BLUE LOTUS OCEAN LINE LIMITED

FMC No. 028054

NON-VESSEL OPERATING COMMON CARRIER

EFFECTIVE DATE: 02OCT2019 PUBLISHED DATE: 02OCT2019 EXPIRATION DATE:

CONTROLLED CARRIER STATUS: NONE

TITLE PAGE

TARIFF NO. 01 NRA GOVERNING RULES TARIFF NAMING RULES AND REGULATIONS ON CARGO MOVING IN CONTAINERS AND BREAKBULK BETWEEN U.S. PORTS AND POINTS AND WORLD PORTS AND POINTS

BLUE LOTUS OCEAN LINE LIMITED is a foreign registered Non-Vessel Operating Common Carrier (NVOCC) by the Federal Maritime Commission (FMC), operating under FMC organization number 028054.

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

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ORIGINAL TITLE PAGE

TARIFF DETAILS	
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	ALTERATIONS ARE PERMITTED.

	ALTERATIONS ARE PERMITTED.
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BLUE LOTUS OCEAN LINE LIMITED

 0220054
 NRA RULES TARIFF NO. 01 - Between (US and World)

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Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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028054 AMENDMENT NO. O BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

Rule 1: Scope Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

U.S. ATLANTIC BASE PORTS (ACBP) Baltimore, MD Boston, MA Chester, PA Charleston, SC Jacksonville, FL Miami, FL NTERMODA S' of ' New York, NY Newark, NJ Norfolk VA Philadelphia, PA Savannah, GA Wilmington, NC U.S. GULF COAST BASE PORTS: (GCBP) Houston, TX Galveston, TX New Orleans, LA Tampa, FL Mobile, AL U.S. PACIFIC COAST BASE PORTS: (PCBP) Port Hueneme, CA Los Angeles, CA Long Beach, CA Oakland, CA San Francisco, CA Portland, OR Seattle, WA Tacoma, WA GREAT LAKES BASE PORTS Includes Chicago, IL SUBSTITUTED SERVICE AND INTERMODAL SERVICE A. SUBSTITUTED SERVICE

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

B. INTERMODAL SERVICE

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

Intermodal Rates will be shown as single-factor through rates as specified in individual NRAs. Carrier's liability will be determined in accordance with the provisions indicated in their Bill of Lading (Rule 8 herein). Intermodal rates will apply via US Atlantic, Gulf or Pacific Coast Base Ports as specified in the individual NRA of this tariff. Intermodal rates will apply from locations specified in rule 1-B.

Tariff Rule Information BLUE LOTUS OCEAN LINE LIMITED 028054 NRA RULES TARIFF NO. 01 - Between (US and World) AMENDMENT NO. O Worldwide Ports and Points Rule 1-A: Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019 Except as otherwise provided this tariff provides rules and regulations between USA Ports and Points, and Worldwide Ports and Points AFGHANISTAN ALBANIA KUWAIT EGYPT SENEGAL LAOS LEBANON LESOTHO EL SALVADOR SEYCHELLES EQUATORIAL GUINEA ETHIOPIA ALGERIA AMERICAN SAMOA SIERRA LEONE SINGAPORE ANDORRA EUROPA ISLAND LIBERIA SOLOMON ISLANDS FALKLAND ISLANDS SOMALIA ANGOLA LIBYA LIECHTENSTEIN SOUTH AFRICA ANGUILLA (ISLAS MALVIN SOUTH GEORGIA AND THE SOUTH SA FAROE ISLANDS FEDERATED STATES OF LUXEMBOURG ANTARCTICA ANTIGUA AND BARBUDA MACAU MICRONESIA MADAGASCAR ARGENTINA SPAIN ARUBA FIII MALAWI SPRATLY ISLANDS ASHMORE AND CARTIER FINLAND MALAYSIA SRI LANKA ST HELENA ST KITTS AND NEVIS ISLANDS AUSTRALIA FRANCE MALDIVES FRENCH GUIANA MALI MALTA AUSTRIA BAHAMAS THE FRENCH POLYNESIA ST LUCIA ST PIERRE AND FRENCH SOUTHERN AND MAN ISLE OF MARSHALL ISLANDS MIQUELON BAHRAIN ANTARCTIC ST VINCENT AND THE BAKER ISLAND GABON MARTINIQUE GAMBIA THE BANGLADESH MAURITANIA GRENADINES MAURITIUS MAYOTTE GAZA STRIP GERMANY SUDAN SURINAME BARBADOS BASSAS DA INDIA BELGIUM MEXICO SVALBARD GHANA MIDWAY ISLANDS MONACO BELIZE GIBRALTAR SWAZILAND BENIN GLORIOSO ISLANDS SWEDEN BERMUDA SWITZERLAND GREECE MONTSERRAT MONGOLIA GREENLAND GRENADA GUADELOUPE SYRIA TAIWAN TANZANIA UNITED BHUTAN MOROCCO MOZAMBIQUE BOLIVIA BOTSWANA NAMIBIA NAURU BOUVET ISLAND REPUBLIC OF GUAM GUATEMALA THAILAND BRAZIL TOGO TOKELAU TONGA BRITISH VIRGIN ISLANDS GUERNSEY NAVASSA ISLAND BRUNEI BULGARIA GUINEA GUINEA BISSAU NEPAL NETHERLANDS NETHERLANDS ANTILLES NEW CALEDONIA TRINIDAD AND TOBAGO BURKINA GUYANA BURMA TROMELIN ISLAND HAITI HEARD ISLAND AND BURUNDI NEW ZEALAND TRUST TERRITORY OF MCDONALD ISLA HONDURAS CAMBODIA NICARAGUA THE PACIFIC TUNISIA CAMEROON NIGER

CANADA CAPE VERDE CAYMAN ISLANDS CENTRAL AFRICAN REPUBLIC CHAD CHILE CHINA CHRISTMAS ISLAND CLIPPERTON ISLAND COCOS (KEELING) ISLANDS COLOMBIA COMOROS CONGO COOK ISLANDS CORAL SEA ISLANDS COSTA RICA CUBA CYPRUS CZECHOSLOVAKIA DENMARK DJIBOUTI DOMINICA DOMINICAN REPUBLIC ECUADOR

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HONG KONG HOWLAND ISLAND HUNGARY CELAND INDIA INDONESIA IRAN IRAQ RELAND ISRAEL ITALY IVORY COAST JAMAICA JAN MAYEN JAPAN JARVIS ISLAND JERSEY JOHNSTON ATOLL JORDAN JUAN DE NOVA ISLAND KENYA KINGMAN REEF KIRIBATI KOREA DEMOCRATIC PEOPLES REP

KOREA REPUBLIC OF

NIGERIA NIUE NORFOLK ISLAND NORTHERN MARIANA ISLANDS NORWAY OMAN PAKISTAN PALMYRA ATOLL PALM IRA ATOLL PANAMA PAPUA NEW GUINEA PARACEL ISLANDS PARAGUAY PERU PHILIPPINES PITCAIRN ISLANDS POLAND PORTUGAL PUERTO RICO OATAR REUNION ROMANIA RWANDA SAN MARINO SAO TOME AND PRINCIPE SAUDI ARABIA

TURKEY TURKS AND CAICOS ISLANDS TUVALU UGANDA UNION OF SOVIET SOCIALIST REPU UNITED ARAB EMIRATES UNITED KINGDOM URUGUAY USA VANUATU VATICAN CITY VENEZUELA VIETNAM VIRGIN ISLANDS WAKE ISLAND WALLIS AND FUTUNA WEST BANK WESTERN SAHARA WESTERN SAMOA YEMEN YUGOSLAVIA ZAIRE ZAMBIA ZIMBABWE

