

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page TITLE PAGE
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page TITLE PAGE
TITLE PAGE	CORR: 0	Issued: 06Dec2013

TITLE PAGE

Effective: 06Dec2013 Thru: Expires: Publish 06Dec2013 Amend: C
Originally Issued: 08Jan2013 Originally Effective: 08Jan2013

OCEAN WIDE LOGISTICS INC.
265 POST AVENUE, SUITE 333
WESTBURY, NY 11590
Tel: 516-519-8200 / Fax: 516-519-8197

FMC Tariff No. 001

Naming
Rules, Regulations and Freight Rates
Applicable on the Transportation of Commodities

Between
Worldwide Ports and Points
(As Named in Rule 1)

And
United States Ports and Points
(As Named in Rule 1)

OCEAN WIDE LOGISTICS INC., is a Non-Vessel Operating Common Carrier
(NVOCC) registered with the US Federal Maritime Commission under FMC
Organization No. 024131, and licensed as Ocean Transportation Intermediary
under FMC-OTI No. 024131NF.

For explanation of abbreviations and reference marks see Rule 29.

NOTICE TO TARIFF USERS
This document is compiled to reflect carrier's tariff as published in
compliance with regulations of the U.S. Federal Maritime Commission. The
official tariff is that contained in the Internet web site of Distribution-
Publications, Inc., located at www.dpiusa.com

Publishing Office
Distribution-Publications, Inc.
180 Grand Ave, Ste 430
OAKLAND, CA, USA 94612
Phone: 1-510-273-8933 Fax: 1-510-273-8959
Email: publishing@dpiusa.com

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 1
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 1
CHECK SHEET	CORR: 0	Issued: 06Dec2013

Changes will be made by the reissue of affected pages. Revised pages will bear a correction number at the top of the page. To ensure that all changes have been received, the correction number should be checked off on receipt of the check sheet.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,001
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 104,001
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013

TARIFF ORIGIN SCOPE

Effective: 06Dec2013 Thru: Expires: Publish 06Dec2013 Amend: C

AFGHANISTAN
ALBANIA
ALGERIA
AMERICAN SAMOA
ANDORRA
ANGOLA
ANGUILLA
ANTIGUA AND BARBUDA
ARGENTINA
ARUBA
AUSTRALIA
AUSTRIA
BAHAMAS THE
BAHRAIN
BANGLADESH
BARBADOS
BELGIUM
BELIZE
BENIN
BERMUDA
BOLIVIA
BOTSWANA
BRAZIL
BRITISH VIRGIN ISLANDS
BRUNEI
BULGARIA
BURKINA
BURMA
BURUNDI
CAMBODIA
CAMEROON
CANADA
CAPE VERDE
CAYMAN ISLANDS
CENTRAL AFRICAN REPUBLIC
CHAD
CHILE
CHINA
CHRISTMAS ISLAND
COLOMBIA
COMOROS
CONGO
COOK ISLANDS
COSTA RICA
CUBA

