PYRAMID LINES SINGAPORE PTE. LTD. **ORIGINAL TITLE PAGE**
TARIFF NO. 001

FMC No.: 029328
Non-Vessel Operating Common Carrier

Effective Date: **01JUL2021**
Published Date: **03JUN2021**
Expiration Date:

Controlled Status: N

TITLE PAGE

TARIFF NO. 001
Governing Rules Tariff
NAMING RULES AND REGULATIONS ON CARGO MOVING
IN CONTAINERS / AND BREAKBULK

BETWEEN
U.S. PORTS AND POINTS
AND
WORLDWIDE PORTS AND POINTS

PYRAMID LINES SINGAPORE PTE. LTD. is a Non-Vessel Operating Common Carrier (NVOCC) registered with the Federal Maritime Commission (FMC) and operating under FMC organization number 029328.

NOTICE TO TARIFF USERS

This document is compiled to reflect Carrier's tariff as published in compliance with regulations of the Federal Maritime Commission. The official tariff is that contained in the internet website at www.pyramidlines.online

---

PUBLISHED BY:
PYRAMID LINES SINGAPORE PTE. LTD.
168 ROBINSON ROAD
#18-02 CAPITAL TOWER
SINGAPORE, 068912
E-mail: Inquiry@pyramidlines.online

Tariff Information

Tariff Details

Tariff Number:	**029328-01**
Tariff Title:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Effective:	01JUL2021
Thru:	None
Expires:	None
Publish:	03JUN2021
Amendment Type:	IR
Original Issue:	01JUL2021
Weight Rating:	1,000KGS
Volume Rating:	1CBM
Tariff Type:	FC - Foreign Commodity Tariff
Certification:	All information contained in this tariff is true, accurate and no unlawful alterations will be permitted.

Organization Information

Number:	029328-01
Name:	Foreign Commodity Tariff
Type:	Non-Vessel Operating Common Carrier
HQ Country:	Singapore
Home Office:	168 Robinson Road #18-02 Capitol Tower Singapore, 068912
Phone:	+6567274474
FAX:	
EMail:	Inquiry@pyramidlines.online

INDEX

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD.
	FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	TABLE OF CONTENTS

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Rule 1 – Scope
Rule 1A – Scope
Rule 1B – Intermodal Service
Rule 2 – Application of Rates and Charges
Rule 2-005 – All Inclusive
Rule 2-010 – Packing Requirements
Rule 2-015 – Pass Through Charges
Rule 2-020 – Diversion by Carrier
Rule 2-030 – Mixed Commodities
Rule 2-040 – Container Capacity
Rule 2-050 – Shipper Furnished Container
Rule 2-060 – Measurement and Weight
Rule 2-070 – Overweight Containers
Rule 2-080 – Shipper's Load & Count
Rule 2-090 – Diversion by Shipper or Consignee
Rule 2-100 – Mixed Shipments
Rule 2-110 – Break Bulk Cargo
Rule 2-120 – Freight All Kinds (FAK)
Rule 2-130 – Alternate Rate/Service Levels: Standard, Express, Premium, Priority
Rule 2-140 – FDA Prior Notice
Rule 2-150 – Documentation Fees
Rule 2-160 – AMS Charges - USA
Rule 2-165 – AMS Charges – Non-USA
Rule 2-170 – Cargo Declaration Data
Rule 2-175 – Local or National Taxes
Rule 2-180 – Japan 24 Hour Advance Filing Rules - Japan / Japanese Territories
Rule 2-185 – Verified Gross Mass (VGM) fee - all countries
Rule 3 – Rate applicability
Rule 4 – Heavy Lift
Rule 5 – Extra Length
Rule 6 – Minimum Bill of Lading
Rule 7 – Payment of Freight Charges
Rule 8 – Bill of Lading – Terms & Conditions
Rule 9 – Freight Forwarder Compensation
Rule 10 – Surcharges & Arbitraries
Rule 10-05 – Chassis Usage Charge (CUC)
Rule 11 – Minimum Quantity Rate
Rul 12 – Ad Valorem
Rule 13 – Transshipment
Rule 14 – Co-Loading
Rule 15 – Open Rates
Rule 16 – Hazardous Cargo
Rule 17 – Green Salted Hides
Rule 18 – Returned Cargo
Rule 19 – Shippers Request or Complaints
Rule 20 – Overcharge Claims
Rule 21 – Use of Carrier Equipment
Rule 22 – Automobiles
Rule 23 – Carrier Terminal Rules and Charges
Rule 24 – NVOCC Bond and Process Agent
Rule 25 – Certification of Shippers Status
Rule 26 – Time Volume
Rule 27 – Loyalty Contracts
Rule 28 – Definitions
Rule 29 – Abbreviations, Codes & Symbols
Rule 30 – Access to Tariff Information
Rule 31 – Seasonal Discontinuance
Rule 32 – Reserved
Rule 33 – Reserved
Rule 34 – Terminal Tariffs
Rule 35-101 – Reserved
Rule 36 – Misdeclaration Fee (MAERSK)
Rule 101-FO– GRI –Asia Pacific to USA, Canada - LCL
Rule 102-S16 – Peak Season Surcharge (PSS) TPEB
Rule 102-S17 – Peak Season Surcharge (PSS) East Asia, Indian Subcon. to USA
Rule 103-53–Emergency Market Surcharge (EMS) – LCL
Rule 103-54–Emergency Market Surcharge (EMS) – FCL Direct Impact
Rule 103-55–Emergency Market Surcharge (EMS) – FCL Indirect Impact
Rule 103-060–Emergency Market Surcharge (EMS) – LCL
Rule 103-061–Emergency Market Surcharge (EMS) – LCL
Rule 104-94 – BAF - Pyramid lines North America – FCL
Rule 104-95 – BAF - Pyramid lines North America – FCL
Rule 105-004 - Emergency Intermodal Surcharge
Rule 106-001 – Tri-axle chassis service (TRS) surcharge
Rule 106-002 – Wait Time
Rule 106-003 - Pier Pass