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 1-B: Intermodal Service

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Intermodal through rates applies between points in the U.S. and worldwide destinations. RETURN TO TABLE OF CONTENT

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 2:

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Notice to Tariff Users

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

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

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Rule 2A: Application of NRAs and Charges

Effective: 020CT2019 Thru: NONE Expires: NONE Publish: 020CT2019

1. NRAs are stated in terms of U.S. Currency and or local currencies, as applicable, and apply per 1 Cubic Meter (M) or 1,000 Kilos (W), as indicated, whichever basis yields the greater revenue, except as otherwise specified. Where the word "Weight" or the letter "W" appears next to an article or commodity weight rates are applicable without regard to measurement. Where the word "Measurement" or the letter "M" appears next an article or commodity, measurement rates are applicable without regard to weight. NRAs and other charges shall be based on the actual gross weight and/or overall measurement of each piece or package, except as otherwise provided. NRAs indicated by W/M or WM are optional weight or measurement rates and the rate yielding the greater revenue will be charged,

2. Except as otherwise provided, all Port" (i.e., Port-to-Port) rules published herein apply from/to places where the common carrier originates or terminates its actual ocean carriage of cargo. Tolls, Wharfage, Cost of Landing, and all other expenses beyond the port terminal area are for account of Owner, Shipper or Consignee of the cargo and all such expenses levied in the first instance against the Carrier will be billed in an equal amount to the Owner, Shipper or Consignee of the Cargo. NRAs are applicable from Inland Points which lie beyond port terminal areas. Such NRAs shall be inclusive of all charges pertinent to the transportation of cargo and not including Customs clearance assessments or Forwarding Charges, except as provided in each individual NRA. Alternatively, at shipper's or consignee's request, carrier will arrange for inland transportation as shipper's or consignee's agent. All associated costs will be for the account of the cargo. Overland carriers will be utilized on an availability of service basis and not restricted to any preferred Carriers, except as Ocean Carrier deems necessary to guarantee safe and efficient movement of said cargo. Carrier shall not be obligated to transport the goods in any particular type of container or by any particular Vessel, Train, Motor, Barge or Air Carrier, or in time for any particular market or otherwise than with reasonable dispatch. Selection of Water Carriers, Railways, Motor, Barge or Air Carrier used for all or any portion of the transportation of the goods shall be within the sole discretion of the Ocean Carrier.

3. Any Additional Charges which may be imposed upon the cargo by Governmental Authorities will be for the account of the cargo. 4 NRAs do not include Marine Insurance or Consular fees

5. Description of commodities shall be uniform on all copies of the Bill of Lading and MUST be in conformity with the validated United States Export Declaration covering the shipment. Carrier must verify the Bill of Lading description with the validated United States Export Declaration. Shipper amendments in the description of the goods will only be accepted if validated by United States Customs. Trade names are not acceptable commodity descriptions and shippers are required to declare their commodity by its generally accepted generic or common name.

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

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

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

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

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

11. TYPES OF SERVICE PROVIDED

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

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

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

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

DOOR (D) - Door Service pertains to the carrier providing inland transportation from/to the shipper's/consignee's designated facilities. 12. SERVICE OPTIONS:

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

Container Yard (Y)

The term Container Yard refers to the specific location designated by the carrier where the carrier assembles, holds or stores containers and where containers loaded with goods are received or delivered. \mathbf{n} Container Freight Station (S)

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

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

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

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

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

IPI Service, from Asia to USA

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

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

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

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

13. ADVANCED CHARGES

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

028054 AMENDMENT NO. O BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 2-010: Packing Requirements

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

2. Packages must be marked durably and legibly and must show the port of destination. All packages must be numbered, which number together with marks and destination must appear on the shipping receipts and Bill of Lading.

3. Gross weight in pounds, and/or Kos, and initials of port must be clearly and legibly shown on packages, and on original and copies of dock receipts tendered at time of delivery.

4. Each package, bundle or piece of freight must be plainly marked with the full or initials of consignee, and the destination must be shown in full to insure proper delivery. If necessary, corrections must be made by the shipper or his representative. <u>RETURN TO TABLE OF CONTENT</u>

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028054 AMENDMENT NO. O BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

Rule 2-020: Diversion By Carrier

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

1. To ocean carrier's terminal (motor, rail or water), at port of destination declared on the bill of lading at the expense of the ocean carrier. Carrier may, at their convenience, deliver cargo to ports en-route between Carrier discharging terminal and carrier's delivery terminal provided the NRAs are already provided for such destinations in individual commodity items.

2. The ocean carrier may forward cargo direct to a point designated by the consignee, provided the consignee pays the cost which he would normally have incurred either by rail, truck or water, to such point if the cargo has been discharged at the terminal port named in the ocean bill of lading within any commercial zone, such payment by the consignee shall be the cost he would normally have incurred to such point of delivery.

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

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 2-030: Effective: 02OCT2019 Timu: NONE Expires: NONE Publish: 02OCT2019 Reserved for future use RETURN TO TABLE OF CONTENT

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 2-040: Container Capacity

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Where rules or NRAs make reference to capacity of containers, the standard capacity for purpose of freight rating shall be as indicated in each individual NRA.

NOTE 1: The combined weight of shipper-loaded cargo and containers with chassis and tractor shall not exceed the over-the-road weight limitation in various States of the U.S.A. RETURN TO TABLE OF CONTENT

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 2-050: Shipper Furnished Containers

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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

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

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

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

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NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 2-060: Measurement And Weight

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

1. All packages will be measured in Centimetres and weight in Kilogrammes.

2. Rounding off- Dimensions

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

3. Calculating Cubic Measurements

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

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

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

4. Official Measurers and Weighers

The straight loaded shipments of consolidator Cargo, stuffed at Carrier's nominated off dock CY locations, does not require measuring/weighing for purposes of confirming volume/weight of cargo. For such shipments, however, there must be a certificate from an officially appointed Sworn Measurer to confirm the exact location at which the shipment was stuffed into the container. 5. Misdescription, Underweights and Undermeasurement

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

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

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

Rule 2-070: **Overweight Containers** Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 2-080: Shipper's Load And Count

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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

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

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

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

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

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BLUE LOTUS OCEAN LINE LIMITED 028054

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. 🚺

Rule 2-090: Diversion of Cargo (By Shipper or Consignee)

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

A. Definition of Diversion:

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

B. Conditions:

1. Requests must be received in writing by the carrier prior to the arrival of the vessel at Discharge Port. Carrier will make diligent effort to execute the request but will not be responsible if such service is operationally impractical or cannot be provided.

2. Cargo moving under a non-negotiable Bill of Lading may be diverted at the request of shipper or consignee. Cargo moving under a negotiable Bill of Lading may be diverted by any party surrendering the properly endorsed original Bill of Lading. Cargo moving under a negotiable Bill of Lading may also be diverted by the shipper or consignee at the carrier's sole discretion without receipt by the carrier of the original negotiable Bill of Lading so long as a new negotiable Bill of Lading is not requested or issued by the carrier. If a new negotiable Bill of Lading is requested by the shipper or consignee, the original negotiable Bill of Lading must be surrendered to the carrier prior to issuance of the new negotiable Bill of Lading.

3. This rule will apply to full Bill of Lading quantities or full container loads only.

4. A shipment may only be diverted once. Shipper may request cancellation of the original diversion request, resulting in delivery of the cargo to the original billed destination, provided that such request is received prior to arrival of vessel at Discharge Port, and provided that all diversion charges as set out in C. below, applicable to the original diversion request, are paid in full prior to the

cancellation request being accepted by the carrier. In no instance will any refund of the diversion charges be made in the event of a cancellation. Any additional expenses incurred by the carrier will be for the account of the cargo.