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,002
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,002
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<u>TARIFF ORIGIN SCOPE (Continued)</u> CYPRUS CZECHOSLOVAKIA DENMARK DJIBOUTI DOMINICA DOMINICAN REPUBLIC ECUADOR EGYPT EL SALVADOR EQUATORIAL GUINEA ETHIOPIA FALKLAND ISLANDS (ISLAS MALVIN FAROE ISLANDS FEDERATED STATES OF MICRONESIA FIJI FINLAND FRANCE FRENCH GUIANA FRENCH POLYNESIA GABON GAMBIA THE GERMANY GHANA GIBRALTAR GREECE GREENLAND GRENADA GUADELOUPE GUAM GUATEMALA GUINEA GUINEA BISSAU GUYANA HAITI HONDURAS HONG KONG HUNGARY ICELAND INDIA INDONESIA IRAN IRAQ IRELAND ISRAEL ITALY IVORY COAST JAMAICA		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,003
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,003
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<u>TARIFF ORIGIN SCOPE (Continued)</u> JAPAN JERSEY JOHNSTON ATOLL JORDAN KENYA KIRIBATI KOREA DEMOCRATIC PEOPLES REP KOREA REPUBLIC OF KUWAIT LAOS LEBANON LESOTHO LIBERIA LIBYA LIECHTENSTEIN LUXEMBOURG MACAU MADAGASCAR MALAWI MALAYSIA MALDIVES MALI MALTA MAN ISLE OF MARSHALL ISLANDS MARTINIQUE MAURITANIA MAURITIUS MAYOTTE MEXICO MIDWAY ISLANDS MONACO MONGOLIA MONTSERRAT MOROCCO MOZAMBIQUE NAMIBIA NAURU NEPAL NETHERLANDS NETHERLANDS ANTILLES NEW CALEDONIA NEW ZEALAND NICARAGUA NIGER NIGERIA NIUE		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,004
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,004
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<u>TARIFF ORIGIN SCOPE (Continued)</u> NORFOLK ISLAND NORTHERN MARIANA ISLANDS NORWAY OMAN PAKISTAN PANAMA PAPUA NEW GUINEA PARAGUAY PERU PHILIPPINES PITCAIRN ISLANDS POLAND PORTUGAL PUERTO RICO QATAR REUNION ROMANIA RWANDA SAN MARINO SAO TOME AND PRINCIPE SAUDI ARABIA SENEGAL SEYCHELLES SIERRA LEONE SINGAPORE SOLOMON ISLANDS SOMALIA SOUTH AFRICA SPAIN SRI LANKA ST HELENA ST KITTS AND NEVIS ST LUCIA ST PIERRE AND MIQUELON ST VINCENT AND THE GRENADINES SUDAN SURINAME SWAZILAND SWEDEN SWITZERLAND SYRIA TAIWAN TANZANIA UNITED REPUBLIC OF THAILAND TOGO TONGA TRINIDAD AND TOBAGO		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,005
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,005
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<u>TARIFF ORIGIN SCOPE (Continued)</u> TRUST TERRITORY OF THE PACIFIC TUNISIA TURKEY TURKS AND CAICOS ISLANDS TUVALU UGANDA UNION OF SOVIET SOCIALIST REPU UNITED ARAB EMIRATES UNITED KINGDOM URUGUAY USA VANUATU VENEZUELA VIETNAM VIRGIN ISLANDS WAKE ISLAND WESTERN SAHARA WESTERN SAMOA YEMEN YUGOSLAVIA ZAIRE ZAMBIA ZIMBABWE <u>TARIFF DESTINATION SCOPE</u> Effective: 06Dec2013 Thru: Expires: Publish 06Dec2013 Amend: C AFGHANISTAN ALBANIA ALGERIA AMERICAN SAMOA ANDORRA ANGOLA ANGUILLA ANTIGUA AND BARBUDA ARGENTINA ARUBA AUSTRALIA AUSTRIA BAHAMAS THE BAHRAIN BANGLADESH BARBADOS BELGIUM BELIZE BENIN BERMUDA BOLIVIA		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,006
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 104,006
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<u>TARIFF DESTINATION SCOPE (Continued)</u>		
<p>BOTSWANA BRAZIL BRITISH VIRGIN ISLANDS BRUNEI BULGARIA BURKINA BURMA BURUNDI CAMBODIA CAMEROON CANADA CAPE VERDE CAYMAN ISLANDS CENTRAL AFRICAN REPUBLIC CHAD CHILE CHINA CHRISTMAS ISLAND COLOMBIA COMOROS CONGO COOK ISLANDS COSTA RICA CUBA CYPRUS CZECHOSLOVAKIA DENMARK DJIBOUTI DOMINICA DOMINICAN REPUBLIC ECUADOR EGYPT EL SALVADOR EQUATORIAL GUINEA ETHIOPIA FALKLAND ISLANDS (ISLAS MALVIN FAROE ISLANDS FEDERATED STATES OF MICRONESIA FIJI FINLAND FRANCE FRENCH GUIANA FRENCH POLYNESIA GABON GAMBIA THE GERMANY GHANA</p>		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,007
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,007
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<u>TARIFF DESTINATION SCOPE (Continued)</u>		
GIBRALTAR GREECE GREENLAND GRENADA GUADELOUPE GUAM GUATEMALA GUINEA GUINEA BISSAU GUYANA HAITI HONDURAS HONG KONG HUNGARY ICELAND INDIA INDONESIA IRAN IRAQ IRELAND ISRAEL ITALY IVORY COAST JAMAICA JAPAN JERSEY JOHNSTON ATOLL JORDAN KENYA KIRIBATI KOREA DEMOCRATIC PEOPLES REP KOREA REPUBLIC OF KUWAIT LAOS LEBANON LESOTHO LIBERIA LIBYA LIECHTENSTEIN LUXEMBOURG MACAU MADAGASCAR MALAWI MALAYSIA MALDIVES MALI MALTA		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,008
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 104,008
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<u>TARIFF DESTINATION SCOPE (Continued)</u>		
MAN ISLE OF MARSHALL ISLANDS MARTINIQUE MAURITANIA MAURITIUS MAYOTTE MEXICO MIDWAY ISLANDS MONACO MONGOLIA MONTSERRAT MOROCCO MOZAMBIQUE NAMIBIA NAURU NEPAL NETHERLANDS NETHERLANDS ANTILLES NEW CALEDONIA NEW ZEALAND NICARAGUA NIGER NIGERIA NIUE NORFOLK ISLAND NORTHERN MARIANA ISLANDS NORWAY OMAN PAKISTAN PANAMA PAPUA NEW GUINEA PARAGUAY PERU PHILIPPINES PITCAIRN ISLANDS POLAND PORTUGAL PUERTO RICO QATAR REUNION ROMANIA RWANDA SAN MARINO SAO TOME AND PRINCIPE SAUDI ARABIA SENEGAL SEYCHELLES		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,009
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,009
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<u>TARIFF DESTINATION SCOPE (Continued)</u> SIERRA LEONE SINGAPORE SOLOMON ISLANDS SOMALIA SOUTH AFRICA SPAIN SRI LANKA ST HELENA ST KITTS AND NEVIS ST LUCIA ST PIERRE AND MIQUELON ST VINCENT AND THE GRENADINES SUDAN SURINAME SWAZILAND SWEDEN SWITZERLAND SYRIA TAIWAN TANZANIA UNITED REPUBLIC OF THAILAND TOGO TONGA TRINIDAD AND TOBAGO TRUST TERRITORY OF THE PACIFIC TUNISIA TURKEY TURKS AND CAICOS ISLANDS TUVALU UGANDA UNION OF SOVIET SOCIALIST REPU UNITED ARAB EMIRATES UNITED KINGDOM URUGUAY USA VANUATU VENEZUELA VIETNAM VIRGIN ISLANDS WAKE ISLAND WESTERN SAHARA WESTERN SAMOA YEMEN YUGOSLAVIA ZAIRE ZAMBIA ZIMBABWE		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,010
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,010
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<u>ACBP-D (U.S. ATLANTIC DESTINATION BASE PORTS)</u>		
Effective: 08Jan2013 Thru:	Expires:	Publish 08Jan2013 Amend: I
BALTIMORE, MD, USA, 21201-99 BOSTON, MA, USA, 02101-99 JACKSONVILLE, FL, USA, 32201-99 MIAMI, FL, USA, 33101-99 NEW YORK, NY, USA, 10001-99 NEWARK, NJ, USA, 07100-99 NORFOLK, VA, USA, 23501-93 PHILADELPHIA, PA, USA, 19101-99 SAVANNAH, GA, USA, 31401-99 WILMINGTON, NC, USA, 28403-07 CHARLESTON, SC, USA, 29401-25		
<u>ACBP-O (U.S. ATLANTIC ORIGIN BASE PORTS)</u>		
Effective: 08Jan2013 Thru:	Expires:	Publish 08Jan2013 Amend: I
BALTIMORE, MD, USA, 21201-99 BOSTON, MA, USA, 02101-99 JACKSONVILLE, FL, USA, 32201-99 MIAMI, FL, USA, 33101-99 NEW YORK, NY, USA, 10001-99 NEWARK, NJ, USA, 07100-99 NORFOLK, VA, USA, 23501-93 PHILADELPHIA, PA, USA, 19101-99 SAVANNAH, GA, USA, 31401-99 WILMINGTON, NC, USA, 28403-07 CHARLESTON, SC, USA, 29401-25		
<u>GCBP-D (U.S. GULF COAST DESTINATION BASE PORTS)</u>		
Effective: 08Jan2013 Thru:	Expires:	Publish 08Jan2013 Amend: I
HOUSTON, TX, USA, 77001-99 NEW ORLEANS, LA, USA, 70101-90		
<u>GCBP-O (U.S. GULF COAST ORIGIN BASE PORTS)</u>		
Effective: 08Jan2013 Thru:	Expires:	Publish 08Jan2013 Amend: I
HOUSTON, TX, USA, 77001-99 NEW ORLEANS, LA, USA, 70101-90		
<u>JPNB (JAPAN DESTINATION BASE PORTS)</u>		
Effective: 08Jan2013 Thru:	Expires:	Publish 08Jan2013 Amend: I
HAKATA, JAPAN KOBE, JAPAN MOJI, JAPAN NAGOYA, JAPAN		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,011
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,011
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<p>OSAKA, JAPAN SHIMIZU, JAPAN TOKYO, JAPAN YOKOHAMA, JAPAN</p> <p><u>PCBP-D (U.S. PACIFIC COAST DESTINATION BASE PORTS)</u></p> <p>Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>LOS ANGELES, CA, USA, 90001-99 LONG BEACH, CA, USA, 90800-53 SAN FRANCISCO, CA, USA, 94101-88 OAKLAND, CA, USA, 94601-68 PORTLAND, OR, USA, 97201-72 SEATTLE, WA, USA, 98101-99 TACOMA, WA, USA, 98401-99</p> <p><u>PCBP-O (U.S. PACIFIC COAST ORIGIN BASE PORTS)</u></p> <p>Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>LOS ANGELES, CA, USA, 90001-99 LONG BEACH, CA, USA, 90800-53 OAKLAND, CA, USA, 94601-68 SAN FRANCISCO, CA, USA, 94101-88 PORTLAND, OR, USA, 97201-72 SEATTLE, WA, USA, 98101-99 TACOMA, WA, USA, 98401-99</p> <p><u>U.S. DESTINATION INLAND POINTS</u></p> <p>Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>USA</p> <p><u>U.S. ORIGIN INLAND POINTS</u></p> <p>Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>USA</p> <p><u>USDP (U.S. DESTINATION PORTS)</u></p> <p>Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>BALTIMORE (port), MD, USA, 21201-99 BOSTON (port), MA, USA, 02101-99 CHARLESTON (port), SC, USA, 29401-25 HOUSTON (port), TX, USA, 77001-99 JACKSONVILLE (port), FL, USA, 32201-99 LONG BEACH (port), CA, USA, 90800-53 LOS ANGELES (port), CA, USA, 90001-99 MIAMI (port), FL, USA, 33101-99 MOBILE (port), AL, USA, 36601-99 NEW ORLEANS (port), LA, USA, 70101-90</p>		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,012
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,012
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<p>NEW YORK (port), NY, USA, 10001-99 NORFOLK (port), VA, USA, 23501-93 OAKLAND (port), CA, USA, 94601-68 PHILADELPHIA (port), PA, USA, 19101-99 PORTLAND (port), OR, USA, 97201-72 SAN FRANCISCO (port), CA, USA, 94101-88 SAVANNAH (port), GA, USA, 31401-99 SEATTLE (port), WA, USA, 98101-99 TACOMA (port), WA, USA, 98401-99 TAMPA (port), FL, USA, 33601-97 WILMINGTON (port), NC, USA, 28403-07</p> <p><u>USOP (U.S. ORIGIN PORTS)</u></p> <p>Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>BALTIMORE (port), MD, USA, 21201-99 BOSTON (port), MA, USA, 02101-99 CHARLESTON (port), SC, USA, 29401-25 HOUSTON (port), TX, USA, 77001-99 JACKSONVILLE (port), FL, USA, 32201-99 LONG BEACH (port), CA, USA, 90800-53 LOS ANGELES (port), CA, USA, 90001-99 MIAMI (port), FL, USA, 33101-99 MOBILE (port), AL, USA, 36601-99 NEW ORLEANS (port), LA, USA, 70101-90 NEW YORK (port), NY, USA, 10001-99 NORFOLK (port), VA, USA, 23501-93 OAKLAND (port), CA, USA, 94601-68 PHILADELPHIA (port), PA, USA, 19101-99 PORTLAND (port), OR, USA, 97201-72 SAN FRANCISCO (port), CA, USA, 94101-88 SAVANNAH (port), GA, USA, 31401-99 SEATTLE (port), WA, USA, 98101-99 TACOMA (port), WA, USA, 98401-99 TAMPA (port), FL, USA, 33601-97 WILMINGTON (port), NC, USA, 28403-07</p> <p><u>WORLDWIDE DEST PORTS</u></p> <p>Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>AL ISKANDARIYAH (port), EGYPT AMSTERDAM (port), NETHERLANDS BUSAN (port), KOREA REPUBLIC OF FELIXSTOWE (port), UNITED KINGDOM HELSINKI (port), FINLAND HONG KONG (port), CHINA JEDDAH (port), SAUDI ARABIA LAGOS (port), NIGERIA MELBOURNE (port), AUSTRALIA</p>		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,013
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 104,013
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<p>OSAKA (port), JAPAN PIRAIEVS (port), GREECE SINGAPORE (port), SINGAPORE</p> <p><u>WORLDWIDE DESTINATIONS</u></p> <p>Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>BOLIVIA BOTSWANA BRAZIL BRITISH VIRGIN ISLANDS BRUNEI BULGARIA BURKINA BURMA BURUNDI CAMBODIA CAMEROON CANADA CAPE VERDE CAYMAN ISLANDS CENTRAL AFRICAN REPUBLIC CHAD CHILE CHINA CHRISTMAS ISLAND COLOMBIA COMOROS CONGO COOK ISLANDS COSTA RICA CUBA CYPRUS CZECHOSLOVAKIA DENMARK DJIBOUTI DOMINICA DOMINICAN REPUBLIC ECUADOR EGYPT EL SALVADOR EQUATORIAL GUINEA ETHIOPIA FALKLAND ISLANDS (ISLAS MALVIN FAROE ISLANDS FEDERATED STATES OF MICRONESIA FIJI FINLAND FRANCE</p>		
<p>This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,014
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,014
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<p>FRENCH GUIANA FRENCH POLYNESIA GABON GAMBIA THE GERMANY GHANA GIBRALTAR GREECE GREENLAND GRENADA GUADELOUPE GUAM GUATEMALA GUINEA GUINEA BISSAU GUYANA HAITI HONDURAS HONG KONG HUNGARY ICELAND INDIA INDONESIA IRAN IRAQ IRELAND ISRAEL ITALY IVORY COAST JAMAICA JAPAN JERSEY JOHNSTON ATOLL JORDAN KENYA KIRIBATI KOREA DEMOCRATIC PEOPLES REP KOREA REPUBLIC OF KUWAIT LAOS LEBANON LESOTHO LIBERIA LIBYA LIECHTENSTEIN LUXEMBOURG MACAU MADAGASCAR</p>		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,015
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,015
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
MALAWI MALAYSIA MALDIVES MALI MALTA MAN ISLE OF MARSHALL ISLANDS MARTINIQUE MAURITANIA MAURITIUS MAYOTTE MEXICO MIDWAY ISLANDS AFGHANISTAN ALBANIA ALGERIA AMERICAN SAMOA ANDORRA ANGOLA ANGUILLA ANTIGUA AND BARBUDA ARGENTINA ARUBA AUSTRALIA AUSTRIA BAHAMAS THE BAHRAIN BANGLADESH BARBADOS BELGIUM BELIZE BENIN BERMUDA MONACO MONGOLIA MONTSERRAT MOROCCO MOZAMBIQUE NAMIBIA NAURU NEPAL NETHERLANDS NETHERLANDS ANTILLES NEW CALEDONIA NEW ZEALAND NICARAGUA NIGER NIGERIA		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,016
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 104,016
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<p> NIUE NORFOLK ISLAND NORTHERN MARIANA ISLANDS NORWAY OMAN PAKISTAN PANAMA PAPUA NEW GUINEA PARAGUAY PERU PHILIPPINES PITCAIRN ISLANDS POLAND PORTUGAL PUERTO RICO QATAR REUNION ROMANIA RWANDA SAN MARINO SAO TOME AND PRINCIPE SAUDI ARABIA SENEGAL SEYCHELLES SIERRA LEONE SINGAPORE SOLOMON ISLANDS SOMALIA SOUTH AFRICA SPAIN SRI LANKA ST HELENA ST KITTS AND NEVIS ST LUCIA ST PIERRE AND MIQUELON ST VINCENT AND THE GRENADINES SUDAN SURINAME SWAZILAND SWEDEN SWITZERLAND SYRIA TAIWAN TANZANIA UNITED REPUBLIC OF THAILAND TOGO TONGA TRINIDAD AND TOBAGO </p>		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,017
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,017
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<p>TRUST TERRITORY OF THE PACIFIC TUNISIA TURKEY TURKS AND CAICOS ISLANDS TUVALU UGANDA UNION OF SOVIET SOCIALIST REPU UNITED ARAB EMIRATES UNITED KINGDOM URUGUAY USA VANUATU VENEZUELA VIETNAM VIRGIN ISLANDS WAKE ISLAND WESTERN SAHARA WESTERN SAMOA YEMEN YUGOSLAVIA ZAIRE ZAMBIA ZIMBABWE</p> <p><u>WORLDWIDE ORIGINS</u></p> <p>Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>SAN MARINO SAO TOME AND PRINCIPE SAUDI ARABIA SENEGAL SEYCHELLES SIERRA LEONE SINGAPORE SOLOMON ISLANDS SOMALIA SOUTH AFRICA SPAIN SRI LANKA ST HELENA ST KITTS AND NEVIS ST LUCIA ST PIERRE AND MIQUELON ST VINCENT AND THE GRENADINES SUDAN SURINAME SWAZILAND SWEDEN SWITZERLAND</p>		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,018
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,018
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
SYRIA TAIWAN TANZANIA UNITED REPUBLIC OF THAILAND TOGO TONGA TRINIDAD AND TOBAGO TRUST TERRITORY OF THE PACIFIC TUNISIA TURKEY TURKS AND CAICOS ISLANDS TUVALU UGANDA UNION OF SOVIET SOCIALIST REPU UNITED ARAB EMIRATES UNITED KINGDOM URUGUAY USA VANUATU VENEZUELA VIETNAM VIRGIN ISLANDS WAKE ISLAND WESTERN SAHARA WESTERN SAMOA YEMEN YUGOSLAVIA ZAIRE ZAMBIA ZIMBABWE LIECHTENSTEIN LUXEMBOURG MACAU MADAGASCAR MALAWI MALAYSIA MALDIVES MALI MALTA MAN ISLE OF MARSHALL ISLANDS MARTINIQUE MAURITANIA MAURITIUS MAYOTTE MEXICO MIDWAY ISLANDS MONACO		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,019
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 104,019
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
MONGOLIA MONTSERRAT MOROCCO MOZAMBIQUE NAMIBIA NAURU NEPAL NETHERLANDS NETHERLANDS ANTILLES NEW CALEDONIA NEW ZEALAND NICARAGUA NIGER NIGERIA NIUE NORFOLK ISLAND NORTHERN MARIANA ISLANDS NORWAY OMAN PAKISTAN PANAMA PAPUA NEW GUINEA PARAGUAY PERU PHILIPPINES PITCAIRN ISLANDS POLAND PORTUGAL PUERTO RICO QATAR REUNION ROMANIA RWANDA LIBYA EQUATORIAL GUINEA ETHIOPIA FALKLAND ISLANDS (ISLAS MALVIN FAROE ISLANDS FEDERATED STATES OF MICRONESIA FIJI FINLAND FRANCE FRENCH GUIANA FRENCH POLYNESIA GABON GAMBIA THE GERMANY GHANA		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,020
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,020
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
GIBRALTAR GREECE GREENLAND GRENADA GUADELOUPE GUAM GUATEMALA GUINEA GUINEA BISSAU GUYANA HAITI HONDURAS HONG KONG HUNGARY ICELAND INDIA INDONESIA IRAN IRAQ IRELAND ISRAEL ITALY IVORY COAST JAMAICA JAPAN JERSEY JOHNSTON ATOLL JORDAN KENYA KIRIBATI KOREA DEMOCRATIC PEOPLES REP KOREA REPUBLIC OF KUWAIT LAOS LEBANON LESOTHO LIBERIA EL SALVADOR ALGERIA AMERICAN SAMOA ANDORRA ANGOLA ANGUILLA ANTIGUA AND BARBUDA ARGENTINA ARUBA AUSTRALIA AUSTRIA		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,021
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 104,021
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
<p>BAHAMAS THE BAHRAIN BANGLADESH BARBADOS BELGIUM BELIZE BENIN BERMUDA BOLIVIA BOTSWANA BRAZIL BRITISH VIRGIN ISLANDS BRUNEI BULGARIA BURKINA BURMA BURUNDI CAMBODIA CAMEROON CANADA CAPE VERDE CAYMAN ISLANDS CENTRAL AFRICAN REPUBLIC CHAD CHILE CHINA CHRISTMAS ISLAND COLOMBIA COMOROS CONGO COOK ISLANDS COSTA RICA CUBA CYPRUS CZECHOSLOVAKIA DENMARK DJIBOUTI DOMINICA DOMINICAN REPUBLIC ECUADOR EGYPT ALBANIA AFGHANISTAN</p> <p><u>WORLDWIDE ORIGIN PORTS</u></p> <p>Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>AL ISKANDARIYAH (port), EGYPT AMSTERDAM (port), NETHERLANDS</p>		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 104,022
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 104,022
DEFINITION OF LOCATION GROUPS	CORR: 0	Issued: 06Dec2013
BUSAN (port), KOREA REPUBLIC OF FELIXSTOWE (port), UNITED KINGDOM HONG KONG (port), CHINA INCHON (port), KOREA REPUBLIC OF JEDDAH (port), SAUDI ARABIA LAGOS (port), NIGERIA MELBOURNE (port), AUSTRALIA OSLO (port), NORWAY PIRAIEVS (port), GREECE SINGAPORE (port), SINGAPORE		
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 1,000,001
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 1,000,001
SECTION 1 - COMMODITY INDEX	CORR: 0	Issued: 06Dec2013

C

CARGO, NOS

0000-00-0000

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,001
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,001
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 1: Scope

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Rules, regulations and rates 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 and in the Individual Tariff Line Items (TLI's) of this tariff:

U.S. ATLANTIC BASE PORTS (ACBP)

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

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

Houston, TX
New Orleans, LA

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

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

SUBSTITUTED SERVICE AND INTERMODAL SERVICE

A. SUBSTITUTED SERVICE

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

B. INTERMODAL SERVICE

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,002
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,002
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 1: Scope (Continued)

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 TLI's.

Carrier's liability will be determined in accordance with the provisions indicated in their Bill of Lading (Rule 8 Herein).