Rule 106-005 - Seattle Extended Gate Fee
Rule 106-006 - Chassis Split
Rule 106-007 - Pre-Pull fee
Rule 106-008 - Hazardous Surcharge – Drayage
Rule 106-009 - Booking Cancelation Fee
Rule 106-10 - Ocean Export Hazardous
Rule 106-11 - Clean Truck Fee
Rule 106-012 - Manual Booking Fee
Rule 106-014 - Oakland, CA Gate Fee
Rule 107-001 – Low Sulphur Surcharge
Rule 108-001 – Origin Terminal Receiving Surcharge
Rule 108-002 – EMF - Ports Of Los Angeles & Long Beach Emergency Surcharge
Rule 108-003 – TSC - SSA Terminal Seattle - Temporary Storage Charge
Rule 109-001 – Origin Equipment Handover Charge
Rule 110-018 – European Emission Trading System Calculation – FCL
Rule 112-03– DET - Pyramid Lines Detention
Rule 112-04– DEM - Pyramid Lines Demurrage
Rule 112-07– Charter Vessel Congestion
Rule 112-08– Charter Program - Demurrage
Rule 113-01– GOH - Garment on Hangers - Transpacific Eastbound
Rule 113-02– PCS - PANAMA CANAL SURCHARGE
Rule 113-03– PCS - PANAMA CANAL ADJUSTMENT FACTOR
Rule 113-05– PCS - PANAMA CANAL SURCHARGE - LCL
Rule 113-06– PANAMA CANAL TRANSIT SURCHARGE
Rule 114-01–CONTINGENCY ADJUSTMENT CHARGE (CAC)
Rule 114-02–EMERGENCY COST RECOVERY SURCHARGE (ECRS) – USTR PROPOSED TARIFFS
Rule 114-03–SCFI – INDEXED FREIGHT RATE ADJUSTMENT
Rule 114-07–EBS-EMERGENCY BUNKER SURCHARGE LCL
Rule 114-08–SMF-SUSTAINABLE MARITIME FUEL- LCL
Rule 114-10–EBS-EMERGENCY BUNKER SURCHARGE FCL
Rule 200 – NVOCC Service Arrangement (NSA) Essential Terms
Rule 201 – Negotiated Rate Arrangement (NRA)

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 1:	**Scope**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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 and in the individual Tariff Line Items (TLI's) of this tariff:

SUBSTITUTED SERVICE AND INTERMODAL SERVICE

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

B. INTERMODAL SERVICE
Carrier will provide through intermodal service via all combinations of air, barge, motor and rail service. Intermodal Rates will be shown as single-factor through rates as specified in individual 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.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 1-A:	Worldwide Ports and Points

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Except as otherwise provided herein, this tariff provides rates and charges between U.S. Ports and Points and World Wide Ports and Points.

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

RETURN TO TABLE OF CONTENT

Intermodal through rates apply from and to points in the U.S., 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
California	CA	North Dakota	ND
Colorado	CO	New Hampshire	NH
Connecticut	CT	New Jersey	NJ
Delaware	DE	New Mexico	NM
Florida	FL	New York	NY
Georgia	GA	Ohio	OH
Idaho	ID	Oklahoma	OK
Illinois	IL	Oregon	OR
Indiana	IN	Pennsylvania	PA
Iowa	IA	Rhode Island	RI
Kansas	KS	South Carolina	SC
Kentucky	KY	South Dakota	SD
Louisiana	LA	Tennessee	TN
Maine	ME	Texas	TX
Maryland	MD	Utah	UT
Massachusetts	MA	Vermont	VT
Michigan	MI	Virginia	VA
Minnesota	MN	Washington	WA
Mississippi	MS	West Virginia	WV
Missouri	MO	Wisconsin	WI
Montana	MT	Wyoming	WY

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 2:	Application of Rates and Charges

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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.)

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 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).

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

P/P (O/O) – The term P/P or O/O means cargo delivered at origin port to destination port

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

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 TLI's or where specified in an Inland Rate Table.

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.

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.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 2-005:	**All Inclusive (AI)**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

All Inclusive – tariff rates which are stated as "All Inclusive" include the following: Ocean Freight, Bunker Adjustment Factor (BAF), Currency Adjustment Factor (CAF), Destination Delivery Charge (DDC), Peak Season Surcharge (PSS), Suez Canal Surcharge, Panama Canal Surcharge, Shanghai Port Surcharge, Imbalance Surcharge, Interim Fuel Participation (IFP), Terminal Handling Charge (THC), Bunker Adjustment Factor (BAF), Italy Emergency Bunker Adjustment (EBA, EBS, EBAF), War Risk Surcharge, Suez Canal Transit, Alameda Corridor Charge, West Coast Port Congestion Fee, Advance Manifest Security Charge, Bunker Charge (BC), Europe to us Chassis Usage Charge (CUC), Origin Pick-Up Charge, Destination Pick-Up Charge, Bill of Lading Fee, and Destination Terminal Handling Charge.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 2-010:	**Packing Requirements**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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.
Fpeak secopies 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.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 2-015:	**Pass Through Charges**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Carrier may publish with immediate effect changes in charges and additional charges which are not under the control of Carrier and which Carrier passes through to its customers without mark-up. Certain of Carrier`s charges to Shippers are based on rates charged to Carrier by third parties, such as terminals, public authorities and vessel operating carriers. From time to time, these third parties impose charges on the Carrier in a manner that prohibits Carrier from providing a thirty-day notice of the increase. When Carrier passes these charges through to Shippers without mark-up, they will be published in this Tariff with an effective date matching the effective date of the underlying service provider. Although Carrier will endeavor to publish these pass-through charges as quickly as possible after it receives notice, they may, in some cases, take effect upon publication.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 2-020:	**Diversion By Carrier**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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

1. To ocean carrier's terminal (motor, rail or water), at port of destination declared on the bill of lading at the expense of the ocean carrier. Carrier may, at their convenience, deliver cargo to ports en-route between Carrier's discharging terminal and carrier's delivery terminal provided the rates are into 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 would have borne had the shipment cleared through the port originally intended.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 2-030:	**Mixed Commodity Rates**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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

RETURN TO TABLE OF CONTENT

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.

