parties involved in the shipment understand their financial responsibilities and ensure that arrangements for payment are clear and agreed upon prior to the transportation of goods. Understanding and adhering to these terms helps to facilitate smooth and efficient logistics operations, minimizing potential disputes and delays.

Rate Application and Measurement

- NRAs and NSAs are listed in U.S. Dollars and/or local currencies.
- Charges apply per 1 cubic meter (M) or 1,000 kilos (W), whichever brings higher revenue, unless otherwise specified.
- Rates based on "Weight" or "Measurement" apply regardless of measurement or weight, respectively.
- Actual gross weight and total measurement of each package determine rate, unless another method is specified.
- Rates marked W/M or WM are billed on whichever metric gives higher revenue.

Port and Terminal Rules

- "Port" rules govern from/to the locations where the carrier begins or ends ocean carriage.
- Costs beyond the port terminal are the responsibility of the Owner, Shipper, or Consignee; if billed to the Carrier, these costs are divided equally among them.
- Customs clearance and forwarding charges are not included unless otherwise stated.

Inland Transportation

- On request, the carrier can arrange inland transport as an agent; all costs are charged to the cargo.
- Choice of overland carriers is not restricted, unless required for safe/efficient cargo movement.
- The carrier decides type of container, transport mode, and transport timing.

Additional Charges and Insurance

- Charges levied by government authorities are the cargo's responsibility.
- NRAs/NSAs do not include marine insurance or consular fees.

Commodity Descriptions and Documentation

- Commodity descriptions must match across all Bills of Lading and U.S. Export Declaration.
- Shippers cannot use trade names; only accepted generic/common names are allowed.
- Amendments require U.S. Customs validation.

Commodity-Specific Rates

- Rates apply only to named commodities; similar articles cannot claim the same rate.
- If not specified, general rates (e.g., N.O.S., Hazardous, Refrigerated) apply.

Force Majeure

- The Carrier may cancel bookings/contracts due to uncontrollable events (e.g., natural disasters, war, strikes, pandemics, regulations).

Charges & Service Limitations

- All port, terminal storage, and chassis charges are the shipper's/consignee's responsibility.
- Handling and storage before vessel loading are charged to the cargo.
- Rates do not cover special containers, dangerous/oversized/perishable/high-value/personal effects unless specified.
- Foreign currency rates may change with exchange rates.
- Pick-up/delivery includes one hour waiting; extra time is billed.
- LCL trucking based on 1 cbm = 333 kg unless otherwise noted.

Service Options & Terminology

- Service types: Container Yard (Y), Container Freight Station (S), Door (D), Ocean Port (O).
- Any combination available (e.g., O/O, D/D, Y/S).
- Special services: IPI, MLB, RIPI (intermodal/inland container movement within the U.S.)

Booking & Service Limitations

- All shipments require prior booking.
- The carrier is not obliged to transport without suitable equipment or under unsafe/unfeasible conditions.
- No obligation to maintain any specific service routes

Customs and Advanced Charges

- Uncleared goods may be turned over to Customs without Carrier responsibility.
- Advanced charges on bills of lading (not exceeding freight) can be accepted for legitimate terminal-related expenses only; the requesting party bears the risk.

Container Handling

- When shipper/agent loads and seals the container, Carrier assumes no responsibility for improper packing or discrepancies in count.
- Shipper must provide a list of contents, including weights and measures.
- Carrier may inspect, reseal, and note changes on the Bill of Lading/Waybill Carrier Information Submission
- Carrier files require data with CBP in ACE e-manifest (M1).
- Shippers/Consignees must provide accurate cargo and container information.

Marking and Packaging

- Every article must be clearly marked with shipper/consignee names and addresses.
- Export marks must match shipping documents.
- Shipper is liable for issues arising from non-compliance.
- Packages must protect goods during handling and transport; specific packing may be required for certain rates.

Demurrage/Detention

- Customer is responsible for all demurrage and/or detention charges and noted under separate

Rules Tariff

Recordkeeping

- The Carrier will provide rates based on the tariff publication exemption under 46 CFR 532.2. For tenders with NRA, Shippers receive a written offer showing all rates and charges, except for those mandated to be published, like General Rate Increases (GRIs).