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,003
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,003
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 1-A: Worldwide Ports and Points

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

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

PORT GROUP

NEASIABP

BASE PORTS

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

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

PORT GROUP

SEASIABP

BASE PORTS

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,004
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,004
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 1-A: Worldwide Ports and Points (Continued)

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

PORT GROUP

SOUTHASIABP

BASE PORTS

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

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

PORT GROUP

ANZ/OCEANIABP

BASE PORTS

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

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,005
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,005
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 1-A: Worldwide Ports and Points (Continued)

PORT GROUP

MIDEASTBP

BASE PORTS

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

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

PORT GROUP

AFRICABP

BASE PORTS

(EAST AND SOUTH AFRICA):

Moroni, COMOROS
 Djibouti, DJIBOUTI
 Mitsiwa, ETHIOPIA
 Mombasa, KENYA
 Luderitz and Walvis Bay, NAMIBIA
 Toamasina and Toliara, MADAGASCAR
 Port Louis, MAURITIUS
 Beira, Maputo, Nacal MOZAMBIQUE
 Mahe, SEYCHELLES
 Berbera, Muqdisho (Mogadishu), SOMALIA
 Durban, Capetown, SOUTH AFRICA

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,006
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,006
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 1-A: Worldwide Ports and Points (Continued)

Bur Sudan (Port Sudan), SUDAN
Dar Es Salaam, Tanga, Zanzibar, TANZANIA

(WEST AFRICA)

Lobito, Landana (Luanda), ANGOLA
Cotonou, BENIN
Douala, CAMEROON
Praia, CAPE VERDE ISLANDS
Pointe Noire, CONGO
Libreville, Port Gentil, GABON
Banjul, THE GAMBIA
Accra, Sekondi, Takoradi, Tema, GHANA
Conakry, GUINEA
Bissau, GUINEA BISSAU
Abidjan, IVORY COAST
Monrovia, LIBERIA
Nouakchott, MAURITANIA
Lagos, Port Harcourt, NIGERIA
Dakar, SENEGAL
Freetown, SIERRA LEONE
Lome, TOGO
Matadi, ZAIRE

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

PORT GROUP

MEDBP

BASE PORTS

Alger (Algiers), ALGERIA
Ponta Delgada, AZORES (Portugal)
Las Palmas, Tenerife, CANARY ISLANDS (Spain)
Lemosos (Limassol), CYPRUS
Al Iskandariyah (Alexandria), Bur Sa Id (Port Said), EGYPT
Marseilles, FRANCE
Piraeus (Pireaus), Thessaloniki (Solonika), GREECE
Ashdod, Hefa, ISRAEL
Genova (Genoa), Livorno (Leghorn), ITALY
Bayrut (Beirut), LEBANON

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,007
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,007
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 1-A: Worldwide Ports and Points (Continued)

Funchal, MADEIRA ISLANDS (Portugal)
Valletta, MALTA
Casablanca, Rabat, Tangier, MOROCCO
Leixoes, Lisboa, Oporto, PORTUGAL
Barcelona, Bilbao, Valencia, SPAIN
Al Ladhigiyah (Latakia), SYRIA
Sfax, Tunis, TUNISIA
Mersin, Izmir, Istanbul, TURKEY
Dubrovnik, Koper, Split, YUGOSLAVIA

8. Northern Europe (NEUROPE): Rates apply to/from ports and points in the following countries: Austria, Belgium, Bulgaria, Czechoslovakia, Denmark, Faroe Islands (Denmark), Finland, France, Germany, Freenland, Hungary, Iceland, Ireland (Eire), Italy, Liechtenstein, Luxembourg, Monaco, Netherlands, Norway, Poland, Romania, Sweden, Switzerland, United Kingdom (including England, Guernsey, Jersey, Isle of Man, Northern Ireland, Scotland, and Wales), and the Former Union of Soviet Socialist Republics (including Armenia, Azerbaijan, Belorussia, Estonia, Georgia, Kazakhstan, Kyrgystan, Latvia, Lithuania, Moldavia, Russian Federation, Tajikistan, Turkmenistan, Ukraine, and Uzbekistan). Rates to/from inland points apply via the North Europe Base Port Group (NEUROPEBP), defined as:

PORT GROUP

NEUROPEBP

BASE PORTS

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

9. North America: Rates apply to/from ports and points in

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,008
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,008
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 1-A: Worldwide Ports and Points (Continued)

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

PORT GROUP

CANADABP

BASE PORTS

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

PORT GROUP

MEXICOBP

BASE PORTS

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

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

PORT GROUP

CAMERICABP

BASE PORTS

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,009
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,009
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 1-A: Worldwide Ports and Points (Continued)

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

PORT GROUP

CARIBBEANBP

BASE PORTS

St. Johns, ANTIGUA AND BARBUDA
Oranjestad, ARUBA (Netherlands Antilles)
Freeport, Nassau, BAHAMAS
Bridgetown, BARBADOS
Hamilton, BERMUDA
Kralendijk (Bonaire), NETHERLANDS ANTILLES
Tortola, BRITISH VIRGIN ISLANDS
Georgetown, CAYMAN ISLANDS
Willemstad, CURACAO (Netherlands Antilles)
Roseau, DOMINICA
Santo Domingo, DOMINICAN REPUBLIC
Saint Georges, GRENADA
Pointe a Pitre, GUADELOUPE
Port Au Prince, HAITI
Kingston, Montego Bay, JAMAICA
Fort de France, MARTINIQUE
Plymouth, MONSTSERRAT
Basseterre, ST KITTS/NEVIS
Castries, ST. LUCIA
Kingstown, ST. VINCENT AND THE GRENADINES
Grand Turk Island, TURKS AND CAICOS ISLANDS
Port of Spain, TRINIDAD

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

PORT GROUP

CARIBBEANBP

BASE PORTS

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,010
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,010
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 1-A: Worldwide Ports and Points (Continued)

Buenos Aires, ARGENTINA
Fortaleza, Santos, Sao Paulo, Rio de Janeiro, BRAZIL
Antofagasta, Arica, Coquimbo, Iquique, Punta Arenas,
Talcahuano, Tocopilla, Tocopilla, CHILE
Barranquilla, Buenaventura, Cartagena, Santa Marta, COLOMBIA
Guayaquil, ECUADOR
Cayenne, FRENCH GUIANA
Georgetown, GUYANA
Asuncion, PARAGUAY
Callao, PERU
Paramaribo, SURINAME
Montevideo, URUGUAY
La Guaira, Maracaibo, Puerto Cabello, VENEZUELA

Rates also apply to/from ports and inland points named in
the individual tariff items (TLI's) of this tariff.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,011
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,011
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 1-B: Intermodal Service

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Intermodal through rates apply from and to points in the U.S. states listed below only as specified in individual tariff line items.

1. U.S. IPI origin and destination states, and grouping:

Alabama	AL	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	North Carolina	NC
		North Dakota	ND
California	CA	New Hampshire	NH
Colorado	CO	New Jersey	NJ
Connecticut	CT	New Mexico	NM
		New York	NY
Delaware	DE		
		Ohio	OH
Florida	FL	Oklahoma	OK
		Oregon	OR
Georgia	GA		
		Pennsylvania	PA
Idaho	ID		
Illinois	IL	Rhode Island	RI
Indiana	IN		
Iowa	IA	South Carolina	SC
		South Dakota	SD
Kansas	KS		
Kentucky	KY	Tennessee	TN
		Texas	TX
Louisiana	LA		
		Utah	UT
Maine	ME		
Maryland	MD	Vermont	VT
Massachusetts	MA	Virginia	VA
Michigan	MI		
Minnesota	MN	Washington	WA
Mississippi	MS	West Virginia	WV
Missouri	MO	Wisconsin	WI
Montana	MT	Wyoming	WY

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,012
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,012
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 2: Application of Rates and Charges

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

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

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

2. Except as otherwise provided, all "Port" (i.e., Port-to-Port) rates 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.

The "Point" rates named in this Tariff are applicable from Inland Points which lie beyond port terminal areas. Such rates will be shown as single-factor through rates.

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

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,013
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,013
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2: Application of Rates and Charges (Continued)

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

3. Packages containing articles of more than one description shall be rated on the basis of the rate provided for the highest rated articles contained therein.
4. Rates as published herein do not include Marine Insurance or Consular fees.
5. Description of commodities shall be uniform on all copies of the Bill of Lading and MUST be in conformity with the validated United States Export Declaration covering the shipment. Carrier must verify the Bill of Lading description with the validated United States Export Declaration. Shipper amendments in the description of the goods will only be accepted if validated by United States Customs.

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

6. Unless otherwise specified, when the rates in this Tariff 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 rates shown in this Tariff 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, rates published in this Tariff apply only to the specific commodity named and cannot be applied to analogous articles. Unless a commodity is specifically provided for, the applicable Cargo, N.O.S. rate shall be applied.
9. Wherever rates are provided for articles named herein, the same rate will also be applicable on parts of such articles where so described in the ocean bill of

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,014
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,014
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 2: Application of Rates and Charges (Continued)

lading, except where specific rates are provided for such parts.

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

11. When a commodity can properly be carried under more than one tariff item, but which by its nature is clearly influenced by its end use, the freight shall be assessed based on the rate of the end use commodity, eg:

Rubber Gloves, Cotton Gloves, etc. would all be rated under "Gloves, N.O.S." rather than Rubber Goods, Textiles, etc.

The above does not apply in cases where there is a specific tariff rate for the commodity in question, eg: If the tariff contains a rate for Rubber Gloves, then this rate will apply - and NOT the Gloves, N.O.S. rate.

12. When two or more rates may be applicable to a given shipment and one rate is more specific than the others, the most specific rate shall apply.

One rate is more specific than another when it describes the commodity being shipped more explicitly, i.e.: Canned Pineapple is more specific than Canned Fruit or Canned Goods, N.O.S.

A rate from/to a specific destination is more specific than a rate to/from a geographic range or zone,

Examples:

A rate from New York, NY is more specific than a rate from Atlantic and Gulf Base Ports (AGBP).

A rate to Yokohama, Japan is more specific than a rate to Japan Base Ports (JBP).

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,015
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,015
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 2: Application of Rates and Charges (Continued)

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

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

14. TYPES OF SERVICE PROVIDED

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

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

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

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

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

15. SERVICE OPTIONS:

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,016
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,016
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 2: Application of Rates and Charges (Continued)

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

Container Yard (Y)

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

Container Freight Station (S)

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

Door (D)

Door Service pertains to the carrier providing inland transportation from/to the shipper's/consignee's designated facilities. Door Service is applicable only where specifically provided in the individual TLIs, 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/filed, i.e.: O/O, O/D, D/D, Y/S, Y/Y, etc.
c. Carrier may also utilize the following terminology to describe its services:

IPI Service, from Asia to USA

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

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

The term MLB service means shipments from

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,017
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,017
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 2: Application of Rates and Charges (Continued)

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

RIFI Service, from Asia to USA

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

16. ADVANCED CHARGES

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,018
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,018
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-010: Packing Requirements

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,019
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,019
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-020: Diversion By Carrier

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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 points enroute between carrier's discharging terminal and carrier's delivery terminal provided the rates are nto 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 freight rates 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 increasing of the cost or expense which the shipper would have borne had the shipment cleared through the port originally intended.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,020
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,020
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-030: Mixed Commodity Rates

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Mixed Commodities

Commodity Items in Number Series 99XX-XX-XXXX, "Mixed Commodities" shall consist of a minimum of two of the named items, no one of which exceeds 90% of the total weight or cube of the shipment.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,021
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,021
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-040: Container Capacity

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

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

SIZE (IN FEET)			INSIDE CUBIC CAPACITY
W	H	L	
8'	x 9'6"	x 45'	85.94 cbm (3035 cft)
8'6"	x 8'6"	x 45'	78.13 cbm (2759 cft)
8'	x 9'6"	x 40'	76.42 cbm (2699 cft)
8'	x 9'	x 40'	72.21 cbm (2550 cft)
8'	x 8'6"	x 40'	67.70 cbm (2391 cft)
8'	x 8'	x 40'	63.80 cbm (2253 cft)
8'	x 8'6"	x 20'	33.41 cbm (1180 cft)
8'	x 8'	x 20'	31.26 cbm (1104 cft)

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

SIZE (IN FEET)			INSIDE CUBIC CAPACITY
W	H	L	
8' x	8'	x 20'	25.7 cbm
8' x	8'6"	x 20'	28.1 cbm
8' x	9'6"	x 40'	65.89 cbm
8' x	9'	x 40'	59.52 cbm
8' x	8'6"	x 40'	55.45 cbm

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.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,022
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,022
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-050: Shipper Furnished Containers

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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 carriers vessel prior to loading the carrier's authorized personnel. Any containers found to be unsuitable will not be accepted for carriage.
- C. Each such container and its cargo will be subject to all rates, rules and regulations of this tariff.
- D. Shipper furnished containers will be accepted only at loading ports CY and delivered only at destination CY.
- E. Shipper will be required by the carrier to submit documentary evidence of ownership or leaseholdership of the container offered for shipment.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,023
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,023
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-060: Measurement And Weight

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Tariff reference to "W" and "M" signify 1,000 kilos and 1 cubic metre 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 centimetre 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 centimetre above.

3. Calculating Cubic Measurements

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

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

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

4. OFFICIAL MEASURERS AND WEIGHERS

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

5. MISDESCRIPTION, UNDERWEIGHTS AND UNDERMEASUREMENT

A. The carrier at loading port will assess freight on the shipments on the basis of the gross weights

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,024
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,024
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 2-060: Measurement And Weight (Continued)

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 remeasuring. If such outturn reweighing, remeasuring and/or resurveying shows that the gross weights, measurements and/or description were understated and/or misdeclared by the Shippers, remeasuring and/or resurveying shall be for the account of the cargo.

6. RATES APPLICABLE PER EACH 100 LBS OR 1 CUBIC FOOT

Rates published herein may also be based on 100 pounds (lbs) or and 1 cubic foot respectively. The rate basis for these rates will be shown as EACH and will be defined in notes filed with the tariff rate item. Freight charges for these rates 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. Measurement and weight for these rates will be as follows:

- A. All packages will be measured in INCHES and weight in POUNDS.
- B. Rounding off- Dimensions
Where parts of an inch occur in dimensions, such parts below 0.5" are to be ignored, and those of 0.5" and over are to be rounded off to the inch above.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,025
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,025
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 2-060: Measurement And Weight (Continued)

C. Calculating Cubic Measurements

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

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

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,026
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,026
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-070: Overweight Containers

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,027
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,027
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-080: Shipper's Load And Count

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

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

Carrier will not be directly or indirectly responsible for:

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

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

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,028
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,028
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

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

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

A. Definition of Diversion:

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

B. Conditions:

1. Requests must be received in writing by the carrier prior to the arrival of the vessel at Discharge Port. Carrier will make diligent effort to execute the request but will not be responsible if such service is operationally impractical or cannot be provided.
2. Cargo moving under a non-negotiable Bill of Lading may be diverted at the request of shipper or consignee. Cargo moving under a negotiable Bill of Lading may be diverted by any party surrendering the properly endorsed original Bill of Lading.