CONTAINER SIZES, TYPES, TEMPERATURES AND SERVICE TYPES

SIZE	TYPES	TEMPERATURE	SERVICE TYPE
20'Std 20 Foot Container	AC Atmosphere Control	AC Artificial Atmosphere Control	P/O Port/Ocean Port
40'Std 40 Foot Container	DF Drop Frame	CLD Chilled	D Door
40'HC 40 Foot High Cube	FB Flat Bed	FRZ Frozen	M Motor
45'Std 45 Foot Container	FR Flat Rack	HTD Heated	R Rail Yard
	GC Garment Container	N/A Not Applicable/Not Operating	S Cont Frgt Station
	HH Half Height	RF Refrigerated	U Rail Siding
	IN Insulated	VEN Ventilated	X Team Tracks
	N/A Not Applicable		Y Container Yard
	N/C Non-Containerized		
	OT Open Top		
	PC Dry		
	PL Platform		
	RE Reefer		
	TC Tank		
	TL Top Loader		
	TR Trailer		
	VR Vehicle Racks		

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

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 2-050:	**Shipper Furnished Containers**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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

A. The container must be of body and frame construction acceptable to the carrier and must be manufactured and equipped in accordance with all applicable United States, other local National and International Laws, Regulations and Safety requirements.
B. Shipper furnished containers will be subject to inspection, approval and acceptance for carriage on the carrier's vessel prior to loading the carrier's authorized personnel. Any containers found to be unsuitable will not be accepted for carriage.
C. Each such container and its cargo will be subject to all rates, rules and regulations of this tariff.
D. Shipper furnished containers will be accepted only at loading ports CY and delivered only at destination CY.
E. Shipper will be required by the carrier to submit documentary evidence of ownership or leaseholdership of the container offered for shipment.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 2-060:	Measurement And Weight

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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

1. All packages will be measured in CENTIMETRES and weight in KILOGRAMMES.
2. Rounding off- Dimensions
Where parts of centimeter occur in dimensions, such parts below 0.5 cm. are to be ignored, and those of 0.5 cm. And over are to be rounded off to the centimeter above.
3. Calculating Cubic Measurements
The three dimensions in centimeters (rounded off in accordance with (2) are to be multiplied together to produce the cube of one package or piece in cubic meters to six decimals.
In case of a single package the decimals are to be rounded off at the second decimal, i.e., if the third decimal is below 5 the second decimal remains unaltered; if the third decimal is 5 or higher the second decimal is to be adjusted upwards.
In the case of multiple packages of like dimensions the cube on one package to six decimals is to be multiplied by the number of packages and the total cube is then to be rounded off to two decimals under the foregoing procedure.
4. OFFICIAL MEASURERS AND WEIGHERS
The straight loaded shipments of consolidator Cargo, stuffed at Carrier's nominated off dock CY locations, does not require measuring/weighing for purposes of confirming volume/weight of cargo. For such shipments, however, there must be a certificate from an officially appointed Sworn Measurer to confirm the exact location at which the shipment was stuffed into the container.

5. MISDESCRIPTION, UNDERWEIGHTS AND UNDERMEASUREMENT
A. The carrier at loading port will assess freight on the shipments on the basis of the gross weights and/or measurements declared or deemed to have been declared by Shippers. Such assessment is subject to the terms and conditions of the carrier's Bill of Lading. Notwithstanding the foregoing. Carrier may arrange at the port/point of destination for the verification of the description, measurement or weights of all such shipments as they, at their sole discretion, may decide and in all such cases the description, measurements or weights so obtained shall be used for determining the correct amount of freight which has to be paid and expense incurred should be for account of cargo.
B. If the gross weights and/or measurements declared by the Shippers are less than those ascertained and if the Shippers, by notification to the Carrier, within seven (7) days of the vessels sailing from port of loading or the consignees, by notification to the Carrier prior to the shipment leaving the custody of the Carrier, maintain that the gross weights and/or measurements stated by them are correct, freight shall be assessed provisionally on the controllers' figures and subsequently adjusted, if necessary, after an outturn reweighing and/or re-measuring. If such outturn re-weighting, re-measuring and/or resurveying shows that the gross weights, measurements and/or description were understated and/or mis-declared by the Shippers, re-measuring and/or resurveying shall be for the account of the cargo.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 2-070:	**Overweight Containers**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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).

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 2-080:	**Shipper's Load And Count**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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

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

Carrier will not be directly or indirectly responsible for:
1) Damage resulting from improper loading or mixing of articles in containers, or shipper's use of unsuitable or inadequate protective and securing materials when loading to open-side flat-rack type containers.
2) Any discrepancy in count or concealed damage to articles.
Except as otherwise 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.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR Rule 2-090:	Diversion of Cargo (By Shipper or Consignee)

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Assessorial attached with application of Optional.
A request for diversion of a shipment will be considered as an amendment to the contract of carriage and will be subject to the following definitions, conditions and charges:
A. Definition of Diversion:
A change in the original billed destination (which may also include a change in Consignee, order party, or both). A change in Consignee, order party or both will not be considered as diversion of cargo.
B. Conditions:
1. Requests must be received in writing by the carrier prior to the arrival of the vessel at Discharge Port. Carrier will make diligent effort to execute the request but will not be responsible if such service is operationally impractical or cannot be provided.
2. Cargo moving under a non-negotiable Bill of Lading may be diverted at the request of shipper or consignee. Cargo moving under a negotiable Bill of Lading may be diverted by any party surrendering the properly endorsed original Bill of Lading. Cargo moving under a negotiable Bill of Lading may also be diverted by the shipper or consignee at the carrier's sole discretion without receipt by the carrier of the original negotiable Bill of Lading so long as a new negotiable Bill of Lading is not requested or issued by the carrier. If a new negotiable Bill of Lading must be surrendered to the carrier prior to issuance of the new negotiable Bill of Lading.
3. This rule will apply to full Bill of Lading quantities or full container loads only.
4. A shipment may only be diverted once. Shipper may request cancellation of the original diversion request, resulting in delivery of the cargo to the original billed destination, provided that such request is received prior to arrival of vessel at Discharge Port, and provided that all diversion charges as set out in C. below, applicable to the original diversion request, are paid in full prior to the cancellation request being accepted by the carrier. In no instance will any refund of the diversion charges be made in the event of a cancellation. Any additional expenses incurred by the carrier will be for the account of the cargo.
5. Diverted shipment will be assessed the rate(s) and/or charges from origin to destination to which diverted in accordance with tariffs on file with the FMC.
6. Diversion charges or administrative charge are payable by the party requesting the diversion.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 2-100:	**Mixed Shipments**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 2-110:	**Break Bulk and LCL Rates**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Unless otherwise provided, break bulk and LCL rates apply on cargo delivered to Carrier's Terminal. Containers are to be picked up at Carrier's CY and chassis or flatbed must be provided by the Shipper

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 2-120:	**Freight All Kinds (FAK)**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 2-130:	ALTERNATE RATE/SERVICE LEVELS: STANDARD, EXPRESS, PREMIUM, PRIORITY

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Different levels of Service are offered by the Carrier as shown below. Unless otherwise specified in the individual rate item, Rates are applicable for "Standard Service."