Rates effective at cargo receipt by the Carrier or its agent will apply once confirmed by the Shipper. NRA rates and charges are binding. The Bill of Lading and related documents will note the NRA's unique number, with records kept for five years.

NRA RULES TARIFF NO 015 – CARGO WITH NO NRA OR NSA**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

In the event that there is no NRA or NSA associated with a shipment, the rates listed below will apply:

US Exports

USD \$20,000/TEU

US Imports

USD \$30,000/TEU

If there is a shipment that meets a minimum quantity rate, it will be specified on the NRA or NSA. For purposes of the situation if it is not noted on the NRA or NSA, the minimum will be \$1,000 w/m.

NRA RULES TARIFF NO 016 – CO-LOADING**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

NVOCCs for shipment under one or more names. (NVOCC) (or its d/b/a), an NVOCC, may tender cargo for co-loading at its own cost as outlined below:

- The Carrier may occasionally tender cargo for co-loading.
- The Carrier may create carrier-to-shipper relationships with licensed or registered NVOCCs for co-loading purposes.
- If the Carrier acts as a tendering NVOCC in a shipper-to-carrier relationship, it is liable for transportation costs.
- A shipper-to-carrier relationship is assumed when the Carrier issues a bill of lading unless a Carrier-to-Carrier Agreement is present.
- For shipper-to-carrier co-loading, the Carrier must notify the shipper and annotate each Bill of Lading with the identity of any involved NVOCCs.
- NRA or NSA procedures apply if the Carrier accepts cargo from another NVOCC acting as a shipper.
- The Carrier may tender cargo to other NVOCCs under a Shipper-to-Carrier relationship for transportation.
- Co-loading does not modify the Carrier's liability to the Shipper as specified in the Shipper's Bill of Lading.
- The Carrier, on the face of its bill of lading must note visibly the FMC Org No of the co-loading NVOCC.

NRA RULES TARIFF NO 017 – HAZARDOUS CARGO**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE

EXPIRES: NONE**PUBLISH DATE:** 09/01/2026

Except as specified below, hazardous, explosive, flammable, or dangerous cargo—as defined in the referenced publications—may be transported by the Carrier according to the rules, charges, and rates set forth in NRAs governed by this Tariff:

- Such cargo will be considered for transport only after prior booking and arrangements have been made and accepted by the Ocean Carrier.
- Transport is permitted only where local regulations, ordinances, and authorities at the origin, destination, or transshipment points allow the handling of such cargo at Carrier or port facilities.
- All necessary U.S. Coast Guard and/or local authority permits must be obtained and complied with by the Shipper and/or Consignee.
- The Carrier retains the right to decline transport of cargo it determines could damage vessels, docks, terminals, rail cars, trucks, other cargo, or for which there is insufficient safe storage or stowage. Cargo that does not comply with relevant shipping, marking, labeling, certification, packing, or packaging rules may also be refused.
- Commodities requiring on-deck carriage (open or covered), those that must be stowed in a "magazine" if below deck, or those needing special permits for loading or unloading are considered hazardous or dangerous for tariff purposes and will be rated accordingly.
- Dangerous goods including Classes A and B explosives and radioactive substances (IMCO Class No. 7) are not accepted for transportation.

All accepted hazardous cargo must meet applicable standards for packaging, labeling, placarding, marking, stowage, and delivery as required by:

- U.S. Coast Guard Regulations (46 CFR §§146-179);
- U.S. Department of Transportation Regulations (49 CFR §§171-180);
- International Maritime Dangerous Goods Code (IMCO);
- Relevant local, municipal, state, or foreign government rules;
- Certifications as mandated by law, recorded on the Bill of Lading, Shipping Order, and Cargo Receipt;
- Required attestations from Shippers regarding non-inclusion of incompatible materials or hazardous waste, as per regulations.