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

3. This rule will apply to full Bill of Lading quantities or full container loads only.
4. A shipment may only be diverted once.

Shipper may request cancellation of the original diversion request, resulting in delivery of the cargo to the original billed destination, provided that such request is received prior to arrival of vessel at Discharge Port, and provided that all diversion charges as set out in C. below, applicable to the original diversion request, are paid in full prior to the cancellation request being accepted by the carrier. In no instance will any refund of the

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,029
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,029
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

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

diversion charges be made in the event of a cancellation. Any additional expenses incurred by the carrier will be for the account of the cargo.

5. Diverted shipment will be assessed the rate(s) and/or charges from origin to destination to which diverted in accordance with tariffs on file with the FMC.
6. Diversion charges or administrative charge are payable by the party requesting the diversion.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,030
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,030
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-100: Mixed Shipments

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,031
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,031
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-110: Restricted Articles

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

1. Ammunition, small arms and high explosive shells.
2. Animals, live, domestic or wild (including pets) or ostriches.
3. Bank bills, coin or currency; deed, drafts, notes or valuable papers of any kind; jewelery; postage stamps or letters and packets of letters with or without postage stamps affixed; precious metals or articles manufactured therefrom; precious stones; revenue stamps; or other articles of extraordinary value.
4. Corpses or cremated remains.
5. Decorations, viz: bushes, Christmas trees, plants or trees, natural, preserved.
6. Eggs, viz: Hatching.
7. Fireworks of any description.
8. Freight transported in bulk (Not packaged).
9. Fruit or Vegetables, viz: fresh.
10. Meats, fresh; poultry or rabbits, dressed.
11. Nursery stock.
12. Poultry or pigeons, live (including birds, chickens, ducks, pheasants, turkeys, and any other fowl).
13. Silver articles or ware, sterling.
14. Livestock.
15. Except as otherwise provided herein or in tariffs making reference hereto, articles tendered for transportation will be refused for shipment unless in such condition and so prepared for shipment as to render transportation reasonably safe and practicable. Provisions for the shipment of articles not enclosed in containers does not obligate the carrier to accept an article so offered for transportation when enclosure in

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,032
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,032
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-110: Restricted Articles (Continued)

a container is reasonably necessary for protection and safe transportation.

16. Carrier, except as provided in tariffs making reference hereto, will not accept for transportation articles which, because of their length, weight or bulk cannot in carrier's judgment be safely stowed wholly within the trailer or containers dimensions.
17. Except as provided in tariffs making reference hereto, shipments requiring temperature control.
18. Shipments containing cargo likely to contaminate or injure other cargo, including green salted hides.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,033
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,033
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-120: Freight All Kinds (FAK)

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,034
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,034
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-130: ALTERNATE RATE/SERVICE LEVELS: ECONOMY, REGULAR, PREMIUM

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,035
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,035
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-140: ALTERNATE RATE/SERVICE LEVELS: CARRIER SPECIFIC

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,036
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,036
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-150: DOCUMENTATION FEES

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Except as otherwise provided in tariff rate items, all shipments will be subject to the following:

Documentation Fee: USD 100 per B/L

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,037
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,037
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-160: AMS CHARGES

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

1. In the event Carrier submits advance cargo declaration data to the U.S. Customs Service for cargo loaded on a vessel at a non- U.S. port, a Cargo Declaration Data Charge shall be payable to Carrier for each bill of lading issued by Carrier or, if the shipper tendering the cargo to Carrier has issued one or more of its bills of lading for such cargo (sometimes referred to as "house bills of lading"), on each such shipper-issued house bill of lading for which the Carrier submits such data. The amount of the charge shall be:

Cargo Declaration Data Charge (CDDC)
US\$25 per bill of lading

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

Amendment Fee
US\$ 40 per correction

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

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

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

If assessed a Civil Penalty or denied permission to unload cargo, then any and all Shippers, Consignees, Cargo Owners that failed to provide the information required by this Rule and/or by the regulations of the U.S. Customs Service in a complete and accurate manner shall be jointly and

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,038
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,038
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-160: AMS CHARGES (Continued)

severally liable to indemnify and reimburse Carrier for any such penalty and any all costs incurred by Carrier as a result of the denial of permission to unload cargo. Carrier may have a lien on cargo in its possession for amounts due and may hold cargo until such amounts (and any other unpaid freight charges) are paid or sell such cargo after a reasonable period.

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

7. Cargo Declaration Data Charge (CDDC) may also be referred to as AMS Fee or AMS Charge.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,039
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,039
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-170: SUBMISSION OF CARGO DECLARATION DATA (CDDC)

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

See Rule No. 2-150 (Documentation Fees) and Rule No. 2-160 (AMS Charges) for assesorial charges to apply pursuant to this rule.

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,' 'Cargo, N.O.S.,' '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.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,040
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,040
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-170: SUBMISSION OF CARGO DECLARATION DATA (CDDC) (Continued)

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 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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,041
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,041
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 2-170: SUBMISSION OF CARGO DECLARATION DATA (CDDC) (Continued)

NVOCC to provide Carrier with the certification described in subparagraph C(1) with respect to all co-loaded cargo tendered to Carrier by the Master NVOCC.

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

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

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

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

E. INDEMNIFICATION OF CARRIER. If Carrier is assessed a civil penalty or fine or is denied permission to unload cargo, because of the failure of any and all shippers, consignees, cargo owners, NVOCCs, shippers' associations and their agent(s) to provide the information required by this rule and/or by the regulations or guidelines of the U.S. Customs Service in a complete and accurate manner, then such shippers, consignees, cargo owners, NVOCCs, shippers' associations and their agent(s) shall be jointly and severally liable to indemnify and reimburse Carrier for

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,042
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,042
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 2-170: SUBMISSION OF CARGO DECLARATION DATA (CDDC) (Continued)

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 containerload cargo containing shipments by more than one Shipper.

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,043
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,043
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-180: AES/SED HANDLING FEE

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Except as otherwise provided in tariff rate items (TRIs) the following will apply on all shipments from or via US Ports (US Exports):

1. AES/SED Handling Fee

When Carrier files an electronic export information (EEI) with the Automated Export System (AES) of the US federal government covering shipments from US ports, such service will be provided a fee of \$100 per EEI filing, for account of the shipper. EEI was previously called "Shipper's Export Declaration" or "SED."

2. Amendments By Shipper

Shipper amendments of the declaration of the Bill of Lading will only be accepted if such amendments are in conformity with the shipper's EEI or supported by an EEI showing the words "Correction Copy". Each amendment will be assessed a handling fee of \$100 for account of the shipper.

3. Timely Filing

The Shipper or his Forwarder shall be liable for and shall hold the Carrier harmless from any loss, damage, delay expense or liability incurred by or levied upon the Carrier or the goods by reason of non-compliance with Customs or other regulations, including regulations of underlying ocean carrier, resulting from late presentation of the shipper's EEI, including fines or penalties

incurred by Carrier which shall in all cases be for account of the shipper.

4. MEAT AND POULTRY EXPORT CERTIFICATES

U.S. Customs regulations requires the filing and/or submission of Meat Export Certificate/s for shipments of meat, meat by-products and poultry including edible tallow destined to foreign country/ies. This certificate must be submitted to the carrier prior to receipt of cargo at any port/point of loading as named in the scope of this tariff (See Rule 1) . The shipper or his authorized representative shall hold the carrier harmless on the goods by reason of non-compliance with Customs regulations.

5. EXPORT FRUIT CERTIFICATE

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,044
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,044
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 2-180: AES/SED HANDLING FEE (Continued)

- a. Pursuant to the Export Apple and Pear Act and the Export Grape and Plum Act, every shipment of apples, pears and grapes must be accompanied by a U.S. Department of Agriculture Certificate certifying that the fruit being exported is in compliance with all regulations.
- b. Certificates must accompany the shipment and be presented to the Carrier prior to loading.
- c. Shippers or their agents shall be responsible for any act or omission on their part which causes a fine or other penalty to be assessed against the Carrier.

6. MOTOR VEHICLES

Carrier shall not load to the vessel any motor vehicle without receipt of a valid Shipper's EEI and copy of vehicle title in good order. Motor Vehicles include automobiles, mini-vans, pick-up trucks, and all other wheeled vehicles.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,045
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,045
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 2-190: EU ENTRY SUMMARY DECLARATION CHARGE (ENS)

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Except as otherwise provided in tariff rate items (TRIs) and herein, the following will apply on all shipments from US Ports and Points to or via Northern Europe (NEUROPE).

EU Entry Summary Declaration Charge (ENS)
USD 25 per Bill of Lading
USD 40 per Amendment, see note 4.

NOTES:

1. The ENS is applicable to all shipments to or via any European Union (EU) Port, and also to FROB cargo (Foreign Cargo Remaining on Board), i.e. cargo which is discharged at a port outside Northern Europe after the vessel has called at a port in Northern Europe.
2. Shipper's are responsible to provide complete and accurate ENS data elements as required by the European Union.
3. ENS must be prepaid, unless otherwise prior consent is given by the carrier.
4. In the event that Carrier is required to correct cargo declaration information previously submitted to EU Customs due to an error or omission on the part of shipper or its agent, shipper shall pay Carrier an amendment fee for each submission to the EU Customs that must be corrected. The amendment fee shall be charged each time a submission is corrected.
5. European Union (UN) Ports include all ports in the following countries: France, Germany, The Netherlands, Belgium, Luxembourg, Republic of Ireland, United Kingdom, Denmark, Finland, Sweden, Austria, Estonia, Latvia, Lithuania, Poland, Czech Republic, Hungary, Slovakia.
6. In addition to above charges, any other cost/charges incurred from the ENS filing, including additional ENS filing fees as imposed by underlying ocean carriers, will be for the account of cargo.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,046
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,046
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 3: Rate Applicability Rule

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,047
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,047
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
<p>Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.</p>		
<p><u>RULE 4: Heavy Lift</u> Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>Not Applicable.</p>		
<p>This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,048
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,048
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
<p>Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.</p>		
<p><u>RULE 5: Extra Length</u> Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>Not Applicable.</p>		
<p>This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,049
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,049
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 6: Minimum Bill of Lading Charges

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,050
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,050
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 7: Payment of Freight Charges

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

A. CURRENCY

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

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:

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,051
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,051
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 7: Payment of Freight Charges (Continued)

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,052
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,052
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 8: Bill(s) of Lading

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: IC

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

Excess Valuation: Shipper declared Value U.S.\$(10)

This Bill of Lading shall be prima facie evidence of the receipt by the Carrier from the Shipper, for carriage subject to the terms hereof and the terms of the Carrier's applicable tariff, in apparent good order and condition, except as otherwise noted, of the total number of Containers or other packages or units indicated in the box on the face hereof entitled "Total No of Containers/Packages received by the Carrier" from the place of receipt or loading port to the port of discharge or place of delivery.

IN WITNESS of the contract herein contained the number of original stated here have been issued each one being of the same contents and date, one which being accomplished the other(s) to be void.

[1] Applicable only when this document is used as a combined transport bill of lading, in which case the mention "Intended" is deemed to be incorporated in relation to the names of the vessel, the port of loading, and the port of discharge.

For terms and conditions of Carrier's bill of lading, as printed on its reverse side, please see Rule 8-010 (B/L Terms 1-13) and Rule 8-020 (B/L Terms 14-26).

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,053
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,053
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 8-010: BILLS OF LADING: TERMS 1-13

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: IC

1. DEFINITIONS

"OCEAN WIDE LOGISTICS INC." is the name of the carrier, as specified at the bottom.

"Carriage" means the whole or any part of the operations and services undertaken by the Carrier in respect of the Goods covered by this Bill of Lading. "Carrier" means OCEAN WIDE LOGISTICS, INC.

"COGSA" means the U.S. Carriage of Goods by Sea Act 1936 as amended.

"Container" includes any container (including an open top Container) flat rack, platform trailer, transportable tank, pallet, or any other device used for the transportation of goods.

"Goods" means the cargo accepted from the Shipper and includes any Container not supplied by or on behalf of the carrier.

"Freight" includes all charges payable to the Carrier in accordance with the applicable Tariff and this Bill of Lading including but not limited to demurrage, detention costs and all expenses and monetary obligations, duties, taxes and dues, incurred by the Carrier and payable by the Merchant.

"Hague Rules" means the provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25 August 1924, without the amendments by the Protocol signed at Brussels on 23 February 1968.

"Hague-Visby Rules" means the provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading, signed at Brussels on 25th August, 1924 and includes the amendments by the Protocol signed at Brussels on 23rd February, 1968, but only if such amendments are compulsorily applicable to this Bill of Lading.

"Holder" means any person for the time being in lawful possession of this Bill of Lading to whom the property in the Goods has passed on or by reason of the consignment of this Bill of Lading or otherwise.

"Merchant" includes the Consignor, Shipper, Holder, Consignee, the receiver of the Goods, any person, including any Corporation or other legal entity, owning or entitled to the possession of the Goods or this Bill of Lading and anyone acting on behalf of such person.

"Package" Where a Container is loaded with more than one package or unit, the packages or other shipping units enumerated on the reverse hereof as packed in such Container and entered in the box on the reverse side hereof entitled Total No. of Containers or Packages received by Carrier are each deemed a Package.