5. Cargo, which, upon request of Merchant (stowage permitting), is diverted to a Port of Discharge within the Scope of this Tariff other than that shown in the Bill of Lading, shall be assessed the actual amount of expense incurred by Carrier, or as per carrier tariff at time of shipment, whichever is higher, plus, at the sole discretion of the Carrier, depending on the relevant administrative burdens resulting from the diversion, an administrative fee of up to \$50/BL for cargo received and diversion requested prior to vessel departure, or up to \$300/BL for cargo received and diversion requested post vessel departure, from origin port. 6. Diversion charges or administrative charge are payable by the party requesting the diversion.

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 2-100:

Security Fees Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Security Fees may be applicable on shipments and identified in each individual NRA. RETURN TO TABLE OF CONTENT

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 2-110: Restricted Articles

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

- 1. Cargo, loose on platforms or pallets, except when prior arrangements have been concluded with Carrier.
- 2. Cargo which because of its inherent vice is likely to impregnate or otherwise damage Carter's containers or cargo.
- 3. Bank bills, coin or currency; deeds, drafts, notes or valuable paper of any kind; jewelry including costume novelty jewelry, except where otherwise specifically provided, postage stamps or letters and packets of letters with or without postage stamps affixed; precious metals or articles manufactured therefrom; precious stones; revenue stamps; works of art; antiques or other related or unrelated old, rare or precious articles of extraordinary value except when prior arrangements have been concluded with carrier.
- 4. Corpses or cremated remains.
- 5. Animals, birds, fish, livestock.
- 6. Eggs, viz: Hatching.
- 02 7. Poultry or pigeons live (including birds, chickens, ducks, pheasants, turkeys, and any other fowl).
- 8. Silver articles or ware, sterling.

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

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

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

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

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 2-120: Freight All Kinds (FAK)

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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BLUE LOTUS OCEAN LINE LIMITED

AMENDMENT NO. O

NRA RULES TARIFF NO. 01 - Between (US and World)

Rule 2-130: ALTERNATE RATE/SERVICE LEVELS: ECONOMY, REGULAR, PREMIUM Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

BLUE LOTUS OCEAN LINE LIMITED 028054 NRA RULES TARIFF NO. 01 - Between (US and World) AMENDMENT NO. O Rule 2-140: AES USA EXPORT SHIPMENTS

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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028054 AMENDMENT NO. O

NRA RULES TARIFF NO. 01 - Between (US and World)

DOCUMENTATION FEE Rule 2-150:

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Document fees are considered origin and destination local charges and shall be for the account of the cargo. RETURN TO TABLE OF CONTENT

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 2-160:

AMS PROCESSING FEE Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFE NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 2-170:

SUBMISSION OF CARGO DECLARATION DATA Effective: 02OCT2019 Thru NONE Expires: NONE Publish: 02OCT2019

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

Pursuant to Customs regulations effective December 2, 2002, Carrier is required to submit certain cargo declaration data for all cargo on board a vessel that will call in the United States (i.e., U.S. import cargo and foreign destination cargo remaining on board the vessel) to the U.S. Customs Service not later than 24 hours prior to the time the cargo is loaded on Carrier's vessel at each non-U.S. port of loading. In order to enable Carrier to comply with this requirement, except as provided in paragraph B of this rule, any person tendering cargo to Carrier that is to be transported to the United States or that will be on a vessel when that vessel calls in the United States must provide the following information regarding such cargo to Carrier in writing (including by electronic transmission) in sufficient time for Carrier to transmit the data to the Customs Service at least 24 hours prior to the loading of the cargo on Carrier's vessel. Failure to comply with these requirements will result in cargo not being loaded.

1. A precise description of the cargo (or the 6-digit HTS number under which cargo is classified) and weight of the cargo or, for a sealed container, the shipper's declared description and weight of the cargo. The quantity of cargo shall be expressed in the lowest external packaging unit (e.g., a container containing 10 pallets with 200 cases shall be described as 200 cases). Generic descriptions, including, but not limited to, 'FAK,' 'General Cargo,' 'Chemicals,' 'Foodstuffs,' and terms such as 'Said to Contain' are NOT acceptable descriptions.

2. Shipper's complete name and address, or the identification number issued to the shipper by the U.S. Customs Service upon implementation of the Automated Commercial Environment ('ACE').

- 3. Complete name and address of the consignee, owner or owner's representative, or its ACE identification number.
- 4. Internationally recognized hazardous material code when such materials are being shipped.
- 5. Seal numbers for all seals affixed to the container.

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

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

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

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

1. Certification. Any NVOCC that submits cargo declaration information directly to the Customs Service shall, unless notified by the Carrier pursuant to subparagraph C(1) above that it is not required to do so, in lieu of the information required to be submitted pursuant to paragraph A of this rule, provide the Carrier, not later than the deadline for shipper submission of cargo information under paragraph B of this rule, with a written certification stating that the required inbound cargo declaration data for its cargo has been transmitted to the U.S. Customs Service in a timely and accurate manner. Such certification shall describe the cargo tendered with sufficient specificity (including container number) that Carrier may readily identify such cargo.

2. NVOCC Co-Loading. For purposes of this paragraph, the term 'Master NVOCC' shall mean the NVOCC that is the customer of the Carrier and tenders co-loaded cargo to the Carrier in its name. In the event the Master NVOCC submits cargo declaration data for co-loaded cargo directly to the Customs Service, it shall do so for all NVOCCs with which it co-loads. In the event the Master NVOCC does not submit cargo declaration data for co-loaded cargo directly to the Customs Service but NVOCCs with which it co-loads transmit cargo declaration data for their cargoes directly to the Customs Service, it shall be the obligation of the Master NVOCC to provide Carrier with the certification described in subparagraph C (1) with respect to all co-loaded cargo tendered to Carrier by the Master NVOCC.

3. All NVOCCs shall be subject to Paragraphs D and E of this rule.

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

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

2. Any and all costs incurred by Carrier with respect to cargo in its possession which is not loaded due to the non-provision of information or certification, or which is not loaded pursuant to the instructions of the U.S. Customs Service (regardless of whether or not the required data or certification has been provided for such cargo), including but not limited to inspection, storage and/or redelivery costs, shall be for the account of the cargo. Carrier shall have a liep on cargo in its possession for amounts due hereunder and may hold cargo until such amounts (and any other unpaid freights or charges) are paid or sell such cargo after a reasonable period. In the event Carrier is forced to take legal action to collect amounts due hereunder, Carrier shall be entitled to recover all costs (including reasonable attorneys' fees and expenses) incurred in connection with such legal action.

E. INDEMNIFICATION OF CARRIER.

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

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

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028054

AMENDMENT NO. O

NRA RULES TARIFF NO. 01 - Between (US and World) . O

 Rule 2-180:
 U.S. CUSTOMS RELATED CHARGES

 Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Shippers must comply with all customs and consular regulations. Any fine or penalty imposed by government authorities for failure to comply with customs or consular regulations shall be at the expense of shipment, or merchant. Goods which are not cleared through customs for any reason may be cleared by Carrier at the expense of the shipment or merchant and may be warehoused at the risk and expense of the shipment or merchant or may be turned over to the Customs authorities without any further responsibility on the part of the Carrier. NRAs are not inclusive of U.S. Customs related charges, such as, but not limited to, Customs clearance assessments, USDA/FDA/US customs examination, X-ray, insurance, storage, forwarding charges, drayage, demurrage, bonded warehousing, formal customs entry, if required, or tax and duties. Any such accrued U.S. Customs related charges shall be at the expense of the shipment, cargo or merchant.