1. Standard - 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. Express - 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 express service will be noted "Express Service" in the individual tariff line items or NVOCC Rate Arrangement. Shipper/Consignee must specifically request express service at the time of booking, or Shipper/Consignee must instruct carrier to provide express service for all shipments of specific tariff line items.

3. Premium - Shipper/Consignee requests carrier provided premium service, in which case shipments will be delivered with an allocation and equipment priority than if shipped by carrier`s regular service. Rates applicable to premium service will be noted with "Premium Service" in the individual tariff line rate items or NVOCC Rate Arrangement. Shipper/Consignee requests for premium service must be made at the time of booking. Shipper/Consignee must instruct carrier to provide premium service for all shipments of a specific tariff line item.

4. Priority - Shipper/Consignee requests carrier provided priority service, in which case shipments will be delivered with an allocation and equipment priority and with a full money back guarantee on the Ocean Freight if not shipped on the agreed vessel than if shipped by carrier`s regular service. Rates applicable to priority service will be noted with "Priority Service" in the individual tariff line rate items or NVOCC Rate Arrangement. Shipper/Consignee requests for priority service must be made at the time of booking. Shipper/Consignee must instruct carrier to provide priority service for all shipments of a specific tariff line item.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 2-140:	FDA PRIOR NOTICE

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

A. Prior Notice and Registration Requirements:
Pursuant to regulations effective December 12, 2003 (see 21 C.F.R. Parts 1 and 20), the FDA must be provided with notice of food that is imported or offered for import into the United States (i.e., the continental U.S., Alaska, Hawaii and Puerto Rico) by water at least eight (8) hours prior to vessel arrival. The term "food" means: (i) articles used for food or drink for man or other animals; (ii) chewing gum; and (iii) and articles used for components of food or chewing gum (see 21 U.S.C. Sec. 321(f)). However, the term does not include meat products, poultry products, and eggs products that are subject to the exclusive jurisdiction of the U.S. Department of Agriculture. In addition to prior notice of food shipments, the new FDA regulations require that U.S. and foreign facilities which are engaged in the manufacturing, processing, packing, or holding of food for consumption in the United States ("subject facilities") register with the FDA.
B. Responsibility for Prior Notice and Registration:
It shall be the responsibility of the shipper and/or consignee named in Carrier's bill of lading (hereinafter collectively referred to as the "Cargo Interests"), to ensure that prior notice of any shipment of food (as that term is defined in Paragraph A) imported or offered for import into the U.S. is provided to the FDA in accordance with applicable regulations and that any subject facility (other than a subject facility of Carrier) which has manufactured, processed, packed or held such food shipment has registered with the FDA in accordance with applicable regulations.
C. Evidence of Compliance:
With respect to any food shipment for which a prior notice confirmation number ("PN Number") is required to be provided to the Bureau of Customs and Border Protection ("CBP"), FDA, or any other government agency upon arrival, it shall be the responsibility of Cargo Interests to ensure that such PN Number has been provided to the required agency(s) and other persons prior to vessel arrival. In addition, Cargo Interests shall be required to provide Carrier with the PN Number immediately upon written request of Carrier.
D. Failure to Comply:
1. In the event that any food shipment is delayed or refused entry into the United States due to the failure to provide adequate prior notice or the failure of a subject facility to register with the FDA, it is expected that notice of refusal will be provided to Carrier by the FDA and/or CBP. Carrier will use best efforts to promptly transmit the notice received from the authorities to the Cargo Interests, who shall be responsible for transmitting such notice to any other persons with an interest in the cargo. Carrier shall not be liable for any delay in the transmission of, or failure to transmit, such notice or any consequences thereof.
2. In the event that any food shipment is delayed or refused entry into the United States due to the failure to provide adequate prior notice or the failure of a subject facility (other than a subject facility of Carrier) to register with the FDA, or if it is determined that cargo which should have been refused entry has been permitted to enter the United States, then the Cargo Interests shall be jointly and severally liable to indemnify, hold harmless, and reimburse Carrier (and by booking a shipment with Carrier do thereby agree to indemnify, hold harmless and reimburse Carrier) for any and all costs, expenses, liabilities, damages, or losses incurred by the Carrier as a result of such non-compliance including, but not limited to, costs of complying with orders and directions of FDA and/or CBP, costs for handling and storing cargo, demurrage, subsequent transport of the cargo by any mode of transportation, and fines and penalties. 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, or to defend any action resulting from actions or events covered by this indemnification, Carrier shall be entitled to recover all costs (including attorneys' fees) incurred in connection with such legal action. For purposes of this paragraph, the indemnification provided to Carrier shall also extend to its agents, affiliates, contractors, employees, vessel-sharing partners, slot charterers, vessel owners, and insurers.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 2-150:	**DOCUMENTATION FEES**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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

1. Documentation Fee: A documentation fee will be assessed per bill of lading pursuant to local rules.

2. AES Fee: When Carrier prepare and file shipper's Export Declarations (SED) with the U.S. government a fee will be charged pursuant to local rules.

3. ISF Fee: When Carrier and/or it's agents and affiliates prepare and files the Importer's Security Filing (ISF) declaration with the U.S. government, a fee will be charged pursuant to local rules.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 2-160:	AMS CHARGES – DESTINATIONS IN THE USA

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Except as otherwise provided in tariff line 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: US$33.75 or EUR 25.00 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$ 54.00 or EUR 40.00 per correction.