"Person" includes an individual, corporation or other legal

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,054
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,054
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 8-010: BILLS OF LADING: TERMS 1-13 (Continued)

entity

"Servants or Agents" includes the Master, Officer and crew of the vessel, owners and operators of vessels (other than the Carrier), underlying carriers (including ocean common carriers with whom OCEAN WIDE LOGISTICS, INC. has contracted for the physical transportation of the goods), sub-contractors, stevedores, terminal and groupage operators, road and rail transport operators and any independent contractors employed by the Carrier in the performance of the Carriage.

"Shipper" includes the person entering into this contract of carriage with the Carrier and for whose account the Goods are shipped.

"The Internal Law of a State" shall be deemed to exclude all principles of private international law applied by such state.

"US Carriage" means carriage to, from or through any port of the United States of America.

"Vessel" means any waterborne craft used in the Carriage under this bill of lading including, but not limited to ocean vessels, feeder vessels and inland water vessels whether named in the bill of lading or substituted vessels.

2. CARRIER'S TARIFF

The terms of the carrier's applicable Tariff are incorporated herein. Particular attention is drawn to the provisions therein, if any, relating to free storage time and to Container and vehicle demurrage. If not specified in carrier's tariff, the tariff of transport executing sub carrier to be valid. Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier upon request. In the case of inconsistency between the Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail except that the applicable Tariff shall govern as to freight.

3. VALIDITY

The terms and conditions of the Bill of Lading shall be severable. If any term or condition is invalid or unenforceable, and if any breach of or deviation from any provision occurs, such circumstance shall not affect the validity or enforceability of the remaining terms and conditions.

4. MERCHANTS' RESPONSIBILITY

(A) Description of the Goods. (1) Unless the Goods have been stuffed into the Container(s) by or on behalf of the Carrier, this Bill of Lading shall be prima facie evidence of the receipt by the Carrier from the Shipper in apparent good order and condition, except as otherwise noted on the face hereof, of the total number of Containers or other packages or units indicated in the box on the face hereof

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,055
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,055
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 8-010: BILLS OF LADING: TERMS 1-13 (Continued)

entitled "no. of pkgs." (2) Any references to letters of credit, import licenses, sales contracts, invoices or order number and/or details of any contract to which the Carrier is not a party when shown on the face of this Bill of Lading are included solely at the request of the Merchant for his convenience and the Merchant agrees that the inclusion of such particulars shall not be regarded as a declaration of value nor shall they increase the Carrier's liability under this Bill of Lading. The merchant further agrees to indemnify the Carrier against all consequences including such particulars in this Bill of Lading. (3) The Merchant warrants that the particulars relating to the Goods as set out overleaf have been checked by the Shipper on receipt of this Bill of Lading and those particulars, and any other particulars furnished by or on behalf of the Shipper, are adequate and correct. The Merchant also warrants that the Goods are lawful Goods and contain no contraband. (4) The Merchant acknowledges and agrees that for shipments destined to the United States and other countries regulations issued by those countries require that the Carrier provide full particulars of the shipment to Customs authorities twenty four hours prior to loading the Goods onto a vessel. The Merchant further acknowledges and agrees that any delay by it in providing said particulars to the Carrier could cause delays to the Goods upon arrival at a destination port and the Merchant hereby agrees to indemnify and hold the Carrier harmless for any delays to the Goods arising out of the failure to provide the information required by the Carrier in a timely manner including full responsibility and liability for any fines and penalties issued to the Carrier arising out of the delayed or inaccurate transmission of such information or for any liability incurred to vessel operating common carriers arising out of the delayed receipt of said information.

(B) The Merchant warrants that in agreeing to the terms and conditions hereof he is, or has the authority of, the Person owning or entitled to the possession of the Goods and this Bill of Lading. The merchant warrants that the owner of the goods is aware of the fact that they will enter in a contractual relationship with the carrier when their name will be inserted in the shipper, consignee of notify box and that the owner of the goods is aware of these Bill of Lading terms and conditions. When containers, vans, skids, trailers, portable tanks, palletized units, and other cargo units are not packed or loaded by the Carrier, the Carrier does not represent to be accurate and is not bound by any description of the value, quantity, weight, condition or existence of the contents thereof as furnished by or on behalf of Shipper or identified in this bill of lading by use of the phrase "said to contain", "shipper's weight load and count", or

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,056
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,056
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 8-010: BILLS OF LADING: TERMS 1-13 (Continued)

terms of like meaning, and the Carrier in such case shall not be liable for any difference in value, quantity, weight or condition of the Goods furnished by or on behalf of the Shipper and that of the Goods actually delivered. The Carrier shall have no responsibility or liability whatsoever for the packing, loading, securing, shoring and/or stowage of contents of such cargo units, or for loss or damage caused thereby or resulting therefrom. The Merchant, with respect to cargo units not packed or loaded by Carrier, represents and warrants: (a) that the Goods are properly described, marked, secured, and packed in their respective cargo units; (b) that any cargo units other than Carrier-furnished units are seaworthy and physically suitable, sound, and structurally adequate properly to contain and support the Goods during handling and the transportation contemplated by the Bill of Lading, and that such cargo-units may be handled in the usual and customary manner without damage to themselves or to their contents, or to the Vessel or its other cargo, or property, or persons; (c) that all particulars with regard to the cargo units and their contents, and the weight of each said cargo unit, are in all respects correct; and (d) that such units are in compliance with all applicable government regulations. Shipper and Consignee, jointly and severally, agree to indemnify Carrier and to hold it harmless in respect of any injury or death of any person, or any loss or damage to cargo or any other property or to the Vessel or any other vessel, or any other loss or expense, including, but not limited to, lost profits and attorneys' fees, caused by breach or any of the foregoing representations or warranties.

The Merchant shall comply with all regulations or requirements of Customs, port and other government authorities, and shall bear and pay all duties, taxes, fines, imposts expenses, or losses incurred or suffered by the Carrier by reason thereof or by reason of any illegal, incorrect, or insufficient marking, numbering, or addressing of the Goods or any other illegal act and shall indemnify the Carrier in respect thereof by reason of any failure to so comply.

Whenever a Shipper or Consignee, or an agent or contractor acting on behalf of either of them, shall take possession of Carrier's container equipment, the Shipper or Consignee in possession, or for the benefit of whom an agent or contractor has taken possession, shall defend, indemnify and hold harmless the Carrier from and against any loss or damage to Carrier's equipment and third party property and injury to or death of persons arising out of the use of said equipment.

5. CARRIER'S RESPONSIBILITY AND CLAUSE PARAMOUNT
(A) Port to Port Transport

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,057
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,057
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 8-010: BILLS OF LADING: TERMS 1-13 (Continued)

If carriage is Port to Port Transport or if the place of receipt or place of delivery is not known, the responsibility (if any) of the Carrier for loss or damage to the Goods occurring from the time when the Goods are loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at the Port of Discharge shall be determined in accordance with the provisions of Clause 5(B)-(D).

The Carrier shall be under no liability whatsoever for loss or damage to the Goods or non-delivery or misdelivery howsoever caused if such loss or damage, non-delivery or misdelivery arises prior to loading onto or subsequent to discharge from the Vessel. Notwithstanding the above, in case and to the extent that any applicable law provides for any additional period of responsibility the Carrier shall have the benefit of every right, defense, limitation and liberty of the Hague Rules during such additional compulsory period of responsibility notwithstanding that the loss or damage did not occur at sea.

(B) Combined Transport

If carriage is Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance of the carriage from the Place of Receipt or the Port of Loading whichever is applicable to the Place of Delivery or the Port of Discharge whichever is applicable and, save as is otherwise provided for in this Bill of Lading, the Carrier's liability for loss or damage to the Goods shall be as follows:

1. If the stage of carriage where loss or damage occurred is not known
 - (a) Exclusions If the stage of the carriage where the loss or damage to the Goods is not known then the Carrier shall be liable for loss and damage to the Goods save that the Carrier shall be relieved from liability for any loss or damage to the extent that such loss or damage was caused by: (i) An act or omission of the Merchant; (ii) Insufficiency or defective condition of packing or marking; (iii) Compliance with the instructions of persons entitled to give them; (iv) Handling, loading, stowage or unloading of the Goods by the Merchant; (v) Inherent vice of the Goods; (vi) Strike, lockout, stoppage or restraint of labor from whatever cause whether partial or general; (vii) A nuclear incident; (viii) Any cause or event which the Carrier could not avoid and the consequence of which he could not prevent by the exercise of reasonable diligence.
 - (b) Burden of Proof The burden of proving that any loss or damage was caused by one or more of the events mentioned in Clauses 5(B)(1)(a)(i) to (viii) shall rest upon the Carrier save that when the Carrier is able to demonstrate that, in the circumstances of the case, the loss or damage could be attributed to one or more of the events specified in Clauses 5(B)(1)(a)(ii) to (vii) then it shall be presumed

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,058
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,058
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 8-010: BILLS OF LADING: TERMS 1-13 (Continued)

that it was so caused and in such circumstances the burden of proof shall be on the Merchant to prove that the loss or damage was not caused wholly or partly by one or more of these events.

(c) Limitation If the Carrier is liable for loss or damage to the Goods then the amount of compensation shall be calculated by reference to the invoice value of the Goods plus freight and insurance (if paid). The Carrier's maximum liability hereunder shall in no circumstances exceed US\$2 per kilo of gross weight of the Goods lost or damaged unless the value of the Goods has been declared by the Merchant with the consent of the Carrier and excess freight has been paid whereupon the declared value (if higher) as shown on the face of the Bill of Lading shall be substituted for the above limit and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

2. If the stage of carriage during which loss or damage occurred is known Notwithstanding anything provided for in Clause 5(B)(1) if the stage of the carriage where loss or damage to the Goods is known then subject to the operation of Clause 5(C) which shall apply where loss or damage occurs to the Goods from the time when the Goods are loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at the Port of Discharge the Carrier's liability in respect of any such loss or damage occurring shall be determined as follows:

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

(b) If no international convention or national law is applicable then the liability of the Carrier shall be determined pursuant to the provisions of Clause 5(B) (1).

(c) Subject to Clause 5(B)(2)(a) if loss or damage to the Goods is known to have occurred during a period when the Goods were in the custody of a Participating Carrier then the Carrier shall have the benefit of any and all rights, defenses, exemptions, limitations and immunities contained in or incorporated by or compulsorily applicable to the Participating Carrier's tariff(s) or contract(s) with the Carrier (in addition to all of the rights, defenses, exemptions, limitations and immunities contained in this Bill of Lading and the Carrier's tariff) and for this purpose such benefit, rights, defenses, exemptions, limitations and immunities shall be deemed to be

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,059
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,059
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 8-010: BILLS OF LADING: TERMS 1-13 (Continued)

incorporated herein, and copies are obtainable from the Carrier upon request.

(C) Clause Paramount

All carriage under this Bill of Lading (whether electronically produced or not) shall have effect subject to any legislation enacted in any country making the Hague or Hague-Visby Rules compulsorily applicable and in the absence of any such legislation in accordance with the Hague Rules or COGSA in the case of carriage to or from the United States of America.

In circumstances where the Hague Rules are not compulsorily applicable but are contractually applicable then subject to Clause 10 (ad valorem declaration) the Carrier's responsibility shall in no event exceed GBP100 per package or customary freight unit.

If any terms of this Bill of Lading are held repugnant to the Hague Rules, Hague-Visby Rules, COGSA or any other compulsorily applicable legislation then such provision shall be null and void to the extent of such invalidity without invalidating the remaining provisions hereof. References in the Hague, Hague-Visby Rules, or COGSA to carriage by sea shall be deemed to include references to inland waterways or waterborne carriage.

(D) USA Clause Paramount (if applicable)

1. If carriage includes carriage to, from or through a port in the United States of America this Bill of Lading shall be subject to COGSA, the terms of which are incorporated herein and shall be paramount throughout carriage by sea and the entire time that the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge therefrom as the case may be. COGSA shall be extended to apply to all Goods before the Goods are loaded on and after they are discharged from the Vessel and throughout the entire time during which the Carrier is responsible for the goods under the Bill of Lading.

2. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howsoever caused while the Goods are in the United States of America away from the sea-terminal and are not in the actual custody of the Carrier. At these times the Carrier acts as agent only for and on behalf of the Merchant and agrees to procure transportation of the Goods in accordance with the usual terms, conditions and tariff (s) of Participating Carriers. If for any reason the Carrier is denied the right to act as agent only at these times, its liability for loss and damage to the Goods or non-delivery or misdelivery thereof shall be determined in accordance with Clause 5(B) hereof.

3. If COGSA applies then the liability of the Carrier shall not exceed US\$500 per package or customary freight unit

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,060
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,060
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 8-010: BILLS OF LADING: TERMS 1-13 (Continued)

unless the value of the Goods has been declared on the face hereof with the consent of the Carrier and extra freight has been paid in which case Clause 10 shall apply and the declared value (if higher) shall be substituted for the limit and any partial loss or damage shall be adjusted pro-rata on the basis of such declared value. Further, the Carrier shall in no circumstances be liable for direct, indirect, or consequential loss or damage, including lost profits or loss of market. Further, any statement that iron or steel goods of any sort or description have been shipped in good order and condition does not amount to acceptance that said products are free from rust, for which the Carrier accepts no responsibility.

4. Except as provided herein in Clauses 5(D) (1) and (2), and where COGSA does not apply by operation of law, Carrier's liability will be governed by COGSA unless its liability under some other body of law applicable to the particular stage of the transport where the loss occurred is more favorable to the Carrier (with regards to defenses and limitations), in which case that other body of law will apply.

6. AMOUNT OF COMPENSATION

(1) For shipments to or from ports in the United States of America neither the Carrier nor the Ship shall in any event be or become liable for any loss or damage to or in connection with the transportation of Goods in an amount exceeding U.S.\$ 500.00 per package lawful money of the United States of America, or in the case of Goods not shipped in packages, per customary freight unit, or the equivalent of that sum in other currency, unless the nature and value of such Goods have been declared by the Shipper in accordance with the terms set out in Paragraph 10 and inserted on the reverse side of this Bill of Lading and extra freight paid.