Shippers or their agents must provide complete and accurate information about the cargo when booking, including:

- Proper shipping name(s), technical name(s), and trade/popular names;
- Hazard class, IMCO code, and UN number (if available);
- Flash point or range (if applicable);
- Required labels or placards, including additional hazard communication when necessary;
- Type and quantity of each package;
- Gross weight;
- Harmonized Code, SITC, or BTN number;
- Types of certifications and Emergency Response Data as required by regulation.

At the time of tendering hazardous cargo for transport, all documentation, certifications, shipping papers, and required annotations must be submitted to the originating carrier unless previously provided. While the Carrier will review provided documents for errors, ultimate responsibility for correctness and completeness rests with the Shipper, including proper marking and labeling of all items.

If errors are found after acceptance relating to certifications, packaging, labeling, placarding, or other regulatory requirements, any resulting damages, fines, or penalties will be the responsibility of the party required to provide them.

When required by law, regulations, or underlying VOCC stipulations, hazardous cargo may need to be forwarded separately from non-hazardous cargo, in which case it will be rated as a separate shipment. Shipments containing two or more hazardous articles prohibited from being loaded or stored together will also be treated as separate shipments and rated accordingly.

A Hazardous Cargo Surcharge, as identified in the NRA or NSA under this Tariff, applies to all hazardous cargo shipments, in addition to other related charges.

All shipments must conform to these requirements, with the Shipper solely responsible for accuracy and compliance with all applicable laws and regulations.

NRA RULES TARIFF NO 018 – PACKING REQUIREMENTS

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

Packages should be clearly and permanently labeled with the port of destination. Each package needs to be numbered, and this number, along with identifying marks and destination, must appear on shipping receipts and the Bill of Lading.

The gross weight in pounds and port initials must be visibly marked on packages as well as on both original and duplicate dock receipts provided during delivery.

Every package, bundle, or freight piece requires either the consignee's full name or initials, along with the complete destination for accurate delivery. If corrections are necessary, only the shipper or their representative should make them, and any obsolete markings must be removed or obscured.

NRA RULES TARIFF NO 019 – COMMODITY DESCRIPTION

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

Commodity Descriptions on Bills of Lading. The commodity details listed on all Bills of Lading—which shall be cross-checked against the customs declaration—will serve as the basis for determining the correct NRA or NSA application. Should any mis-declaration of the commodity occur, the Bill of Lading's description may be amended accordingly.

NRA RULES TARIFF NO 020 – OVERCHARGES

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

Addressing Overcharges. Any requests for adjustment of freight costs must be formally submitted in writing to the Carrier at the address indicated in the Tariff Record, within three (3) years from the date the Carrier took receipt of the shipment. Any costs the Carrier incurs while investigating such claims will be charged to the party responsible for the original mistake, or, if the claim is unfounded, to the Claimant.

To ensure consistency in the process of excess measurement claims, refunds will only be authorized under these circumstances:

- An error in measurement calculation by the dock has occurred.
- Re-measurement is completed at the port of loading before the vessel departs.

- Destination re-measurement is performed by the vessel's agent.
- Both the vessel's agent and consignee jointly conduct a re-measurement.
- A marine surveyor, at the vessel agent's request, carries out re-measurement.
- Any fees for re-measurement and cable charges in all such cases are paid by the at-fault party.

If a shipper or consignee claims an overcharge based on weight, a certified invoice or weight certificate will serve as proof of the correct weight. The carrier will acknowledge written claims within twenty (20) days, providing written notice of the tariff provisions applied and informing the claimant of their rights under the Shipping Act of 1984. Should there be a need to recover freight overcharges, claims may also be submitted as a complaint to the Federal Maritime Commission, Washington, D.C. 20573, within three years from when the cause of action arose.

NRA RULES TARIFF NO 021 – FREIGHT FORWARDER COMPENSATION

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

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

NRA RULES TARIFF NO 022 – RETURNED CARGO IN FOREIGN COMMERCE

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

Merchant is responsible for all return freight and related charges if any government refuses the goods for export or import, or for any other reason. Return freight will be billed at the NRA or NSA rate that applied to the original shipment and is in effect at the time the return shipment moves.