028054BLUE LOTUS OCEAN LINE LIMITED
NRA RULES TARIFF NO. 01 - Between (US and World)AMENDMENT NO. O
Rule 2-190:LIEN NOTICEEffective: 020CT2019 Thru: NONE Expires: NONE Publish: 020CT2019

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

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BLUE LOTUS OCEAN LINE LIMITED

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 2-200: Cargo Roll-Over Fee

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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028054 BLUE LOTUS OCEAN LINE LIMITED 028054 NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

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T NO. O

Rule 2-210: Free Time Detention / Demurrage / Storage Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 3: Rate Applicability Rule

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

Tariff Rule Information

028054 BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World) AMENDMENT NO. O

Rule 4: Heavy Lift

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Any Heavy Lift charges assessed shall be identified in each individual NRA, and shall apply to the account of the cargo. <u>RETURN TO TABLE OF CONTENT</u>

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 5: Extra Length

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Any Extra Length charges assessed shall be identified in each individual NRA, and shall apply to the account of the cargo. RETURN TO TABLE OF CONTENT

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028054 BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World) AMENDMENT NO. 0

 Rule 6:
 Minimum Bill of Lading Charges

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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028054 BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

 Rule 7:
 Payment of Freight Charges

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

A. CURRENCY

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

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

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

D. PREPAID FREIGHT

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

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

E. FREIGHT COLLECT

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

F. CURRENCY CONVERTIBILITY: 1. Conversion Provisions:

In addition to the United States Dollars freight monies and charges may be billed and paid in foreign currencies, provided they are freely convertible and remutable and tree of tax. RETURN TO TABLE OF CONTENT

Tariff Rule Information

028054 BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World) AMENDMENT NO. 0

Rule 8: Bill of Lading Face

Effective: 22AUG2018 Thru: NONE Expires: NONE Publish: 22AUG2018 A copy of Carrier's bill of lading (front and back) is provided herein.

BLUE LOTUS OCEAN LINE LIMITED	FMC No 028054	Bill of Ladi	NOT NEGOTIABLE UNLESS CO	NSIGNED TO ORDER		
SHIPPER / EXPORTER (2) (COMPLETE NAME AND ADDRESS)			DOCUMENT NO. (5)	DOCUMENT NO. (5)		
			EXPORT REFERENCES (6)			
CONSIGNEE (3) (COMPLETE NAME AND	ADDRESS)		FORWARDING AGENT REFERENCES (7)	FORWARDING AGENT REFERENCES (7)		
			315046 POINT AND COUNTRY OF ORIGIN (8)			
NOTIFY PARTY(4) / COMPLETE NAME A	ND ADDRESS		DOCUMENT PRESENTATION (9)			
			-			
PLACE OF RECEIPT (12)						
VESSEL (13)		PORT OF LOADING (14)	INTERNAL REFERENCE (10)	<i>"</i> Q [·]		
0007 05 0100111 005 45				Y		
PORT OF DISCHARGE (15)		PLACE OF DELIVERY (16)	СОРҮ			
			Original Bill Required at De	estination		
MARKS & NOS / CONTAINER(S) NOS.	NO. OF PKGS.	(19) DESCRIPTIO		GROSS WEIGHT	MEASUREMENT	
(17)	(18)		N -1 10-	(20)	(21)	
a			Cr MAT			
			C.O. ALEN			
			AND STIN			
			all't after			
			TAN . HI			
			P 02			
		MIT	NO.			
		H H	HE .			
		LINK A	<u>,</u>			
		an at				
			COPY Original Bill Required at Dr FURNISHED BY SHIPPER			

	BLUE	OTUS OC SUPERSEDEL	
TOTAL NUMBER OF PKGS.		10	

DECLARED VALUE (\$)		SEE CLAUSE 20 ON REVERSE SIDE		RECEIVED FOR SHIPMENT from the MERCHANT in apparent good	
CHARGES, INCLUDING FREIGHT			order and condition unless otherwise stated herein, the GOODS men-		
	RATE	PREPAID	COLLECT	tioned above to be transported as provided herein, by any mode of trans-	
				port for all or any part of the Carriage, SUBJECT TO ALL THE TERMS AND CONDITIONS appearing on the face and back hereof and in the CARRIER'S applicable Tariff, to which the Merchant agrees by accept- ing this BILL OF LADING.	
				Where applicable law requires and not otherwise, one original BILL OF LADING must be surrendered, duly endorsed, in exchange for the GOODS or CONTAINER(S) or other PACKAGE(S), the others to stand void. If a 'Non-Negotiable' BILL OF LADING is issued, neither an original nor a copy need be surrendered in exchange for delivery unless applicable law so requires.	
				BY	
HBOL-TTC				AS AGENT FOR BLUE LOTUS OCEAN LINE LIMITED	

*Shipper Load and Count

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 - (h) exceptions from labitly authorized by any provisions of Sections 4281 to 4288 indusive of the Revised Statutes of the United States and amendments thereto and of any other provisions of the laws of the United States or of any other country vinose laws shall apply.

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- offiscontract. Merchant" means and induces the shipper the consignee the receiver the Indider of this bill officting, the owner of the Gocods and the servents or agents o (C)
- any on ness. "Charges" means and includes freight and all expenses and money obligations ídì incurred and payable by the Merchant.
- "Goods" means and induces the cargo received from the shipper and described on the face side hereof and any Container not supplied by or on (e)
- behaffoffhe Carrier. "Container" means and includes any container, van, trailer, transportable tank, ífì
- latpalet or enysimilar atide offrensport. "Person" means and indudes an individual corporation partnership or other (g)
- ntilly as the case may b www.executescentary.ce. "Participating Carrier" means and shall induce any other veter, land, or air carrier performing any stage of the Contoined Transport. (h)

rstood and agreed that other than the said Carrier no person whatsoever including The Mediator Officians and are worth the vessel all servants, agents, employees, representatives an all alse values terminal operators, crare operators, what there are properties, sitile determs surveyors and their independent contractors what server is an shelf be deterned to be likelike will respect to the goods as carrier bales or dherwise howevere in contract or in the filthowever in contract or in the filthowever.

- If iss or damage occurs while the goods or packages are in the outstody of the ocean carrier, only the ocean carrier shall be responsive threafor, and any liability of the ocean carrier shall be determined by the terms and conditors of this Bill of Labing and any lew computantly applicable
- The Elifold and and wylew.computedly explosible lifes or damage course where focusitor provides are not here outday of a periophing duriness or heigh carlier, only the participating duriness to reage. Carriers) shall be responsible herefort, and any Malky of such participating duriness or herefore, carriers) shall be determined in response and by the terms, carriers (Carriers) shall be determined in response and by the terms, carriers) carriers and the determined in the data of the terms and the standard and the determined in the data of the terms and the standard and the terms and the data of an alternative and the data of the da (b)
- (s) analise/computury approace innerroumsances. Ndv#hshanding subdivision (a) and (b) hereof t is contemplated that the Goods or packages will not line to time be carried in through transpotation that will include inland transpotation within the United States by Reirosal and the submitted of (c)
- If loss or damage occurs after receipt of the Goods or packages hereunder and it cannot be determined from the records of the ocean Canier or ídì
- and it cannot be determined train the records of the oxism Carler or paticipating obtained to their participation whether such damage or loss occured using ocean domesition their provide the ortholariely persimplifications or damage control to the ortholariely costs or parkages were in the outdoiry of the costs of the damage. A is times when the Goods or packages are in the outdoiry of the damage methods paticipating domesitic or being Carlies such Carles stell to entitle of the highlits defense exceptions from on hinduing of lightly and ummatives of whether inducement of the outdoiry of the damage. In matter were the costs of the costs or the outdoiry of the damage matching of the costs or the outdoiry of the damage of the instruction of whether inducement of the lightly of the damage of the light of lightly carlies under the lightly of lightly damage fragment was applicable or relating theod provided hower bit in damage or the light of light light be determed as particular bit was obtained on the Carles of any of their rights and immaties or an increase of any of their right on the inducement of the light of light of light light of light light of light of light of light light of light of light light of light of light of light of light of light light of light of light light of light of light of light lig íe) initations of and expension's from liability under their said BII(s) of Lading
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The Machant wanats that in greeingtothe Tens and Conditions have the is on has the authority of the parson overing and entitled to the possession of the Goods and this Bill of Lading.