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

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

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

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

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

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 2-175:	**LOCAL OR NATIONAL TAXES**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

LOCAL OR NATIONAL TAXES:

Where a Local or National Government imposes a tax or fee on any charge named in this tariff, carrier will collect such tax or fee from the party responsible for payment and remit to such Local or National government.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR Rule 2-165:	AMS CHARGES – ALL OTHER NON-USA COUNTRIES

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Except as otherwise provided in tariff line items, in addition to the documentation charges currently in effect under this tariff the following will apply to all shipments to destinations and/or transshipments in Turkey, Egypt, China, South Korea, Argentina, Jordan, Mexico, Canada, India, South Africa, Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, United Kingdom.

1. In the event Carrier submits advance cargo declaration data to the local Customs Authorities of the above mentioned countries for cargo loaded on a vessel at a U.S. port or Us- territories port, a Cargo Declaration Data Charge shall be payable to Carrier for each bill of lading issued by Carrier or, if the shipper tendering the cargo to Carrier has issued one or more of its bills of lading for such cargo (sometimes referred to as "house bills of lading"), on each such shipper-issued house bill of lading for which the Carrier submits such data. The amount of the charge shall be: Cargo Declaration Data Charge USD $33.75 or EUR 25.00 per bill of lading.
2. In the event that Carrier is required to correct cargo declaration information previously submitted to the Customs Service due to an error or omission on the part of shipper or its agent, shipper shall pay Carrier an amendment fee for each submission to the local Customs Authorities of the above mentioned countries that must be corrected. The amendment fee shall be charged each time a submission is corrected and shall be: Amendment Fee US$ 54.00 or EUR 40.00 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 local Customs Authorities of the above mentioned countries.\n\n4. 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 the local Customs Authorities of the above mentioned countries 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 local Customs Authorities of the above mentioned countries in a complete and accurate manner shall be jointly and severally liable to indemnify and reimburse Carrier for any such penalty and any all costs incurred by Carrier as a result of the denial of permission to unload cargo. Carrier may have a lien on cargo in its possession for amounts due and may hold cargo until such amounts (and any other unpaid freight charges) are paid or sell such cargo after a reasonable period.
6. For the purpose of this rule, the term "Bill of Lading" shall also refer to “Sea Waybill”.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 2-170:	SUBMISSION OF CARGO DECLARATION DATA

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

A. Submission of Cargo Declaration Data; Deadline for Same: All shippers of cargo on board a vessel that will call in the United States, for U.S. import cargo, and foreign destination cargo on board a vessel that will call in the United States, must submit the information named below regarding such cargo to the Carrier in writing, including by electronic transmission, not later than 24 hours prior to the receipt of the cargo by the Carrier.

A1. 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. For example, a container containing 10 pallets with 200 cases shall be described as 200 cases. Generic descriptions such as "Cargo, NOS", "FAK", "Freight, All Kinds", "General Cargo", "Chemicals", "Foodstuffs", and "Said to Contain" are not acceptable descriptions.

A2. 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").

A3. Complete name and address of the consignee, owner or owner's representative, or its ACE identification number.

A4. Internationally recognized hazardous material code when such materials are being shipped.

A5. Seal numbers for all seals affixed to the container.

B. 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 U.S. Customs bonds may submit the required inbound cargo declaration data directly to the U.S. Customs Service. For the purpose of this term, an NVOCC is registered with the FMC if it has been issued an Organization Number by the FMC, published a valid and effective tariff, and posted the required financial security with the FMC.

B1. Any FMC licensed or registered NVOCC with a U.S. Customs bond that tenders cargo that will be on board a vessel when it calls in the United States and provides the required cargo declaration data for that cargo directly to the U.S. Customs Service shall also be required to fulfill the information requirements of
Paragraph A above, regardless of the fact that the information has been submitted directly to U.S. Customs.

B2. NVOCC Co-Loading: For purposes of this subparagraph, the term "Master NVOCC" shall mean the NVOCC that is the customer of the VOCC and tenders co-loaded cargo to the VOCCC in its name. In the event the Master NVOCC submits cargo declaration data for co-loaded cargo directly to the U.S. 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 U.S. Customs Service, but NVOCCs with which it co-loads transmit cargo declaration data for their cargoes directly to the U.S. Customs Service, it shall be the obligation of the Master NVOCC to provide the VOCC with the information described in paragraph A with respect to all co-loaded cargo tendered to the VOCC by the Master NVOCC.

C. Failure to Provide Information; Denial of Permission to Load Cargo:

C1. Carrier may refuse to load any cargo tendered to it for which it has not received the data required by paragraph A of this Rule.

C2. Any and all costs incurred by Carrier with respect to cargo in its possession which is not loaded due to the failure to provide 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 attorneys' fees, incurred in connection with such legal action.

D. Indemnification of Carrier: If Carrier is assessed a civil penalty or denied permission to unload cargo, then any and all shippers, consignees, cargo owners, NVOCCs and their agent(s) that failed to provide the information required by this Rule and/or by the regulations of the U.S. Customs Service in a complete and accurate manner shall be jointly and severally liable to indemnify and reimburse Carrier for any such penalty and any and all costs incurred by the Carrier as a result of the denial of permission to unload 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 attorneys' fees, incurred in connection with such legal action.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: C	
Rule 2-180:	**JAPAN 24 HOUR ADVANCE FILING RULES " JAPAN / JAPANESE TERRITORIES**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

JAPAN 24 HOUR ADVANCE FILING RULES "JAPAN / JAPANESE TERRITORIES"

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 Japan:

1. In the event Carrier submits advance cargo declaration data to the local Customs Authorities of the above mentioned countries for cargo loaded on a vessel at a U.S. port or U.S.-territories 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 EUR 25.00 or USD $33.75 (or equivalent in local currency) 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 local Customs Authorities of the above mentioned countries that must be corrected. The amendment fee shall be charged each time a submission is corrected and shall be:
Amendment Fee EUR 40.00 or USD $54.00 (or equivalent in local currency) per bill of lading

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 local Customs Authorities of the above mentioned countries.

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

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

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: C	
Rule 2-185:	**VERIFIED GROSS MASS (VGM) FEE - ALL COUNTRIES**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

VERIFIED GROSS MASS (VGM) FEE - ALL COUNTRIES

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 all countries:

1. In the event Carrier submits Verified Gross Mass (VGM) data to the local Government Authorities or third-party authorities of the above mentioned countries for cargo loaded on a vessel at an origin port or transshipment port, a VGM FEE 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:

FCL VGM Fee 9.50 USD per Container
LCL VGM Fee 25.00 USD per Shipment

2. In the event that Carrier is required to correct cargo declaration information previously submitted to the local Government Authorities or third-party authorities 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 local Government Authorities or third-party authorities of the above mentioned countries that must be corrected. The amendment fee shall be charged each time a submission is corrected and shall be:
VGM Amendment Fee 9.50 USD 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 local Government Authorities or third-party authorities of the above mentioned countries.