NRA RULES TARIFF NO 023 – SHIPPER'S REQUEST IN FOREIGN COMMERCE

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

All shipper or consignee requests and complaints (including requests for NRA/NSA adjustments and tariff interpretation) must be submitted in writing and sent to the Carrier at the address shown on the Title Page and/or Tariff Record. In this Tariff, "Requests and Complaints" includes any written communication that (i) seeks a change to tariff rates, rules, or regulations; (ii) objects to a rate increase or other tariff charge; or (iii) protests an incorrect billing due to misclassification, incorrect weight or measurement, or other application of this tariff. Routine inquiries (e.g., requests for rate information, sailing schedules, or space availability) are excluded.

NRA RULES TARIFF NO 024 – USE OF CARRIER EQUIPMENT

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

Carrier does not own or lease equipment. If the underlying Vessel Operating Common Carrier (VOCC) provides equipment to the shipper and/or consignee—directly or through Carrier—any equipment-related charges assessed by the VOCC are for the cargo's account.

NRA RULES TARIFF NO 025 – CERTIFICATION OF SHIPPER IN FOREIGN COMMERCE**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

Each Shipper that is a Non-Vessel-Operating Common Carrier (NVOCC) must clearly disclose its NVOCC status when booking or tendering cargo to Carrier. Before Carrier accepts or transports any shipment for an NVOCC's account, the NVOCC must provide evidence of compliance with Federal Maritime Commission (FMC) licensing/registration, tariff, and financial responsibility requirements (e.g., a copy of the FMC's current list of tariffed and bonded NVOCCs). The NVOCC must immediately notify Carrier of any cancellation of its tariff or bond. Updated copies of the FMC list or other previously provided evidence of compliance must be re-submitted semiannually, by April 15 and October 15.

Any NVOCC that provides Carrier with a false or misleading certification—regarding either its NVOCC status or its having filed a tariff and surety bond with the FMC—shall be liable for all fines, penalties, and damages incurred by Carrier as a result of transporting cargo in violation of Public Law 98-237.

NRA RULES TARIFF NO 026 – MINIMUM BILL OF LADING CHARGE**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

Each individual shipment moves under a NRA or NSA and is subject to a bill of lading charge for the account of the cargo owner per quote.

NRA RULES TARIFF NO 027 – SECURITY FEES**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

The Carrier, as NVOCC, will treat any Security Fees assessed by the NVOCC. VOCC or MTO, will be treated as a Pass Through and Rules Tariff will apply at destination or origin.

If the Carrier, as NVOCC, is responsible for any Security Assessment Handling, then that fee will be stated on the NRA or NSA and will apply at destination or origin.

NRA RULES TARIFF NO 028 – DOCUMENTATION FEES**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

All fees for documentation generated will be for the base of needs at both origin and destination and shall be for the account of the cargo unless otherwise stated on the NRA or NSA.

NRA RULES TARIFF NO 029 – AMS PROCESSING FEE**EFFECTIVE DATE:** 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

Unless specified otherwise in each individual NRA or NSA, all shipments are subject to the U.S. Manifest Processing Fee as outlined in each NRA. If data already filed with U.S. Customs through the Automated

Manifest System is corrected or amended, Carrier will apply a Correction Fee along with any other applicable charges.

NRA RULES TARIFF NO 030 – CARGO ROLL OVER FEE

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

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

NRA RULES TARIFF NO 031 – US EXPORT REQUIREMENTS

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

Effective December 2, 2002, Customs regulations require Carriers to submit cargo declaration data for all cargo on vessels calling in the United States. This includes U.S. import cargo and foreign destination cargo remaining on board. The data must be provided to U.S. Customs and Border Protection (CBP) at least 24 hours before loading. To comply, anyone tendering cargo for U.S. transport or on a vessel calling in the U.S. must provide the following information to the Carrier in writing (including electronically) in time to meet the 24-hour deadline:

- Detailed cargo description (or 6-digit HTS number) and weight, with quantity in lowest packaging unit. Generic descriptions are not acceptable.
- Shipper's complete name and address or ACE identification number.
- Consignee's complete name and address, owner or owner's representative, or ACE identification number.
- Hazardous material code if applicable.
- Seal numbers for all container seals.