- (a) The Carter shallbe entitled to subcontrad on any terms the whole or any pert of the cartege, leading, unloading, string, warehousing, hending and any and all dutes whet specer uncleated entry the Carter in relation to the Coots.
 (b) As to through transportation, the Carter undertakes to procure such services as
- necessary and shall have the light at its side discretion to select any mode of land, sea or air transport and to arrange participation by other Caniers to

accomplish the contributil transport from place of except to place of delivery. Whenever any stage of the contributing transports accomplished by anylived or efficiency on any other veder carely, each such stage and the contributil according to any leave computantly applicable black stage and according to the contrasts, rules and latifield each participating Carely, these and such contrasts uses and latified each participating Carely, the same as of such contrasts uses and latifies of each participating Carely. The same as of such contrasts uses and latifies of each participating Carely.

. The Center shall be entitled by under no obligation to open any container at any time and to sped the contents unless applicable lawyrohibits same if it thereupon appears that the contents inspert the negati recorrents uness approximates services context context inter a context and context inter a context inter a context context context context context inter a context inter a context context context context context inter a context inter a context cont

Carrier may containeize any Goods or packages. Containers may be stowed on dock or lar deck and when so stowed shall be deemed for all purposes to be stowed under dock. including for General Average and U.S. Cantage of Goodsby/Sea Act. 1936 and similar legislation.

10. Desk capp (except goods carried in cortaines on dock) and he animals are received and carried skiply diversifies in charter skiply and an any extern takets or values or any any extern takets or values or any any extern takets or values or any extern takets or values or any extern takets or values or the Linted States Carriage of Cousto by See A car to many direct acar whethere and taketope that Linted States Carriage of Cousto by See A car to many direct acar whethere and taketope that Linted States Carriage of Cousto by See A car to many direct acar whethere and taketope that Linted States or values that the Linted States or values or values or values or values or values that the Carriage values or values or values that the Carriage values or value non a group a case via sector in Louenne hau une care a growfarty'd sewdomnessin the premises being heeby weivel and the burden of poving likelitybeing in al respects upon the Mechant. Evegat as provided above such stipments shal be deemed Goods and shal be subjectiothetems and provisions of this Bill of Lading relating to Goods.

11. Special containers with heating or entigeration units will not be turnished unless contraded for expression withing at time of booking and when turnished may entit as in present length table or drage Shoper and a lake contra ordisaret imperature and with all expressions to Carlier and Carlier and expression addressing Cooking Cooking

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kestores hazardous cargo and sai armed or unarmediand with or without convoy The Canter's saling schedules are subject to change without notice both as to the saling date (date of anival.lifthis is a Through Bill of Lading no Canter(s) bound 10 transport the shipment, by any particular train, truck, aircrait, vessel or other means of conveyance or in time for any particular market or dherwise No Camer shall be liable for delay and any Camer shall have the right to forward the goods by substitute Camer.

13. If a avtime the performance of the contract evidenced by this Bill of Ladinois) or is likely to be 1.3. If a symiterite perturbine of the otherade evidences by the tot clusting by one laterophy and existing any information of the detection of the existing of the existing of the detection of the existing of the existi nd storace at such place or port

14. If the Carier makes a special agreement whether bystamp hereon or otherwise to derive the Goods at a specified dock or place it is mutually agreed that such agreement shall be construed to Construction dependent construction de la processima de l

cherves provision the Elio (Lacing where upon all responsibility of a media values and the set of t

A ports or places (Gere by local law authorities or custom the Canier is required to discharge Dr. A pois of proces were provide an wallhows or cubin the uniter is equators to change compositions or the off or where the tables in a signed of where where is ent an elidie which the signed pathole of networks were always satily allow or where combines prevaling at the time areas do share gal a whold always alimptation. It is highlight the vessel, the Marchart shall promptly units highlises or the rout balae delivery always where the site of the site and experse of the costs. If the Marchart his is provide south fighters or ther ord, final and any site and the feasing of the costs in sub-highers or due to rout at the hist and experse of the possibility of Carlier with respect bate gas shall be expontentined.

17. The Canier shall have liberty to comply with any order or directions or recommendations in correction with the terrapic tunker the correction of consisting physics (coverment or Authority or anyone ading or purpoints to act on behalf of such Government or Authority or having times of the moligage or makence on the vessel or other harapoint he sight to give such orders detections or recommendations. Discharge or delivery of the Goods in accordance with the said order or dections or incommendations also be devened as fulliment of the corricul, Any eaks and are discharge an commendations also be devened as fulliment of the corricul, Any eaks and are of sections are commendations and be devened as fulliment of the corricul, Any eaks and any other of sections and any other sections are according to the same and the sections of the sections and the section of the sections and the sections are according to the sections and the sections are according to the sections and the sections are according to the sections are according to the sections and the sections are according to the sections are according expense incurred in concreation with the exercise of the Caniers liberty under this dauge shall be paid by the Merchant in actilition to feight and charges.

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22. TheMachart and the Goods themselves shall be labeled to and shall indemitly the Carter and the Carter shall have a lien on the Goods that expenses of marking regaring, transition, especting, obspring, the Goods and gathering of loce contents of package, door to express the regaring continents and anyonyment expenses in the paceasion of the Machart to dreamage machines and anyonyment expenses in the decases in of the Machart to dreamage machines and anyonyment expenses. The data shall, the loce data shall be added a shall be added a shall be added anyonyment expense in the decases in of the machart of the market of the data shall be added and the data shall be added and the data shall be added to the expense in the data shall be added the effect shall be added there is the market of the data shall be added the data shall be adde corrector, win the Goos involveme cases including any stato or regurient of any operander to generate the second second

23. Fright shall be provide all Carter's optimum actual gross indice veight on resourcement or on actual gross distringer weight on measurement or on a value or offer basis. Frieght maybe calculated on the basis of the postful ans of the Carter may approximately distal herein at anythine gron the paticities or out raines and earlier, weight measure and value the Carter may approximately distal herein at anythine gron the paticities or out raines and earlier, weight measure and value the Course and activities applicable elevation table shows a structure between the carter may applicable elevation of the course of the carter of the the table to the carter of the carter of the carter of the carter of the table to the carter of the carter of the carter of the carter of the table to the carter of the cart the part of method of unitary logic field. High tensing the logical part of the part of th

aniershal not be liable for any consequential or special dam ages and shall have the option o ing damaged Goo

25. The weight or quartity of any buk cargo inserted in this BI of Lading is the weight or quartity as experimentity a thirdpartly chartman the Cartier and Cartier makes nonpresentation with regard to the exame regime the Dist Diruk days also in the decame and existing a single and the decame and existing a single and existin

26. Neither the Center nor any corporation owned by subsidery to or associated or affilided with the Center shall be liable answer for or to make good anyloss or demogeto the goods occurring at any time and even though before loading on or alter discharge from the ship by eacon or by means of any the viriationer unless such the shall be caused by 15 design or regied of byts actual taut of privity. In any case where this examption is not permitted by law Carrier shall not be liable for loss or clarn age by fire unless shown to have been caused by Carrier's negligence.