4. The VGM FEE 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 the local Government Authorities of the above mentioned countries 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 local Government Authorities of the above mentioned countries in a complete and accurate manner shall be jointly and severally liable to indemnify and reimburse Carrier for any such penalty and any all costs incurred by Carrier as a result of the denial of permission to unload cargo. Carrier may have a lien on cargo in its possession for amounts due and may hold cargo until such amounts (and any other unpaid freight charges) are paid or sell such cargo after a reasonable period.

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

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: C	
Rule 3:	**RATE APPLICABILITY**

Effective: 01JUL20212 Expires: NONE Publish: 03JUN2021

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.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 4:	**Heavy Lift**

Effective: 01JUL2012 Expires: NONE Publish: 03JUN2021

Not Applicable.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 5:	**Extra Length**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

LCL rates are subject to extra length surcharge as defined in the individual Tariff Line Item.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 6:	**Minimum Bill of Lading Charges**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 7:	**Payment of Freight Charges**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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 U.S. 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 CONVERTABILITY:

1. Conversion Provisions:

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

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 8:	**Bill(s) of Lading**

Effective: 01JUL2021 Expires: NONE Publish: 15JUL2021

Carrier's bill of lading and Terms & Conditions are provided herein.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 9:	**Freight Forwarder Compensation**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

NOT APPLICABLE

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 10:	**Surcharges and Arbitraries**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

See following sub-rules

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IRE	
Rule 10-05:	**Chassis Usage Charge (CUC)**

Effective: 20NOV2023 Expires: NONE Publish: 17NOV2023

The CHASSIS USAGE CHARGE (CUC) will be $45/Day – two days minimum for Live Load/Unload ($90) – 3 day minimum for Drop/Pick ($135) PER CONTAINER.

If you have any questions, please contact your local CEVA account manager for any questions.
All contract and tariff rates are subject to CHASSIS USAGE CHARGE (CUC) will be passed through without mark-up by Carrier and will be assessed in the same amount as imposed upon by the underlying vessel operator providing service to Carrier for each respective shipment.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 11:	Minimum Quantity Rates

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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 Tariff Line Item 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 Tariff Line Item if, the weight or measurement declared for rating purposes is increased to the minimum level.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 12:	**Ad Valorem Rates**

Effective: 01JUL2021 Expires: NONE Publish: 15JUL2021

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 three (5%) percent of the value declared in excess of the said Bill of Lading limit of value and is in addition to the base rate.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 13:	**Transshipment**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Not Applicable.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 14:	**Co-Loading in Foreign Commerce**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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 from time to time.
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.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 15:	**Open Rates in Foreign Commerce**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Not Applicable.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 16:	**Hazardous Cargo**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Except as otherwise provided, Tariff Line Items ("TLI") filed in this tariff apply on Hazardous Cargo Only when the TLI Hazardous Code is "HAZ". TLIs with the Hazardous Code "NHZ" or absent a specific Hazard Code may Not be applied to Hazardous Cargo unless the specific Commodity Description for the TLI applies for Hazardous or Dangerous cargo only.

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 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, WIV, OAE, England as listed below:

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

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR Rule 17:	**Green Salted Hides in Foreign Commerce**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Not Applicable.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 18:	**Returned Cargo in Foreign Commerce**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Not Applicable.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 19:	**Shippers Requests in Foreign Commerce**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 20:	Overcharge Claims

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

A. All claims for adjustment of freight charges must be presented to the Carrier in writing, within three (3) years after the date of shipment. Any expenses incurred by the Carrier in connection with its investigation of the claim shall be borne by the party responsible for the error, or, if no error be found, by the Claimant.

B. For the purpose of uniformity in handling claims for adjustment of freight charges base on alleged errors in cargo description, tariff application, cargo weight and/or measurement, refunds will only be considered as follows:

1. Claims must contain the following original or certified documents:
   - (a) Bill of Lading
   - (b) Packing List
   - (c) Commercial Invoice
   - (d) Custom Entry Permit/Import Declaration, as applicable
   - (e) Customs Export Declaration as applicable
2. If claim is presented to the carrier in writing, cargo may be inspected at port of loading or at destination:
   - (a) By carrier`s agent
   - (b) Jointly by shipper or consignee and carrier`s agent, or
   - (c) By a marine surveyor when requested by carrier`s agent.

C. Claims for freight rate adjustments will be acknowledged by the Carrier within 20 days of receipt by written notice to the Claimant of all governing Tariff provisions and Claimants rights under the Shipping Act of 1984.

D. 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, pursuant to Section 11 (g) of the Shipping Act of 1984. Such claims must be filed within three years of the date the cause of action accrues.

E. Complaints seeking reparation pursuant to Section 11(G) of the Shipping Act of 1984, shall be filed within three (3) years after the cause of action is accrued.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 21:	**Use of Carrier Equipment**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Carrier provides no equipment of its own. Should shipper or consignee request the use of underlying carrier`s equipment for loading or unloading, all charges assessed against the equipment by the underlying vessel operating common carrier shall be for the account of the cargo.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 22:	**Automobile Rates in Domestic Offshore Commerce**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Not Applicable.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 23:	Carrier Terminal Rules and Charges

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Not Applicable.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 24:	**NVOCCs in Foreign Commerce: Bonds and Agents**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

A. Bonding of NVOCC

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

2. Bond No.: **7990911**

Issued By: Southwest Marine and General Insurance Company
150 Northwest Point Blvd
Elk Grove Village, IL 60007

B. RESIDENT AGENT:

1. Carrier's legal agent for the service of judicial and administrative process, including subpoenas is as shown in Paragraph 3 below. In any instance in which the designated legal agent cannot be served because of death, disability or unavailability, the Secretary, Federal Maritime Commission will be deemed to be the Carrier's legal agent for service of process.
2. Service of administrative process, other than subpoenas, may be affected upon the legal agent by mailing a copy of the documents to be served by certified or registered mail, return receipt requested.
3. Name and Address of Resident Agent:

CEVA Freight LLC
15350 Vickery Drive
Houston, Texas 77032

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 25:	**Certification of Shipper Status in Foreign Commerce**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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 Act of 1984 and 1998 before the Carrier accepts or transports cargo for the account of the NVOCC.