Submission Timing:

- Electronic Filing: 72 hours prior to vessel arrival at the last foreign port of load.

Non-Vessel Operating Common Carriers (NVOCCs):

Licensed/registered NVOCCs with Customs bonds may submit cargo data directly to CBP. They must certify timely and accurate submission to the Carrier, including specific cargo details. Master NVOCCs must ensure compliance for co-loaded cargo.

Consequences of Non-Compliance:

- Failure to provide required data may result in penalties, denial to unload cargo, or denial to unload any cargo from the vessel. Carrier may refuse to load non-compliant cargo.
- Costs incurred due to non-compliance, such as inspection, storage, or re-delivery, shall be charged to the cargo. Carrier has a lien on cargo for unpaid amounts and may hold or sell cargo until payment is made.

Indemnification:

- If Carrier faces fines or unloading denial due to incomplete or inaccurate data from shippers, consignees, cargo owners, NVOCCs, or agents, these parties will be jointly liable to reimburse Carrier

for penalties, costs, or damages. Carrier may hold or sell cargo until all dues are paid and can recover legal costs incurred.

NRA RULES TARIFF NO 032 – SOLAS REGULATION

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

Merchant must provide Carrier with the verified gross mass of each container or package, using calibrated and certified equipment, as required by SOLAS and within Carrier's deadlines. Carrier relies on this information to fulfill its obligations.

If Merchant does not comply with SOLAS or submits incomplete or incorrect weight details, Carrier may, at Merchant's expense and risk:

- Determine the gross mass using certified equipment; or
- Refuse to load, or if already loaded, unload and store the Goods—such unloading will count as delivery under this Bill of Lading.
- Assess additional fees for handling.

NRA RULES TARIFF NO 033 – DETENTION AND DEMURRAGE

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

Carrier operates as a non-vessel-operating common carrier (NVOCC) in accordance with U.S. Federal Maritime Commission regulations and maintains a published tariff as required by 46 CFR Part 520.

In accordance with 46 CFR 541.6(d), inquiries or requests regarding fee mitigation, refunds, or waivers related to detention and demurrage billing should be directed to Carrier at:

Detention Inquiries

detention@cargobrokers.com

678-538-1100

Requests for fee mitigation, refund, or waiver must include the following details: 1) invoice number; 2) container number; 3) bill of lading number (or booking number, if applicable); 4) reason for dispute (such as incorrect free time, rate, dates, or operational issue); and 5) supporting documentation.

Per 46 CFR 541.8, such requests must be submitted in writing within 30 calendar days from the date the invoice was issued. Carrier will aim to resolve these requests within 30 calendar days of their receipt or as otherwise agreed upon by both parties.

All detention and demurrage charges invoiced by the underlying ocean common carrier are passed through to the relevant shipper. Carrier will provide a true copy of each corresponding invoice.

Carrier functions as an NVOCC under the Safe Harbor provision of The Shipping Act of 2022 - Public Law 117-146. This provision states that an NVOCC passing through detention and demurrage invoices from the underlying ocean common carrier—provided it is not deemed responsible for the charges by the U.S. Federal Maritime Commission (FMC)—will not be subject to penalties or refund requirements imposed by the FMC. These responsibilities instead fall on the underlying ocean common carrier.

NRA RULES TARIFF NO 034 – PASS THROUGH CHARGES AND DISBURSEMENT FEE

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE**PUBLISH DATE:** 09/01/2026

Carrier may pass through, at cost, charges assessed by ocean common carriers for terminal services, canal tolls, accessorial, and other items outside the ocean common carrier's control, where the assessing party imposed the charge without notice to the ocean common carrier and Carrier acts solely as a collection agent. Such charges may include, without limitation: Alameda Corridor Increase, War Zone Charges, Force Majeure Charges, Hazmat Misdeclaration, emergency charges/surcharges, General Average Charges, congestion fees, vessel escort services, labor/strike/lockout-related charges (estimate), shipping guarantee fees, and any other surcharges imposed from time to time by VOCCs under their tariffs, including third-party surcharges passed through to shippers.

To assess these fees, there will be sufficient proof of expense. The Tariff Rate passed through fee will be accessible through the access to that NVOCC, VOCC, or MTO noted website access.