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General average shall be adjusted stated and setted according to the York Antwerp Rules 1974 except Rule XII thereof, it such port or place as may be selected by the Canier and as to matters nut provided for by these Rules according to the laws and usages o New York

Newhold, and in a batteriet discussment is in the time, our ends of a fail the extrangel time. In such adultateriet discussment is the point our ends and advances trainings to cargo charteriet in theory dockings of the point or point of advances trainings and anapatic ago from the site. A alwage agreenent or found and such additional sensity are regulated by the carter multi-be introfe before advances to the site of a ensity of the site of the site of a site of the site of a carterio site of the site of the site of the site of the site of carterio site of the site of the site of the site of the site of carterio site of the site of the site of the site of carterio site of the site of the site of the site of carterio site of the site of the site of advances of the site of the site of point of the site of the site of carterio site of the G-ereal Alwage and test (site data site of the site of the Site source) and the site of advances in the site of advances in the site of the site of the site of advances in the site of point of the Site source), in addition to the site of advances in the site of the site of the Site source of advances in the site of the site of the site of the Site source of the site of the site of the sead at advances in the site of advances in the site of the sead at advances in the site of the site of the site of the sead at the site of the site of the sead at advances in the site of the site of the site of the sead at the site of the site of the sead at advances in the site of the site of the sead at the site of the site of the sead at the site of the site of the site of the site of the sead at advances in the site of the site of the site of the site of the sead at advances in the site of the sead at advances in the site of the site of the site of the sead at advances in the site of the

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29. In case of any bas or demoge to or in connection with Goods exceeding in aduat value the equivalent of 1500 lew/l in oney of the United States per package or in case of Goods not sinped in packages or sinping unit the value of the Goods shall be deemed to be 5000 per package or per shipping unit. The Caniet's liability if any shall be determined conit based a value or an other to be state or the caniet's liability if any shall be determined conit based or value or an other to be state.

respect to each such package

30. As to besion demings to the Goods or packages accurring or presented to here accurated using accent wayage uncessingle actions of or demage and the general instance of the general instance of the Goods or packages in the activity of the parson instance of the Goods or packages in the activity of the parson instance of the Goods or packages activity and the activity of the parson instance of the demage the activity of the parson instance of the demage the activity of the parson instance of the demage the activity of the parson instance of the demage the activity of the parson instance of the demage the activity of the parson instance of the demage the activity of the acti Lacing

31. As to loss or damage to the Goods or package cocuring or presumed to have counted uting open onlings the Carler and the vessel shall be distinged in the lability in respect of loss, damage, missile very, delay an interport of anyother treach off its contract and any dam vitablocer with respect to the Cocols or packages unlies suits through with non-year alter delary of the Cocols or package or the dale vitant hits Cocols or packages intulk have been delivered. Suit and link be demend in ourgit unless juisdiction shall have been obtained over the Canter and/or the vessel by service of processorby an agreement to appear.

3. Gold sher, gwole, jolan or other valuaties including hose named or described in See 488 of the Researd Statutes of the United States wind be recreased jorned carrier unites the the character and value are disclosed to the Carrier and a special wind agreement therefor has been made in scherose and will not in any case be loaded or inded lying Carlier No auch valuaties shall be considered to active althered to the Carlier util acquire disclosed to the Carrier active autor acceleration. The Cline fund or Quipt account registion presenteer on put in the actual possession on and a writen registion therefore is given by the Mader or dhor down in change. Such subside will drivle bekened by the Cline in down the stip on presentation of biol altriggmently whole site and upon actual driven you can the Cline's segmental type costs. It delivery is not solve and on actual stip is smith all the port of discharge, the goods multipleted and down of anded or orderion solely at the site and expense of the goods.

33. It is careed that supericial rust, oridation or any like condition due to moisture is not a 3. In a growth as a growth as a growth of a syne contain the contained of the contained

34. The contract evidenced by or contained in this Bill of Lading shall be governed by an construed in accordance with Hong Kong law and, save as maybe compulsarily applicable under the local law of the place of loading or that of discharge, any disputs atising here under shall be determined in the Courts of Hong Kong to which jurisdiction and greated be shall be dearmined in the cours of hu group group of hinds had both the Merchart and the Carlier agrees to submit Nd wirk factoring any provision to the contrary herein, to stypments to or ton the United States, Carlier reserves the right, and Merchart agrees, that any subs against the Merchart by Carlier may be brought, at the sole discretion of Center, in the federal Courts of the Southern District of New York and this Bill of Lading shell be construed according to the laws of the United States

BLUE LOTUS OCEAN LINE LIMITED 028054 NRA RULES TARIFF NO. 01 - Between (US and World) AMENDMENT NO. O Rule 9: **Freight Forwarder Compensation**

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

Tariff Rule Information BLUE LOTUS OCEAN LINE LIMITED

028054 AMENDMENT NO. O

NRA RULES TARIFF NO. 01 - Between (US and World)

Rule 10: Surcharges, Assessorial and Arbitraries

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

All surcharges applicable to shipments are provided in individual Negotiated Rate Arrangements NRA's. RETURN TO TABLE OF CONTENT

Tariff Rule Information

BLUE LOTUS OCEAN LINE LIMITED 028054 NRA RULES TARIFF NO. 01 - Between (US and World) AMENDMENT NO. O

Rule 11: Minimum Quantity Rates

FECTIVE MAY Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019 Carrier may charge minimum quantity rates as specified in each individual NRA. RETURN TO TABLE OF CONTENT 0

Tariff Rule Information

BLUE LOTUS OCEAN LINE LIMITED 028054

NRA RULES TARIFF NO. 01 - Between (US and World) AMENDMENT NO. O

Rule 12: Ad Valorem Rates

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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

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

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O **Rule 13:** Transshipment

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Not Applicable.

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BLUE LOTUS OCEAN LINE LIMITED

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 14: Co-Loading in Foreign Commerce

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

(1) The Carrier from time to time tenders cargo for co-loading.

(2) The Carrier may enter into carrier-to-shipper relationships for the co-loading of cargo with the following NVOCCs from time to time:

(3) If Carrier enters into a co-loading arrangement which results in a shipper-to-carrier relationship as a tendering NVOCC Carrier shall be responsible to pay any charges for the transportation of the cargo.

(4) A shipper-to-carrier relationship shall be presumed to exist where Carrier issues a bill of lading to the tendering NVOCC for carriage of the co-loaded cargo unless Carrier and the tendering NVOCC enter a Carrier-to-Carrier Agreement in which case the presumption of a formation of a Carrier to Shipper relationship is rebutted. Carrier's NRA procedures shall be applicable to all co-loading NVOCCs tendering cargo to Carrier as a shipper.

(5) In case of co-loading, under a shipper-to-carrier relationship, Carrier shall notify shipper of such co-loading action and shall annotate each Bill of Lading with the identity of any other NVOCC with which its shipment has been co-loaded. Such annotation shall be shown on the face of the applicable Bill of Lading issued by Carrier.

(6) If cargo is accepted by Carrier from another NVOCC which tenders that cargo in the capacity of a shipper, NRA procedures shall apply.

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 028054
 BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

 AMENDMENT NO. O Rule 15:
 Open Rates in Foreign Commerce

 Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Not Applicable.