A copy of Pyramid’s tariff Title Page and tariff bond rule 24 published by the Pyramid and in effect under 46 CFR Part 520 will be accepted by the underlying Carrier as documenting the Pyramid's compliance with the FMC tariff and bonding requirements of the Act.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 26:	**Time/Volume Rates in Foreign Commerce**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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 - 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 re-rated 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.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD. FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR Rule 27:	**Loyalty Contracts in Foreign Commerce**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Not Applicable.

RETURN TO TABLE OF CONTENT

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 lest 33 1/3 percent from its normal shipping cubage when set up or assembled.
KNOCKED DOWN FLAT (KDF) - means that an article must be taken apart, folded or telescoped in such a manner as to reduce its bulk at least 66 2/3 percent from its normal shipping cubage when set up or assembled.
LESS THAN CONTAINER LOAD (LTL) - means all cargo tendered to carrier not in shipper-loaded/stuffed containers.
LOADING OR UNLOADING - means the physical placing of cargo into or the physical removal of, cargo from containers.
MIXED SHIPMENT - means a shipment consisting of articles described in and rated under two or more 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.
NEGOTIATED RATE ARRANGEMENT (NRA) - means the written and binding arrangement between an NRA shipper and eligible NVOCC to provide specific transportation service for a stated cargo quantity, from origin to destination on and after receipt of the cargo by the Carrier or its agent (originating carrier in the case of through Transportation).
NVOCC SERVICE ARRANGEMENT (NSA) means a written contract, other than a bill of lading or receipt, between one or more NSA shippers and an individual NVOCC or two or more affiliated NVOCCs, in which the NSA shipper makes a commitment to provide a certain minimum quantity or portion of its cargo or freight revenue over a fixed time period, and the NVOCC commits to a certain rate or rate schedule and a defined service level. The NSA may also specify provisions in the event of nonperformance on the part of any party.
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 PYRAMID LINES SINGAPORE PTE. LTD., a Non-Vessel Operating Common Carrier (NVOCC) registered with the U.S. Federal Maritime Commission under FMC Organization No. 029328
RAIL CARRIER - means U.S. rail carrier or rail carriers.
SHANGHAI CONTAINERIZED FREIGHT INDEX (SCFI) - is a market index that tracks spot freight rates from Shanghai to various global ports. It is not a regulatory tariff, but rather a pricing benchmark used by common carriers and shippers to gauge market conditions.
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.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
	FMC Tariff No. 001 - Between (US and World)
Rule 29:	**ABBREVIATIONS, CODES AND SYMBOLS**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

EXPLANATION OF ABBREVIATIONS

A	Increase
AC	Atmosphere Controlled
Ad. Val.	Ad Valorem
AI	All Inclusive
AQ	Any Quantity
BF	Board Foot or Board Feet
B/L	Bill of Lading
BAF	Bunker Adjustment Factor
BM	Board Measurement
C	Change in tariff Item
CAC	Contingency Adjustment Charge
CAF	Currency Adjustment Factor
CBM, CM or M3	Cubic Meter
CC	Cubic Centimeter
CFS	Container Freight Station
CFT	Cubic Foot or Cubic Feet
CLD	Chilled
CM	Centimeter
CU	Cubic
CUC	Chassis Usage Charge
CWT	Cubic Weight
CY	Container Yard
D	Door
DDC	Destination Delivery Charge
DEM	Demurrage
DET	Detention
E	Expiration
EBS	Emergency Bunker Surcharge
EIS	Emergency Intermodal Surcharge
EMF	Ports of Los Angeles & Long Beach Emergency Surcharge
EMS	Emergency Market Surcharge
EU ETS	European Emission Trading System Calculation
FAK	Freight All Kinds
FAS	Free Alongside Ship
FB	Flat Bed
FCL	Full Container Load
FEU	Forty Foot Equivalent Unit
FI	Free In
FIO	Free In and Out
FIOS	Free In, Out and Stowed
FO	Free Out
FOB	Free On Board
FMC	Federal Maritime Commission
FR	Flat Rack
FRZ	Frozen
FT	Feet or Foot
GOH	Garment on Hanger
H	House
HAZ	Hazardous
I	New or Initial Tariff Matter
ID	Inside Diameter
IN	Insulated
I&S	Iron or Steel
K/D	Knocked Down
KDF	Knocked Down Flat
Kilos	Kilograms
K/T	Kilo Ton
LB/LBS	Pound or Pounds
LCL or LTL	Less than Container Load
L/S	Lump-sum
L/T	Long Ton (2240 Lbs)
LT/40	Long Ton (2240 lbs.) or 40 Cubic Feet
M	1 Cubic Meter
Max.	Maximum
MBF or MBM	1,000 Feet Board Measure
Min	Minimum
MM	Millimeter
N/A	Not Applicable
NHZ	Non-Hazardous
NOS	Not otherwise specified
NRA	Negotiated Rate Arrangement
NSA	NVOCC Service Arrangement
OT	Open Top
P	Pier
PCS	Panama Canal Surcharge
Pkg. or Pkgs.	Package or Packages
PRC	People's Republic of China
PRVI	Puerto Rico and U.S. Virgin Islands
R	Reduction
RE	Reefer / Refrigerated
R/T	Revenue Ton
RY	Rail Yard
SCFI	Shanghai Containerized Freight Index
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
SMF	Sustainable Maritime Fuel
T	Terminal
TEU	Twenty Foot Equivalent Unit
THC	Terminal Handling Charge
TLI	Tariff Line Item
TRC	Terminal Receiving Charge
TRI	Tariff Rate Item, same as TLI
TRS	Tri-axle Chassis Service
TSC	SSA Terminal Seattle Temporary Service Charge
USA	United States of America
USD	United States Dollars
VEN	Ventilated
VGM	Verified Gross Mass

VIZ	Namely	W	Weight
VOL	Volume	W/M	Weight/Measure

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **FMC Tariff No. 001 - Between (US and World)**
Amendment No.: IR	
Rule 30:	**Access to Tariff Information**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