(2) Where the Hague Rules apply here under the Carrier's maximum liability shall in no event exceed GBP 100.00 lawful money of the United Kingdom per package or unit, unless the nature or value of such Goods have been declared by the Shipper before shipment and inserted on the reverse side of this Bill of Lading and extra freight paid.

(a) Subject to the limitations contained herein, when the Carrier is liable for compensation in respect of loss of or damage to Goods, such compensation shall be calculated by reference to the purchase and not sale invoice value of the Goods plus freight charges and insurance if paid.

(b) If there is no invoice value of the Goods, such compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered to the Merchant in accordance with the contract or should have been so delivered. The value of the Goods shall be fixed according to the current market price, or, if there be no

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,061
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,061
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 8-010: BILLS OF LADING: TERMS 1-13 (Continued)

commodity exchange price or current market price, by reference to the normal value of goods of the same kind and quality.

(c) Compensation shall not, however, exceed U.S.\$ 2.00 per kilo of gross weight of the Goods lost or damaged.

(d) Higher compensation may be claimed only when, with the written consent of the Carrier, the value of the Goods declared by the Shipper upon delivery to the Carrier exceeds the limits laid down in this paragraph and has been stated in this Bill of Lading. In that case, the amount of the declared value shall be substituted for that limit. Any partial loss or damage shall be adjusted pro rata based on such declared value.

7. SUB-CONTRACTING

Because the Carrier requires the assistance of others to perform the services undertaken under this Bill of Lading as well as transportation agreements between Carrier and others, every servant, agent, stevedore, terminal services contractor, lighter operator, pilot, connecting rail, motor, water, or air carrier or other independent contractor, including their agents, servants and subcontractors, performing such services shall have the benefit of every exemption from and limitation of liability, defense, right and liberty to which the Carrier is entitled, under any provision of this Bill of Lading or by applicable law, provided however that any such Servant or Agent that takes, accedes, or asserts the benefit of this provision by such action consents to the law and jurisdiction provisions of this bill of lading and in so doing expressly waives any law, forum, and jurisdiction provisions in any underlying agreement, including bill of lading or service contracts, between itself and the Carrier. For purposes of the foregoing provision, the Carrier shall be deemed to be the agent or trustee for the benefit of all such persons and all such persons shall be deemed to be parties to the contract of carriage evidenced hereby to that extent. The Shipper and Consignee undertake not to sue or proceed against any such persons. In the event either of them does so, it shall indemnify the Carrier against all resulting loss, liability, and expense, including attorneys' fees.

8. FREIGHT

a. Full freight shall be payable at Carrier's option on gross weight, measurement, or value as set forth in Carrier's tariff, based on shipper's particulars for the Goods. Carrier shall have the right, but not the duty, to open packages or containers and, if shipper's particulars are found to be erroneous, the shipper, consignee, and the Goods shall be liable for the correct freight charge and any expenses incurred in examining, weighing, measuring, or

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,062
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,062
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 8-010: BILLS OF LADING: TERMS 1-13 (Continued)

valuing the cargo.

b. Full freight to the port of discharge named on the face of this document and Carrier shall consider all advanced charges against the Goods completely earned on receipt of the goods even though the Vessel, or other means of transport, or the Goods, are damaged or lost, or the voyage is frustrated or abandoned.

c. All sums payable to the Carrier are due on demand and shall be paid in full in United States currency, or, at Carrier's option, in its equivalent in the currency of the port of loading or the port of discharge, or as specified in the Carrier's tariff.

d. The Shipper, Consignee, Holder hereof, and owner of the goods, and their principals, shall be jointly and severally liable to Carrier for the payment of all freight, demurrage, General Average, and other charges due hereunder, without discount or set-off, together with any Court costs, expenses and reasonable attorney fees incurred in collecting any sums due Carrier. Payment of ocean freight and charges to a freight forwarder, broker, or anyone other than Carrier or its authorized agents, shall not be deemed payment to Carrier and shall be made at payor's sole risk. The Merchant shall remain liable for all charges hereunder notwithstanding any extension of credit to the shipper, freight forwarder, or broker by Carrier.

9. LIEN

The Carrier shall have a lien on the Goods and any documents relating thereto for all sums payable to the carrier under this contract and/or any other contract and for general average contributions, to whomever due. The Carrier shall also have a lien against the Merchant on Goods and any documents relating thereto for all sums due from him to the Carrier under any other contract between the Merchant and the Carrier. In any event any lien shall extend to cover the cost of recovering the sums due, including reasonable attorneys' fees and expenses, and for that purpose the Carrier shall have the right to sell the Goods by public auction or private treaty, without notice to the Merchant.

10. AGREED AD VALOREM VALUE

The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods and that higher compensation than that provided under this contract of carriage may not be claimed unless the value of the Goods are declared by the Shipper on the face of this Bill of Lading in the respective value box, prior to the commencement of the carriage and extra freight paid, as set out in carrier's applicable tariff, in which case the amount of the declared value shall be substituted for the

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,063
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,063
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 8-010: BILLS OF LADING: TERMS 1-13 (Continued)

limits otherwise laid down herein. Any partial loss or damage shall be adjusted pro rata based on such declared value.

11. UNDER DECK AND ON DECK STOWAGE

The Carrier has the right to carry Goods in containers, vans, trailers, and portable tanks under deck or on deck. When such Goods are carried on deck, the Carrier shall not be required to specially note, mark or stamp any statements of "on deck" carriage on the face of this bill of lading nor to give notice thereof to the Shipper or Consignee. In respect of Goods in containers, vans, trailers or portable tanks carried on deck, the Carrier shall not be liable for loss or damage caused by water deterioration or other perils incident to such on deck carriage. In respect of Goods not in containers, vans, trailers or tanks carried on deck under the Bill of Lading, the Carrier shall so state such carriage on the front side hereof, and all risk of loss or damage by water deterioration and other perils incident to such carriage shall be borne exclusively by the Goods and anyone having an interest therein.

12. SPECIAL STOWAGE; REFRIGERATION

Goods will not be provided temperature controlled, insulated or naturally ventilated stowage unless the Carrier has undertaken such special stowage in advance of the Carrier's receipt of the Goods, and in the absence of such agreement, the Shipper and Consignee warrant that the Goods do not require such protection. The Carrier does not provide mechanically ventilated stowage, and does not furnish or maintain preservative gases in connection with temperature controlled stowage, and the Carrier assumes no responsibility for loss or damage to Goods arising in whole or in part from any such lack of stowage. The Carrier shall not be liable for any loss of or damage to the Goods arising from latent defects, breakdown or stoppage of the refrigerating machinery, plant, insulation, or of any apparatus of the container, vessel, conveyance of other facilities, unless the Carrier shall, before or at the beginning of the transport, have failed to exercise due diligence to maintain any such equipment (other than shipper-provided equipment) in an efficient state. If the Goods have been packed into a refrigerated container, by or on behalf of the Shipper, it is the obligation of the Shipper to stow the contents properly and set the thermostatic controls exactly; and the Carrier shall not be liable for any loss of or damage to the Goods arising out of or resulting from the Shipper's failure in such obligations. If the Carrier has packed the Goods into a refrigerated container, and a temperature or temperature range has been disclosed to the Carrier by the Shipper or its authorized representative, Carrier will set the

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,064
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,064
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 8-010: BILLS OF LADING: TERMS 1-13 (Continued)

thermostatic control accordingly. With respect to both Carrier- and Shipper- packed containers, where Carrier has undertaken, by special agreement, to carry the Goods at a particular temperature or temperature range, the Carrier undertakes only that the refrigeration equipment shall perform within the operating specifications of the equipment and makes no warranty or agreement with respect to the actual temperature of and commodity, fruit, vegetable, meat fish, or any perishable Goods within the container.

13. RECONDITIONING, ETC

In the event that Carrier must perform reconditioning, cooperage or restowage of the Goods for the safety of persons or of the Goods or other property or to bring the goods into conformance with applicable law, Carrier shall be reimbursed at accessorial labor and equipment rental rates named in any applicable tariff or, if no such rates apply, at 120% of Carrier's costs of performing such work.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,065
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,065
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 8-020: BILLS OF LADING: TERMS 14-26

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: IC

14. TRANSSHIPMENT: SUBSTITUTION OF VESSEL

Whether or not the Goods are consigned to a port or point where the Vessel does not discharge, the Carrier may, without notice, transship the whole or any part of the Goods before or after loading at the original port of shipment or any other place or places even though outside the scope of the voyage or the route to or beyond the port of discharge or the destination of the Goods, by any substituted or connecting water carrier's vessel or other means of transportation by water or by land or by air, whether operated by the Carrier or by others.

15. SUNDRY LIABILITY PROVISIONS: SCHEDULE/DELAY

The Carrier does not undertake that the Goods will be transported from or loaded at the place of receiving or loading or will arrive at the place of discharge, destination or transshipment aboard any particular vessel or other conveyance or at any particular date or time or to meet any particular market or in time for any particular use. Scheduled or advertised departure and arrival times are only expected times and may be advanced or delayed if the Carrier or any Connecting Carrier shall find it necessary, prudent or convenient. In no event shall the Carrier be liable for consequential or other damages for delay in the scheduled departures or arrivals of the vessel or other conveyance trans-portioning the Goods or for any other matter. SUPPLY OF CONTAINERS: The Merchant at destination shall have to return all containers not owned by the Merchant to the Carrier duly cleaned and in good condition as deemed delivered to the shipper within the time allowed by the Carrier, failing which the Merchant shall be liable to the Carrier for all costs, fees, cleaning charges, late fees, attorneys fees or any other charge for which the Carrier is held liable including demurrage. Merchant agrees to pay the replacement value of any Container not returned within 30 days of its being available for delivery. JOINT EXAMINATION: Subject to the above provisions, the Merchant and/or his representatives agrees and warrants that it will contact the Carrier for a joint examination before the opening of the container in the case of apparent damage or as soon as such damage has been revealed in the case of non-apparent damage. Loss or damage is deemed apparent when the container is delivered without seal or without the original seal affixed when the Carrier had taken possession of the container.

16. SCOPE OF VOYAGE: CARRIER'S LIBERTIES

The Carrier may call at scheduled ports in or out of the usual order, may provide substituted service by modes other than water as may be provided for by applicable tariffs,

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,066
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,066
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 8-020: BILLS OF LADING: TERMS 14-26 (Continued)

may omit scheduled routes or ports, may include unscheduled routes or ports and may lighten the Goods. The Vessel may sail with or without tugs or pilots, undertake rescue or salvage, tow or be towed, or undergo dry-docking or repairs. In any situation whatsoever which, in the opinion of the Master or the Carrier, gives rise to risk of seizure, detention, damage, loss, delay or disadvantage to the Vessel or the Goods, or of materially detaining the equipment of the Carrier or would make it imprudent, unlawful or commercially impracticable to commence or continue the voyage or to enter or discharge the Goods, or any part of them, at any port or place considered by the Carrier to be safe or advisable under the circumstances and forward or arrange to forward the Goods by rail, water, motor vehicle, or air, or place the Goods in a storage facility or warehouse, all at the risk and expense of the Goods. The exercise of any of the foregoing liberties by the carrier or the Master shall constitute performance under the Bill of Lading and not a deviation from the scope of the voyage. When the Goods are discharged from the Vessel and delivered to a forwarding agent or carrier or to a warehouse or storage facility under the provisions of this paragraph, or when required to be delivered by local customs authorities under local law, such discharge and delivery shall constitute complete delivery and performance under the Bill of Lading.

17. DELIVERY UNDER NEGOTIABLE BILLS OF LADING

Any mention in this Bill of Lading of parties to be notified of the arrival of the Goods is solely for information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder. If the Goods are consigned "to order" on the face hereof, the Goods shall be delivered at the place of delivery upon surrender of the original bill of lading; provided however, if the goods are to be transshipped via a connecting carrier to a destination point beyond the place of delivery stated on the face hereof, Carrier, may, on behalf of the Shipper and Consignee and acting solely as their agent, arrange for such beyond carriage consistent with instructions received from the Shipper or consignee, or the representative of either of them, at the risk and expense of the Goods. In such event, the Carrier may deliver the Goods to the connecting carrier without surrender of the original, properly endorsed bill of lading, unless instructed otherwise, and shall obtain the connecting carrier's acknowledgement that delivery of the Goods shall be made only upon surrender of the Carrier's original, properly endorsed bill of lading. This Bill of Lading shall not be a negotiable document of title unless consigned 'to order', 'to the order of ...' or 'to

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,067
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,067
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 8-020: BILLS OF LADING: TERMS 14-26 (Continued)

bearer'. If not so consigned but instead consigned directly to a nominated party, this shall be a 'Straight' Bill and, at the sole discretion of the Carrier, delivery may be made to the nominated party only upon proof of identity, as if this Bill of Lading were a Waybill. Such delivery shall constitute due delivery hereunder.

18. UNDELIVERED GOODS

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

19. DANGEROUS, HAZARDOUS, OR NOXIOUS CARGO

If it appears at any time that any Goods or any part thereof cannot be carried safely, or for Goods of a flammable, explosive, corrosive, radioactive, noxious, hazardous, unstable or dangerous nature, shipped without full disclosure in writing to the Carrier as to their nature and character, may at any time before discharge be landed at any place, thrown overboard, destroyed, or rendered innocuous without liability on the part of the Carrier or other Shippers or Consignees, and, even if such disclosure be made, the Carrier may, without incurring any liability, make the same disposition of such Goods, if, in the opinion of the Carrier, they shall be or become dangerous or noxious to the Vessel or cargo, or to persons. The Shipper shall indemnify the Carrier for all losses, damages (including, but not limited to, profits and expenses related to the Carrier's inability to use its vessels and equipment), liabilities, fines, civil penalties, and expenses (including attorneys' fees) suffered by the carrier, caused in whole or in part by omission of full disclosure required by this paragraph or by applicable law or regulations or by its failure to properly pack, label, or mark such goods.