For all pass-through charges, Carrier will assess a Disbursement Fee of 3% with a minimum of \$75.

NRA RULES TARIFF NO 035 – USTR 301 ON CHINA VESSELS AND EQUIPMENT

EFFECTIVE DATE: 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

Unless otherwise specified in tariff rate items (TRIs), Negotiated Rate Arrangements (NRAs), or NVOCC Service Arrangements (NSAs), a USTR-301 Administration Fee may be assessed per TEU container and will apply to all cargo received by the carrier or its agent at US ports, in response to vessel surcharges implemented under Section 301 by the United States Trade Representative concerning China's maritime actions. This fee will be treated as a Pass-Through Charge and fees assessed according to that fee structure.

This surcharge applies to both US import and export cargo. If the ocean carrier does not impose related charges, this surcharge does not apply. The fee may also be called Chinese Vessel Port Access Fee, Non-US Vessel Port Access Fee, Vessel Port Access Fee, or Port Access Fee. For LCL shipments, the surcharge is assessed proportionally when invoiced on an FCL basis by the underlying carrier.

NRA RULES TARIFF NO 036 – SHIPPER'S OBLIGATION TO ORIGIN AND DESTINATION REGULATIONS

EFFECTIVE DATE: 10/01/2026**THRU:** NONE**EXPIRES:** NONE**PUBLISH DATE:** 09/01/2026

The Shipper represents and warrants that they and the Goods being shipped comply with all applicable Laws and regulations, including anti-corruption, export control, and anti-terrorism requirements, including without limitation: the U.S. Foreign Corrupt Practices Act; the U.K. Bribery Act; the International Traffic in Arms Regulations (ITAR) administered by the U.S. State Department's Directorate of Defense Trade Controls; the U.S. Export Administration Regulations (EAR) administered by the U.S. Commerce Department's Bureau of Industry and Security; U.S. anti-boycott regulations; and U.S. economic sanctions programs administered by the U.S. Treasury Department's Office of Foreign Assets Control (OFAC).

The Shipper further guarantees its regulatory compliance that all information provided to Carrier in connection with such compliance is true, accurate, and complete. The Shipper will comply with all applicable Laws of any country to, from, through, or over which the Goods may be carried, including requirements relating to packing, SOLAS verified gross mass (VGM), carriage, and delivery.

The Shipper fully understands the export jurisdiction and classification of the Goods is correct and will

promptly notify Carrier in writing of any changes. The Shipper knows its regulatory obligation to provide and attach to this Sea Waybill any information and documents necessary to comply with applicable Laws. The Shipper will indemnify and hold Carrier harmless from any claims, losses, or damages arising out of any breach of their obligations, representations, or warranties, including the acts or omissions of the Shipper's officers, directors, employees, agents, owners, shareholders, or other persons acting for or with the Shipper.

The Shipper and or Merchant to the bill of lading are meant to be used interchangeably.

NRA RULES TARIFF NO 037 – EMERGENCY ADMINISTRATION FEE

EFFECTIVE DATE: 10/01/2026

THRU: NONE

EXPIRES: NONE

PUBLISH DATE: 09/01/2026

If extraordinary operational conditions disrupt transportation services—including war or armed conflict, sanctions, port or terminal closures, carrier force majeure declarations, labor disruptions, or other events beyond (NVOCC)'s reasonable control—(NVOCC) may apply an Emergency Administration Fee as related to the magnitude of the disruption.

The minimum fee to be assessed for FCL will be \$150 per TEU but not to exceed \$500 per TEU. For LCL shipments, the fee may range from \$25 to \$100 per W/M. The fee is based on conditions and routing at the time of shipment.

If assessed, these charges will be communicated via an amended booking confirmation and reflected in an amended Negotiated Rate Arrangement (NRA) or other applicable rate agreement.

These charges are temporary and will be removed once conditions stabilize and normal service resumes.

The additional costs of maintaining service continuity and cargo security charged by the NVOCC, VOCC and or MTO will be treated as a Pass Through and will be treated as that Rules Tariff applies.