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Tariff Rule Information

BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 16:

028054

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Hazardous Cargo

Except as otherwise provided below, hazardous, explosive, flammable or dangerous cargo, as defined in the publications named below, will be accepted by the Carrier for transportation under the rules, charges and rates named in NRAs governed by this Tariff: 1. ONLY after prior booking and arrangements have been made with and accepted by the Ocean Carrier;

2. ONLY when local regulations, ordinances and lawful authorities at origin, destination or transshipment ports/points permit the handling of such cargo at Carrier's or port terminals and facilities;

3. ONLY when U.S. Coast Guard and/or local authority permits have been obtained and complied with by Shipper and/or Consignee. 4. Carrier reserves the right to refuse to accept or transport cargo which, in the judgment of the Carrier, is opprobious or likely to injure vessel, docks, terminals, rail cars, trucks of other cargo, or for which the Carrier cannot provide or obtain safe and suitable terminal space or stowage. Further Carrier will refuse any shipment of hazardous, explosive, flammable, dangerous or objectionable cargo when shipping containers, marking, habels, certifications, packing or packaging of such cargo is not in accordance, and strict compliance, with the rules, regulations and provisions in the publications named below.

5. All commodities required to be carried on-deck of transporting vessel, either in the open or under cover, or which if stowed below deck must be stowed in a "magazine", or which cannot be loaded or unloaded without a permit from the U.S. Coast Guard, shall be considered, for Tariff purposes, bazardous of dangerous cargo, and will be rated accordingly.

6. The hazardous cargo named below will NOT be accepted for transportation by the Carrier or its connecting Carriers for transportation under the rules, regulations governed by this Tariff:

Classes A and B Explosives

Radioactive Substances (IMCO Class No. 7)

7. All hazardous, explosive, flammable or dangerous cargo, when accepted by the Carrier for transportation <u>MUST</u> be packed, labeled, placarded, marked, stowed and secured (when in containers) and delivered in strict accordance with:

A. U.S. Coast Guard Regulations (46 CFR §§146-179);

B. U.S. Department of Transportation Regulations (49 CFR §§170-179);

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

Maritime Consultative Organization);

D. All rules and regulations promulgated by applicable local, municipal, state or foreign governments or authorities;

E. MUST have all Certifications, as required by law, annotated on the B/L, Shipping Order and Cargo Receipt;

F. MUST have Shipper's attestation, when required, on the B/L and Shipping Orders that the shipment contains no mix of non-compatible hazardous materials and no hazardous waste as defined in the regulations named above.

8. When booking hazardous cargo, Shipper and/or his agent MUST inform Carrier accurately and completely of the true character of the cargo together with the information noted below in writing, or it MUST be confirmed in writing when arrangements and booking has been made verbally:

A. The proper shipping name, including trade or popular name, of the commodity followed by the technical name of the materials;

B. The hazardous class, IMCO Code Number and UN Number (if any);

C. The flash point or flash point range (when applicable);

D. The applicable label(s) or placard(s) that must be placed on each package or container, including labels communicating secondary and tertiary hazards (when required);

E. Identification of the type of packaging (e.g. drums, cylinders, barrels, etc.);

F. The number of pieces of each type of package;

G. The gross weight of each type of package or the individual gross weight of each package;

H. The Harmonized Code, SITC or BTN number of the commodity;

I. The types of certifications and Emergency Response Data required by the regulations named in the publications listed above.

9. At the time hazardous cargo is tendered for transportation, all documentation, certifications, transfer shipping papers (as required by 49 CFR §§100-199 when applicable), and the Bill of Lading annotations required under the regulations and provisions noted in the publications listed above, MUST be furnished to originating carrier, unless such documents have already been provided prior to tendering of cargo. Carrier will compare declarations on all documentation provided at the time of shipment for possible errors; however, it is, and shall remain, the sole responsibility of the Shipper to insure that all such documentation is correct and complete. Further, it is the Shipper's responsibility to insure that all pieces, packages and units in the shipment are clearly and properly marked with the required labels and placards.

10. When a shipment has been accepted by the Carrier for transportation and subsequently an error is found in the required certifications, packaging, labeling, placarding or other required notice or marking requirement(s) and regulation(s), all damages, fines or penalties, actual or consequential, shall be for the account of the party required to provide such certifications, packaging, labels, placards, etc.

11. When required by law, governmental regulations, the regulations specified in the publications listed above or by underlying VOCC utilized, it is necessary to forward hazardous cargo separately from non-hazardous cargo, the hazardous cargo will be considered and handled as a separate shipment and rated accordingly. Additionally, when a shipment contains 2 (two) or more hazardous articles which, under the provisions of the regulations specified in the publications listed above, are prohibited from being loaded or stored together, each article or group of incompatible articles in the shipment will be considered and handled as a separate shipment and rated accordingly.

12. All shipments of Hazardous cargo as defined in this Rule, when accepted and transported by Carrier will be subject to the Hazardous Cargo Surcharge named in the NRA governed by this Tariff (if any), which charge shall be in addition to all other applicable charges.

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028054	BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)	
AMENDMENT NO. O		
Rule 17:	SOLAS Regulations	
Effective: 02OCT2019	Thru: NONE Expires: NONE Publish: 02OCT2019	
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1. We understand that the SOLAS requirements (Chapter VI Regulation 2, at: http://www.imo.org/en/OurWork/Safety/Cargoes/Containers/Documents/MSC.1%20Circ.1475.pdf) require the packed containers' Verified Gross Mass (VGM) to be submitted prior to stowage aboard a vessel. It is herewith agreed that reporting of the correct VGM details is our sole responsibility. We understand that non-compliance herewith will bar the vessel operator from loading a packed container onto the intended vessel, and we understate that the information provided herein by us is true and accurate for compliance with SOLAS requirements. BLUE LOTUS OCEAN LINE LIMITED is not responsible for the accuracy of the tare weight information of any equipment provided by the vessel operator or shipping line.

2. We declare that the VGM of packed container(s) declared in this form was obtained in accordance with Method 1 or Method 2 as stipulated in the SOLAS Chapter VL Regulation 2 and the applicable law of the State of the loading port.

3. We understand that BLUE LOTUS OCEAN LINE LIMITED will rely on the accuracy of the VGM details furnished by us and that BLUE LOTUS OCEAN LINE LIMITED will tender such details to the vessel operator or any other entity which requires or relies upon this information. In case the VGM details are not made available timely or are not accurate, BLUE LOTUS OCEAN LINE LIMITED will not be allowed to load the container(s) on board of the planned vessel. A subsequent delay of the shipment might occur and non-compliance may result in additional costs for but not limited to stevedoring, transportation, storage, weighing as well as penalties and/or administrative charges.

4. We undertake to comply with SOLAS Chapter VI Regulation 2 and agree to indemnify and will hold BLUE LOTUS OCEAN LINE LIMITED harmless from and against all liabilities, damages, claims suits, actions, losses, fines, penalties, associated costs and additional costs arising from inaccurate, incomplete or delayed VGM details and from non-compliance with SOLAS requirements. RETURN TO TABLE OF CONTENT

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 18:

 Rule 18:
 Returned Cargo in Foreign Commerce

 Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

028054

BLUE LOTUS OCEAN LINE LIMITED NRA RULES 028054 - Between (US and World)

AMENDMENT NO. O **Rule 19: Shippers Requests in Foreign Commerce**

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Shipper or Consignee requests or complaints (including request for adjustment in NRAs, tariff interpretation), must be made in writing and addressed to the carrier as shown on the Title Page and/or Tariff Record. RETURN TO TABLE OF CONTENT

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O

Rule 20: Overcharge Claims

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

- For purpose of uniformity in handling claims for excess measurements, refunds will only be made as follows:
- 1. Where an error has been made by the dock in calculation of measurements.
- 2. Against re-measurement at port of loading prior to vessel's departure.
- 3. Against re-measurement by vessel's agent at destination.
- 4. By joint re-measurement of vessel's agent and consignee.
- 5. By re-measurement of a marine surveyor when requested by vessel's agent. 6. Re-measurement fees and cable expenses in all cases to be paid by party at fault.