20. GENERAL AVERAGE

- a. General average is to be adjusted at any port or place at the carrier's option, and to be settled according to the York-Antwerp Rules 1974 as amended 1990, this covering all Goods, whether carried on or under deck.
- b. Such security including a cash deposit as the Carrier

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,068
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,068
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 8-020: BILLS OF LADING: TERMS 14-26 (Continued)

may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereof, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

21. BOTH TO BLAME COLLISION

If the Vessel comes into collision with another vessel as the joint result of the negligence of the other vessel and any act, neglect or default of the master, pilot or member of the crew in the navigation or management of the Vessel, the Shipper or Consignee having beneficial ownership of the Goods shall indemnify the Carrier against all loss or damage to, or any claim whatsoever of, said owner of the Goods, paid or payable by the other or non-carrying vessel or its owners to said owner of the Goods and set-off against, or recouped or recovered from the Vessel or the Carrier by the other vessel or its owners. The foregoing provisions shall also apply where the owners, operators or other persons in charge of any vessel or object other than, or in addition to, the colliding vessels and/or objects are at fault in respect of a collision, allision, stranding or other accident.

22. WAR RISKS: GOVERNMENTAL ORDERS

The Carrier shall have liberty to carry goods declared by any belligerent to be contraband and persons belonging to or intending to join the armed forces or governmental service of any belligerent; to sail armed or unarmed and with or without convoy; and to comply with any orders, requests or directions as to loading, departure, arrival, routes, ports of call, stoppage, discharge, destination, delivery or otherwise, howsoever given by the government of any nation or department thereof, or any person acting or purporting to act with the authority of such government or of any department thereof or by any committee or person having, under the terms of the war risk insurance on the Vessel, the right to give such orders, requests or directions. Delivery or other disposition of the Goods in accordance with such orders, requests or directions shall constitute performance of the Carrier's delivery obligations under the Bill of Lading, and all responsibility of the Carrier, in whatever capacity, shall terminate upon such delivery or other disposition. If by order of any Customs authority at any place, the Goods have to be unpacked from the Containers to be inspected, the Carrier shall not be liable for any loss or damage incurred during such inspection. The Carrier is entitled to recover the costs and fees incurred in unpacking and re-stowing the cargo from the Merchant.

23. FIRE

Neither the Carrier nor its terminal operator or stevedore

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,069
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,069
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 8-020: BILLS OF LADING: TERMS 14-26 (Continued)

shall be liable to answer for or make good any loss or damage to goods occurring at any time and even though before loading or after discharge from the vessel by reason or by means of any fire whatsoever, unless such fire shall be caused by their actual fault or privity.

24. NOTICE OF LOSS, TIME FOR SUIT

Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier or his agents at the port of discharge or place of delivery as the case may be before or at the time of removal of the Goods into the custody of the Merchant such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading. If the loss or damage is not apparent, then notice must be given within three days of the delivery. In any event, the Carrier shall be discharged from any liability unless suit is brought within one year after delivery of the Goods or the date when the Goods should have been delivered. If a place of delivery is named on the face hereof, any such notice shall also be sent by the Merchant to the last inland carrier before or at the time of removal or within three (3) working days thereafter if the loss or damage is not apparent, and in any case a confirmation of such notice shall have to be made to such inland Carrier by registered letter within three working days of the time of delivery, failing which no responsibility shall attach to the carrier.

25. VARIATION OF THE CONTRACT

No servant or agent of the Carrier shall have the power to waive or vary any of the terms of this Bill of Lading, unless such waiver or variation is in writing and is specifically authorized or ratified in writing by the carrier.

26. JURISDICTION AND LAW

a. For US Carriage, this bill of lading is governed by United States law and the United States Federal Court for the Eastern District of New York has exclusive jurisdiction to hear all disputes hereunder. Alternatively and at the Carrier's sole option, the Carrier may commence proceedings against the Merchant at a competent court of a place of business of the Merchant.

b. In all other cases any claim or dispute arising under this Bill of Lading shall be governed by the law of the Federal Republic of Germany and determined in the Hamburg courts to the exclusion of the jurisdiction of the courts of any other place. In case the Carrier intends to sue the Merchant the Carrier has also the option to file a suit at the Merchant's place of business. In the event this clause is inapplicable under local law then jurisdiction and

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,070
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,070
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 8-020: BILLS OF LADING: TERMS 14-26 (Continued)

choice of law shall lie in either the Port of Loading or Port of Discharge at Carrier's option. Alternatively and at the Carrier's sole option, the Carrier may commence proceedings against the Merchant at a competent court of a place of business of the Merchant.

c. During the course of any proceeding brought pursuant to 26(a) or 26(b) above, Carrier may, at its discretion, seek indemnity or contribution or other recourse via a third-party action (or its equivalent) from underlying carriers (including ocean common carriers with whom OCEAN WIDE LOGISTICS has contracted for the physical transportation of the goods), In the event said underlying third-party action results in the removal of that portion of the proceedings to a court in another jurisdiction pursuant to the jurisdictional requirements of any contract of carriage running between Carrier and the underlying carrier, the Merchant or the Merchant's subrogee expressly agrees and consents to the removal of its action to the forum to which the Carrier's third-party action has been removed or otherwise transferred.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,071
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,071
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 9: Freight Forwarder Compensation

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Carrier shall pay compensation as specified below on the applicable ocean freight charges to base ports, on cargo loaded, including heavy lift and extra length revenue, but excluding all other charges, except as provided below, subject to the following conditions and exceptions.

- A. Compensation to be paid only to Freight Forwarders who are licensed or otherwise authorized by the Federal Maritime Commission.
- B. Compensation shall be paid only if the freight forwarder has performed, in addition to the solicitation and securing of the cargo for the ship or the booking of, or otherwise arranging for space for such cargo, two or more of the following services:
 - 1) The coordination of the movement of the cargo to shipside
 - 2) The preparation and processing of the ocean Bill of Lading
 - 3) The preparation and processing of dock receipts or delivery orders
 - 4) The preparation and processing of consular documents or export declarations
 - 5) The payment of the ocean freight charges on the cargo
- C. Compensation shall be paid upon presentation of a duly certified invoice and may not be deducted from ocean freight and other charges due in accordance with rates and conditions in this Tariff.
- D. Bills for compensation will not be honored unless presented to carrier within sixty days of the date of clearance of vessel.
- E. Compensation will not be paid on through Bill of Lading cargo originating at port of loading beyond the application of this tariff.
- F. No compensation shall be paid to anyone at port or ports of destination.
- G. Freight Forwarders who are also Licensed Custom House Brokers shall be paid compensation as specified below based on the aggregate of all rates and charges applicable under this tariff, subject to the above conditions and exceptions.
- H. Freight Forwarder Compensation: as specified in

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,072
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,072
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 9: Freight Forwarder Compensation (Continued)

the individual tariff rate items (TRIs).

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,073
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,073
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 10: Surcharges and Arbitraries

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Not applicable.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,074
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,074
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 11: Minimum Quantity Rates

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,075
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,075
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 12: Ad Valorem Rates

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,076
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,076
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
<p>Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.</p>		
<p><u>RULE 13: Transshipment</u> Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>Not Applicable.</p>		
<p>This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,077
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,077
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 14: Co-Loading in Foreign Commerce

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

"Cargo covered by this Bill of Lading has been co-loaded with cargo of (Name(s) of other NVOCC's)."
- F. Carrier-to-Carrier Co-loading - Carrier engages in co-loading under agreement(s) with one or more other NVOCC's.
- G. Shipper-to-Carrier Co-loading - When carrier engages in co-loading on a shipper-to-carrier basis, carrier is responsible for the payment of all charges assessed by the NVOCC to which cargo was tendered. Shipper is responsible for freight and charges only to the extent that such are set forth in this tariff.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,078
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,078
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 15: Open Rates in Foreign Commerce

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Not Applicable.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,079
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,079
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 16: Hazardous Cargo

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

- A) All commodities which the office of the Federal Register in their publication entitled "Code of Federal Regulations (46 CFR 146.01-1) - Transportation or Storage of Explosives or other Dangerous Articles or Substances, and Combustible Liquids on board Vessels" prescribed to be carried on cargo vessels on deck only, either in the open or under cover, shall be charged the Dangerous or Hazardous Cargo, rate; except where a specific commodity rate is provided for in this tariff.
- B) Shipments of inflammable and hazardous cargo referred to in this rule are subject to special booking and shall be delivered at destination in accordance with regulations promulgated by Port Authorities and at the risk and expense of the consignee and/or owners of the goods.
- C) The transportation of explosives, will be governed by the United States Code of Federal Regulations, i.e. CFR Titles 49, Shipping Parts 100-199 as revised or superseding regulations, and to the extent applicable, the International Maritime Dangerous Goods Code (IMCO) published by the Inter-Governmental Maritime Consultative Organization 101-103 Piccadilly, London, W1V, OAE, England as listed below:
- Class 1 - Explosives
 - 2 - Gasses; Compressed, liquified or dissolved under pressure
 - 3 - Inflammable Liquids
 - 4 - Inflammable Solids
 - 5 - Oxidizing Substances and organic peroxide
 - 6 - Poison and infectious substance
 - 7 - Radioactive substance
 - 8 - Corrosives
 - 9 - Miscellaneous dangerous substance
 - 10 - Agent Thomas A. Phemister, Water Carrier
Tariff No. 32 ICC No. 32, FMC 27 (Dangerous Articles Tariff)
 - 11 - Agent Thomas A. Phemister's Bureau of
Explosives Tariff No. BOE-600, ICC No. B.O.E.
- 600, FMC F No. 2B

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,080
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,080
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
<p>Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.</p>		
<p><u>RULE 17: Green Salted Hides in Foreign Commerce</u> Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>Not Applicable.</p>		
<p>This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,081
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,081
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 18: Returned Cargo in Foreign Commerce

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Not Applicable.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,082
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,082
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 19: Shippers Requests in Foreign Commerce

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,083
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,083
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 20: Overcharge Claims

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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 rate to be applied. The Bill of Lading description shall be subject to correction in the event of mis-declaration of commodity.

B. Overcharges

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

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

In cases of claims by shipper of overcharge in weight certified invoice or weigher's certificate to be considered evidence of proper weight.

Written claims for adjustment will be acknowledged by the carrier within twenty days of receipt by written notice to the claimant of the tariff provisions actually applied and the claimant's rights under the Shipping Act of 1984.

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,084
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,084
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 21: Use of Carrier Equipment

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,085
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,085
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
<p>Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.</p>		
<p><u>RULE 22: Automobile Rates in Domestic Offshore Commerce</u> Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>Not Applicable.</p>		
<p>This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,086
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,086
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 23: Carrier Terminal Rules and Charges

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,087
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,087
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 24: NVOCCs in Foreign Commerce: Bonds and Agents

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: IC

A. Bonding of NVOCC

1. Carrier has furnished the Federal Maritime Commission a bond in the amount required by CFR 515 to ensure the financial responsibility of Carrier for the payment of any judgement for damages or settlement arising from its transportation related activities or order for reparations issued pursuant to Section 11 of the Shipping Act, 1984 or penalty assessed pursuant to Section 13 of the Act.
2. Bond No.: 20361044
3. Issued By: AMERICAN ALTERNATIVE INSURANCE CORP
(A DELAWARE CORPORATION)
555 COLLEGE ROAD EAST
P.O. BOX 5241
PRINCETON, NJ 08543

B. Agent for Service

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

Not applicable - Carrier domiciled in the U.S.
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 than 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.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,088
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,088
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 25: Certification of Shipper Status in Foreign Commerce

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

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

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

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,089
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,089
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 26: Time/Volume Rates in Foreign Commerce

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Time-Volume Rates (TVR) are subject to the following conditions:

1. Offering Period - TVR are offered for the period shown in the individual TVR.
2. Commodity is as shown in the individual TVR.
3. Minimum Volume - The minimum volume is as shown in the individual TVR.
4. Enrollment - Shipper(s) and/or Consignee(s) desiring to ship cargo under a TVR shall notify the carrier in writing. Enrollment must be in the name of the shipper or consignee making the application. Carrier shall notify shipper/consignee of the Enrollment Number assigned.

Once Shipper has accepted the TVR it shall remain in effect for the time specified, without amendment.
5. Ports/Points - TVR apply only from/to specific ports/points shown in the individual TVR.
6. Except as specifically provided in the individual TVR, all rules, regulations, conditions and charges in this tariff are applicable to TVR's.
7. Cargo shall be rated as per the applicable TVR. If shipper/consignee fails to ship the required minimum then shipper/consignee shall pay the difference between the TVR minimum and the actual quantity shipped at the TVR rate (if two or more rates are provided, the lowest rate shall apply) or shipments shall be rerated at the tariff rate in effect at time of shipment, whichever produces the lowest total charge.
8. Shipments shall be counted toward only one (1) TVR.
9. Beyond its obligations as a common carrier, the carrier makes no commitment to any defined service level, such as assured space, transit time, port rotation or similar service feature.
10. Carrier shall maintain records sufficient to justify the application of TVR, including enrollment form and Bills of Lading for a minimum period of five (5) years after the expiration of the TVR.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,090
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,090
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 27: Loyalty Contracts in Foreign Commerce

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Not Applicable.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,091
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,091
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 28: Definitions

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: IC

CARGO, N.O.S. - means cargo (articles) not otherwise more specifically described in or provided for in this tariff.

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

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

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

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

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

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

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

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

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

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

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

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

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

LOADING OR UNLOADING - means the physical placing of cargo

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,092
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,092
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 28: Definitions (Continued)

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 rate items of this tariff.

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

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

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

ONE COMMODITY - means any or all of the articles described in any one rate item in this tariff.

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 OCEAN WIDE LOGISTICS INC., a Non-Vessel Operating Common Carrier (NVOCC) registered with the U.S. Federal Maritime Commission under FMC Organization No. 024131.