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

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Tariff Rule Information

BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O **Rule 21:**

Use of Carrier Equipment Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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BLUE LOPUS OCEAN LINE LIMITED

NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O **Rule 22:**

Automobile Rates in Domestic Offshore Commerce Effective: 020CT2019 Thru: NONE Expires: NONE Publish: 020CT2019 Not Applicable.

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BLUE LOTUS OCEAN LINE LIMITED

028054 NRA RULES TARIFF NO. 01 - Between (US and World) AMENDMENT NO. O

Carrier Terminal Rules and Charges Rule 23:

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 23-01: **Destination Terminal Handling Charges (DTHC)**

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

In destination countries where DTHC are required to be prepaid, Carrier shall require the same prior to shipment. RETURN TO TABLE OF CONTENT

Tariff Rule Information

BLUE LOTUS OCEAN LINE LIMITED 028054 NRA RULES TARIFF NO. 01 - Between (US and World) AMENDMENT NO. O

NVOCCs in Foreign Commerce: Bonds and Agents Rule 24: Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

A. Bonding of NVOCC

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

2. Bond No. SU62214

3. Issued By: Aspen American Insurance Company, 175 Capital Blvd, Suite 300, Rocky Hill, CT 06067 Agent for Service of Process

1. Carrier's legal agent for the service of judicial and administrative process, including subpoenas is Mr. Didier Vanderperre, Clasquin USA, Inc., 10 Fifth Street, Valley Stream, NY 11581.

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

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

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BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O **Rule 25:**

Certification of Shipper Status in Foreign Commerce Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

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

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

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BLUE LOTUS OCEAN LINE LIMITED 028054 NRA RULES TARIFF NO. 01 - Between (US and World) AMENDMENT NO. O

Rule 26:

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Reserved for future use RETURN TO TABLE OF CONTENT

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BLUE LOTUS OCEAN LINE LIMITED

AMENDMENT NO. O

NRA RULES TARIFF NO. 01 - Between (US and World)

Rule 27: Loyalty Contracts in Foreign Commerce

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019 Not Applicable.

028054

BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01 - Between (US and World)

AMENDMENT NO. O Rule 28: Definitions

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

CARRIER - means BLUE LOTUS OCEAN LINE LIMITED

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

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

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

b) At Destination - The location designated by the carrier for the delivery of containerized cargo to be unpacked from said containers. **CONTAINER LOAD - (CL)** - Means all cargo tendered to carrier in shipper-loaded containers.

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

CONTROLLED TEMPERATURE - means the maintenance of a specific temperature or range of temperatures in carrier's trailers. **DRY CARGO** - means cargo other than that requiring temperature control.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PUBLISHING CARRIER – means BLUE LOTUS OCEAN LINE LIMITED a registered Non-Vessel Operating Common Carrier (NVOCC) with the U.S. Federal Maritime Commission under FMC organization number 028054.

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

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

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

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

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028054	BLUE LOTUS OCEAN LINE LIMITED				
AMENDMENT NO. O	NRA RULES TARIFF NO. 01 - Between (US a	and World)			
Rule 29:	ABBREVIATIONS, CODES AND SYMBOLS				
	hru: NONE Expires: NONE Publish: 02OCT	2019			
EXPLANATION OF A					
Ad Val	Ad Valorem	Kilos	Kilograms		
AI	All Inclusive	K/T	Kilo Ton		
BF	Board Foot or Board Feet	LCL or LTL	Less than Container Load		
B/L	Bill of Lading	LS	Lumpsum		
BAF	Bunker Adjustment Factor	L/T	Long Ton (2240 Lbs)		
BM	Board Measurement	Μ	Measure		
С	Change in tariff Item	Max	Maximum		
CAF	Currency Adjustment Factor	MBF or MBM	1,000 Feet Board Measure		
CBM, CM or M3	Cubic Meter	Min	Minimum		
CC	Cubic Centimeter	MM	Millimeter		
CFS	Container Freight Station	MQC	Minimum Quantity Commitment		
CFT	Cubic Foot or Cubic Feet	N/A	Not Applicable		
CLD	Chilled	NRA 🔗	Negotiated Rate Arrangements		
CM	Centimeter	NSA 🥂	NVOCC Service Arrangements		
CU	Cubic	NHZ	Non-Hazardous		
CWT	Cubic Weight	NOS	Not otherwise specified		
CY	Container Yard	OT C	Open Top		
D	Door	P	Pier		
DDC	Destination Delivery Charge	Pkg C	Package or Packages		
E	Expiration	PRC	People's Republic of China		
ET	Essential Terms	N/A NRA NSA NHZ NOS OT P Pkg CAN PRC PRC PRC PRC PRC PRVI R RE C RT K K Y SL&C S SL&C	Puerto Rico and U.S. Virgin Islands		
Etc	Et Cetera	R	Reduction		
FAK	Freight All Kinds	RE	Reefer / Refrigerated		
FAS	Free Alongside Ship	RA	Revenue Ton		
FB	Flat Bed	RY SL 6 G	Rail Yard		
FCL	Full Container Load	SL&C	Shipper's Load and Count		
FEU FI	Forty Foot Equivalent Unit	Sq. Ft	Square Foot or Square Feet		
FI	Free In Free In and Out	S/1	Short Ton (2000 lbs.)		
FIO	Free In and Out	SU or S/U	Set Up		
FO	Free III, Out and Stowed	THC	Twenty Foot Equivalent Unit		
FOB	Free On Poort	THC	Terminal Handling Charge		
FUB	Fielderal Martime Commission		Terminal Receiving Charge United States of America		
FR	Essential Terms Et Cetera Freight All Kinds Free Alongside Ship Flat Bed Full Container Load Forty Foot Equivalent Unit Free In Free In and Out Free In, Out and Stowed Free Out Free On Board Federal Maritime Commission Flat Rack	USD	United States of America United States Dollars		
Ft	Feet of Foot	VEN	Ventilated		
GOH	Garment on Hanger	VEN VIZ	Namely		
Н	House	VIZ VOL	Volume		
HAZ	Hazardous	W	Weight		
I A	New or Initial Tariff Matter	W/M	Weight/Measure		
K/D	Knocked Down	**/1*1	weight/weasure		
KDF	Knocked Down Flat				
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028054 AMENDMENT NO. O Rule 30: BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01

Rule 30: Access to Tariff Information Effective: 02OCT2019 Thru: 06SEP2019 Expires: 06SEP2019 Publish: 02OCT2019

This tariff is published on the Internet web site of BLUE LOTUS OCEAN LINE LIMITED at. Please refer to the tariff profile or title page for additional contact information. RETURN TO TABLE OF CONTENT

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Rule 31-200:	Reserved for Future Use
Effective: 02OCT2019	Thru: NONE Expires: NONE Publish: 020CT2019
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028054 AMENDMENT NO. O Rule 201: BLUE LOTUS OCEAN LINE LIMITED NRA RULES TARIFF NO. 01

NVOCC SERVICE ARRANGEMENT (NSA) ESSENTIAL TERMS (ET)

Effective: 02OCT2019 Thru: NONE Expires: NONE Publish: 02OCT2019

Pursuant to 46 CFR §531.9 (a), Carrier hereby give public notice in tariff format the following essential terms of each NSA it has entered into with shippers as on file at the Federal Maritime Commission:

NSA – ET NO.	DURATION	COMMODITY	SCOPE	MQC
			<u> </u>	
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