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.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,093
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,093
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 29: ABBREVIATIONS, CODES AND SYMBOLS

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

1. EXPLANATION OF ABBREVIATIONS

Ad. Val. ----- Ad Valorem
A.Q. ----- Any Quantity
B.F. ----- Board Food or Board Feet
B/L ----- Bill of Lading
BAF ----- Bunker Adjustment Factor
BM ----- Board Measurement
CAF ----- Currency Adjustment Factor
Cbm, CM or M3 ---- Cubic Metre
cc ----- Cubic Centimetre
Concl. ----- Concluded
Cont'd ----- Continued
CFS ----- Container Freight Station
Cft. or cft. ----- Cubic Foot or Cubic Feet
cm. ----- Centimetre
Cntr(s) ----- Container(s)
CU ----- Cubic
Cwt ----- 100 Pounds
CY ----- Container Yard
DDC ----- Destination Delivery Charge
Etc. ----- Et Cetera
exc. ----- Exceeding
F.A.K. ----- Freight All Kinds
F.A.S. ----- Free Alongside Ship
FCL ----- Full Container Load
FEU ----- Forty Foot Equivalent Unit
F.I. ----- Free In
F.I.O. ----- Free In and Out
F.I.O.S. ----- Free In, Out and Stowed
F.O. ----- Free Out
F.O.B. ----- Free On Board
F.M.C. ----- Federal Maritime Commission
Ft. ----- Feet or Foot
GOH ----- Garment On Hanger
Hdlg. Chgs. ----- Handling Charges
I.D. ----- Inside Diameter
i.e. ----- That is
I&S ----- Iron or Steel
Incl. ----- Inclusive
K.D. or K/D ----- Knocked Down
K.D.F. ----- Knocked Down Flat
Kilos ----- Kilograms
K/T ----- Kilo Ton
Lb. or Lbs. ----- Pound or Pounds
LCL or LTL ----- Less than Container Load
LS ----- Lumpsum
L/T ----- Long Ton (2240 lbs.)
LT/40 ----- Long Ton (2240 lbs.) or 40 Cubic Feet
M ----- 1 Cubic Metre

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,094
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,094
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013

Items with effective dates prior to page Issue Date are brought forward without change.
Future effective items are preceded with a > symbol.

RULE 29: ABBREVIATIONS, CODES AND SYMBOLS (Continued)

Max. ----- Maximum
MBF or MBM ----- 1,000 Feet Board Measure
Min. ----- Minimum
mm ----- Millimeter
n/exc. ----- Not Exceeding
N.O.S. ----- Not otherwise specified in this Tariff
No. or Nos. ----- Number or Numbers
Pkg. or Pkgs. ----- Package or Packages
PRC ----- People's Republic of China
PRVI ----- Puerto Rico and U.S. Virgin Islands
R/T ----- Revenue Ton
SL&C ----- Shipper's Load and Count
Sq. Ft. ----- Square Foot or Square Feet
S/T ----- Short Ton (2000 lbs.)
SU or S/U ----- Set Up
TEU ----- Twenty Foot Equivalent Unit
TLI ----- Tariff Line Item, same as TRI
TRC ----- Terminal Receiving Charge
TRI ----- Tariff Rate Item, same as TLI
U.S.A. ----- United States of America
USD ----- United States Dollars
Viz. ----- Namely
Vol. ----- Volume
W ----- 1,000 kilos
W/M or WM ----- 1,000 kilos or 1 cubic metre
WT ----- Weight

2. EXPLANATION OF CODES

CONTAINER SIZES

20 - 20 ft.	45C - 45 ft., 8'6" Wide
40S - 40 ft., 8'0"	45S - 45 ft., 8'0"
40 - 40 ft., 8'6"	45 - 45 ft., 8'6"
40A - 40 ft., 9'0" High Cube	45A - 45 ft., 9'0"
40B - 40 ft., 9'6" High Cube	45B - 45 ft., 9'6"
40x - 40 ft., Any Height	45X - 45 ft., Any Height

CONTAINER TEMPERATURE CODES

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

CONTAINER TYPE CODES

AC - Atmosphere Control

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,095
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,095
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 29: ABBREVIATIONS, CODES AND SYMBOLS (Continued)

FB - Flat Bed
FR - Flat Rack
GC - Garment Hanger
IM - Insulated
OT - Open Top
PC - Dry
RE - Reefer

HAZARD CODES

HAZ - Hazardous
NHZ - Non-Hazardous
N/A - Not Applicable

RATE BASIS CODE

AV - Ad Valorem
EA - Each (as defined)
LS - Lumpsum
M - Measure
PC - Per Container
W - Weight
WM - Weight/Measure

SERVICE CODES

S - Container Freight Station
Y - Container Yard
O - Port
D - Door

3. EXPLANATION OF SYMBOLS AND AMENDMENT CODES

(A) - Increase
(C) - Change resulting in neither nor decrease
(E) - Expiration
(I) - New or Initial Matter
(P) - Extension of Service
(R) - Reduction
(S) - Special Case Number
(T) - Terminal Rates, Charges, Tolls or Provisions over
which carrier has no control.
(W) - Withdrawal of erroneous data

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,096
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,096
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 30: Access to Tariff Information

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

This tariff is published on the Internet web site
of Distribution-Publications, Inc., viz:

www.dpiusa.com

Interested parties should contact www.dpiusa.com
for information concerning access to and
cost for use of the tariff.

Please refer to the tariff profile or title page for
additional contact information.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,097
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,097
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
<p>Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.</p>		
<p><u>RULE 31: Seasonal Discontinuance</u> Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>Not Applicable.</p>		
<p>This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,098
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,098
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
<p>Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.</p>		
<p><u>RULE 32: RESERVED</u> Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>Not Applicable.</p>		
<p>This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,099
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,099
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 33: Project Rates

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

Not Applicable.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,100
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancels Original	Cancels Page 2,000,100
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
<p>Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.</p>		
<p><u>RULE 34: Terminal Tariffs</u> Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I</p> <p>Not Applicable.</p>		
<p>This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com.</p>		

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 2,000,101
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 2,000,101
SECTION 2 - RULES	CORR: 0	Issued: 06Dec2013
Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.		

RULE 35: NEGOTIATED RATE ARRANGEMENTS (NRA)

Effective: 08Jan2013 Thru: Expires: Publish 08Jan2013 Amend: I

1. Carrier may, in lieu of publishing a tariff rate, enter into a Negotiated Rate Arrangement ("NRA") with any NRA Shipper. The NRA shall contain the following elements:
 - (a) be in writing;
 - (b) contain the legal name of the parties; and contain the names of the representatives of the parties agreeing to the NRA;
 - (c) be agreed to by both NRA shipper and NVOCC, prior to the date on which the cargo is received by the common carrier or its agent (including originating carriers in the case of through transportation);
 - (d) clearly specify the rate and the shipment or shipments to which such rate will apply; and
 - (e) may not be modified after the time the initial shipment is received by the carrier or its agent (including originating carriers in the case of through transportation).
2. Carrier will assign each NRA a unique NRA number.
3. Carrier shall maintain records of each NRA in accordance with FMC Regulations, 46 CFR 532.7.
4. Carrier's governing rules tariff is provided to shippers at www.dpiusa.com in compliance with FMC Regulations as provided in 46 CFR 532.7.
5. An NRA shall always take precedence over a tariff rate for the same commodity.
6. All rates agreed in an NRA, unless clearly stated to be all-inclusive, shall be subject to surcharges and assessorials as published in Carrier's governing tariff rules. The surcharges and assessorials that will be applied to each NRA are those that are in effect as of the date the first shipment under each NRA is received by Carrier, and such surcharges and assessorials shall remain fixed at that level for the period the NRA is in effect.
7. NRAs proposed by or entered into by Carrier with an NRA Shipper shall contain a confidentiality clause that reads as follows:
The NRA shipper and Carrier agree that the shipper's identity, the rates, charges, terms and conditions offered and/or agreed in an NRA shall be kept confidential from any other shipper or carrier. Any breach of this confidentiality agreement may give rise to a cause of action for actual damages proven to result from such breach of confidentiality.

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001		Orig/Rev Original	Page 0000-00-0000.001				
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE		Cancel Original	Cancel Page 0000-00-0000.001				
Section 4 - COMMODITIES AND RATES		CORR: 0	Issued: 06Dec2013				
<p>Except as otherwise provided, rates apply per 1000 KGS or 1.000 CBM. Effective Dates shown below. Items with effective dates prior to page Issue Date are brought forward without change. Future effective items are preceded with a > symbol.</p>							
TRI	Rate	RBasis	Size & Type	Effective Thru	Expires	Publish	Amend
Commodity: 0000-00-0000 Cargo, NOS							
				08Jan2013		08Jan2013	I
From: U.S. ORIGIN INLAND POINTS (Group) USOP (U.S. ORIGIN PORTS) (Group) Via : USOP (U.S. ORIGIN PORTS) (Group) To: WORLDWIDE DESTINATIONS (Group) WORLDWIDE DEST PORTS (Group) Via: WORLDWIDE DEST PORTS (Group)							
0001	500.00 USD	WM		08Jan2013		08Jan2013	I
Services: OO,SS,SY,YS,YY							
From: WORLDWIDE ORIGINS (Group) WORLDWIDE ORIGIN PORTS (Group) Via : WORLDWIDE ORIGIN PORTS (Group) To: U.S. DESTINATION INLAND POINTS (Group) USDP (U.S. DESTINATION PORTS) (Group) Via: USDP (U.S. DESTINATION PORTS) (Group)							
0002	500.00 USD	WM		08Jan2013		08Jan2013	I
Services: OO,SS,SY,YS,YY							
This tariff number 024131-001 is published by Distribution-Publications, Inc. (DPI) on the web at http://www.dpiusa.com .							

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 100,001
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 100,001
TABLE OF CONTENTS	CORR: 0	Issued: 06Dec2013
SUBJECT	RULE	PAGE
ABBREVIATIONS, CODES AND SYMBOLS -----	29	2,000,093
Access to Tariff Information -----	30	2,000,096
Ad Valorem Rates -----	12	2,000,075
AES/SED HANDLING FEE -----	2-180	2,000,043
ALTERNATE RATE/SERVICE LEVELS: CARRIER SPECIFIC -----	2-140	2,000,035
ALTERNATE RATE/SERVICE LEVELS: ECONOMY, REGULAR, PREMIUM -----	2-130	2,000,034
AMS CHARGES -----	2-160	2,000,037
Application of Rates and Charges -----	2	2,000,012
Automobile Rates in Domestic Offshore Commerce -----	22	2,000,085
Bill(s) of Lading -----	8	2,000,052
BILLS OF LADING: TERMS 1-13 -----	8-010	2,000,053
BILLS OF LADING: TERMS 14-26 -----	8-020	2,000,065
Carrier Terminal Rules and Charges -----	23	2,000,086
Certification of Shipper Status in Foreign Commerce -----	25	2,000,088
Co-Loading in Foreign Commerce -----	14	2,000,077
Commodity Index -----	---	1,000,001
Container Capacity -----	2-040	2,000,021
Definition of Location Groups -----	---	104,001
Definitions -----	28	2,000,091
Diversion By Carrier -----	2-020	2,000,019
Diversion of Cargo (By Shipper or Consignee) -----	2-090	2,000,028
DOCUMENTATION FEES -----	2-150	2,000,036
EU ENTRY SUMMARY DECLARATION CHARGE (ENS) -----	2-190	2,000,045
Extra Length -----	5	2,000,048
Freight All Kinds (FAK) -----	2-120	2,000,033
Freight Forwarder Compensation -----	9	2,000,071
Green Salted Hides in Foreign Commerce -----	17	2,000,080
Hazardous Cargo -----	16	2,000,079
Heavy Lift -----	4	2,000,047
Index of Commodities -----	---	1,000,001
Intermodal Service -----	1-B	2,000,011
Location Group Definitions -----	---	104,001
Loyalty Contracts in Foreign Commerce -----	27	2,000,090
Measurement And Weight -----	2-060	2,000,023
Minimum Bill of Lading Charges -----	6	2,000,049
Minimum Quantity Rates -----	11	2,000,074
Mixed Commodity Rates -----	2-030	2,000,020
Mixed Shipments -----	2-100	2,000,030
NEGOTIATED RATE ARRANGEMENTS (NRA) -----	35	2,000,101

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page 100,002
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page 100,002
TABLE OF CONTENTS	CORR: 0	Issued: 06Dec2013

SUBJECT	RULE	PAGE
NVOCCs in Foreign Commerce: Bonds and Agents -----	24	2,000,087
Open Rates in Foreign Commerce -----	15	2,000,078
Overcharge Claims -----	20	2,000,083
Overweight Containers -----	2-070	2,000,026
Packing Requirements -----	2-010	2,000,018
Payment of Freight Charges -----	7	2,000,050
Project Rates -----	33	2,000,099
Rate Applicability Rule -----	3	2,000,046
RESERVED -----	32	2,000,098
Restricted Articles -----	2-110	2,000,031
Returned Cargo in Foreign Commerce -----	18	2,000,081
Scope -----	1	2,000,001
Seasonal Discontinuance -----	31	2,000,097
Shipper's Load And Count -----	2-080	2,000,027
Shipper Furnished Containers -----	2-050	2,000,022
Shippers Requests in Foreign Commerce -----	19	2,000,082
SUBMISSION OF CARGO DECLARATION DATA (CDDC) -----	2-170	2,000,039
Surcharges and Arbitraries -----	10	2,000,073
Terminal Tariffs -----	34	2,000,100
Time/Volume Rates in Foreign Commerce -----	26	2,000,089
Transshipment -----	13	2,000,076
Use of Carrier Equipment -----	21	2,000,084
Worldwide Ports and Points -----	1-A	2,000,003

OCEAN WIDE LOGISTICS INC. - FMC Tariff No. 001	Orig/Rev Original	Page END PAGE
FROM: TARIFF ORIGIN SCOPE TO: TARIFF DESTINATION SCOPE	Cancel Original	Cancel Page END PAGE
END PAGE	CORR: 0	Issued: 06Dec2013