This tariff is published on the Internet web site of Pyramid Lines Singapore: www.pyramidlines.online

For archived tariff information, interested parties should contact carrier by email at E-mail: inquiry@pyramidlines.online for information concerning access to https://newqms.gocatapult.com/. Please refer to the tariff profile or title page for additional contact information.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 31:	**Seasonal Discontinuance**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Not Applicable

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD.
Amendment No.: C	FMC Tariff No. 001 - Between (US and World)
Rule 32:	Reserved for Future Use

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Reserved for future use

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD.
Amendment No.: C	FMC Tariff No. 001 - Between (US and World)
Rule 33:	Reserved For Future Use

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Reserved for future use

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 34:	**Terminal Tariffs**

Effective: 01JUL2021

Not Applicable

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 35-101:	**Reserved For Future Use**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Reserved for future use

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IRE	**FMC Tariff No. 001 - Between (US and World)**
Rule 36:	**MISDECLARATION FEE (MAERSK)**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Hazardous Cargo Misdeclaration
Carrier is a Non-Vessel-Operating Common Carrier ("NVOCC") that assumes responsibility for the transportation of Merchant's cargo and uses the services of Vessel Operating Common Carriers ("VOCCs") to physically transport the cargo. Certain VOCCs assess penalties when hazardous cargo is not properly declared, marked or packaged in accordance with applicable IMO, US Department of Transportation or other applicable laws or conventions or when requests are made to amend prior cargo descriptions and declarations after cargo is booked. These penalties involve situations including, but not limited to:
(1) incorrectly declaring cargo as "hazardous" when it is non-hazardous, declaring an incorrect IMO Class or UN number,
(2) failing to properly declare cargo as "hazardous", requests to amend the descriptions or declarations of cargo, and
(3) improperly packing and/or marking of hazardous goods.

Any penalties assessed by the VOCC carrying Merchant's cargo (whether in the VOCC's tariff, service contract or otherwise) will be paid on Merchant's behalf by Carrier and passed through to Merchant without mark-up.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 101-FO:	**GRI - ASIA PACIFIC TO NORTH AMERICA, CANADA - LCL**

Effective: 01JUN2025 Expires: NONE Publish: 2MAY2025

We would like to inform you that carriers have announced General Rate Increase (GRI) for LCL shipments from Asia Pacific origins to the USA and Canada, effective June 1, 2025.

According to the FMC filing by Pyramid Lines Singapore Pte. Ltd on May 27, 2025, with an effective date of June 1, 2025, the GRI will be applied as a pass-through.

Please note that we are closely monitoring market conditions and are working diligently with our carrier partners to minimize the impact on you, our valued customers.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.:C	**FMC Tariff No. 001 - Between (US and World)**
Rule 102-S16:	Peak Season Surcharge (PSS) North & South Europe to North America (TAEB)

Effective:01MAR2025 Expires: None Publish: 05MAR2025

We would like to inform you that Carriers have recently announced a Peak Season Surcharge (PSS) adjustment for shipments from North Europe incl United Kingdom, Ireland, Scan-Baltic, North Spain and Portugal to USA East Coast, USA Gulf, USA West Coast and all inland destinations in the USA and Canada, moving via these ports

Adjustments will take effect on March 01, 2025, until further. Therefore, please note Pyramid Lines will apply the PSS as a pass-through effective March 01, 2025.

Please note that we are monitoring market conditions thoroughly and working closely with our carrier partners to minimize the impact on you, our customer. We will adjust PSS levels and/or effective dates as conditions change.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.:IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 102-S17:	Peak Season Surcharge (PSS) East Asia / Indian Sub-Continent to USA and Canada

Effective:12MAR2025 Expires: None Publish: 05MAR2025

We would like to inform you that carriers have announced a Peak Season Surcharge (PSS) for shipments from East Asia and the Indian Sub-Continent to the USA and Canada, effective May 12, 2025.

According to the FMC filing by Pyramid Lines Singapore Pte. Ltd on January 22, 2025, with an effective date of February 1, 2025, the PSS will be applied as a pass-through.

Please note that we are closely monitoring market conditions and working diligently with our carrier partners to minimize the impact on you, our valued customers.

Thank you for your understanding and continued support.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 103-054:	**EMERGENCY MARKET SURCHARGE (EMS) FCL Direct impact (Red Sea / Suez Canal Routing Tradelanes)**

Effective: 26DEC2024 Expires: NONE Publish: 26NOV2024

Emergency Market Surcharge (EMS) related to Force Majeure Situation

As a direct result of the Force Majeure situation connected to the Red Sea and to better ensure your supply chain continuity, your equipment availability, and your bookings, CEVA Logistics has decided to implement an **Emergency Market Surcharge (EMS) as part of our Ocean Freight Rate structure.** CEVA is continuously monitoring the Force Majeure situation and will provide further information and updates when available. This **EMS** is subject to regular reviews, and your rates will remain aligned to the Force Majeure situation.

Trade	20'RF (USD)	40'HC (USD)
EUROPE/MED TO USA US GULF/ CA	1,000	1,000
INDIA SUB CON/MIDDLE EAST TO US/CA	5,000	5,000

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 103-055:	**EMERGENCY MARKET SURCHARGE (EMS) FCL Indirect impact (Non-Red Sea / Suez Canal Routing Tradelanes)**

Effective: 26DEC2024 Expires: NONE Publish: 26NOV2024

Emergency Market Surcharge (EMS)

Most trade lanes are facing significant space constraints, and carriers are dedicating a rising share of their allocations to premium rate bookings. Long-term, named account bookings are more and more restricted, and container availability continues to be a challenge.

As a result of these general market conditions and to better ensure your supply chain continuity, your equipment availability, and your bookings, CEVA Logistics has decided to implement an **Emergency Market Surcharge (EMS) as part of our Ocean Freight rate structure.** CEVA is continuously monitoring the market situation and will provide further information and updates when available. This **EMS** is subject to regular reviews, and your rates will remain aligned to market conditions.

	20'RF	40'RF
EAST MED TO US/CA/MX	500	500
EUROPE / MED TO USA GULF / CA	500	500
US EAST COAST TO ASIA	300	300
US TO CARIBBEAN	300	600

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 103-060:	**EMERGENCY MARKET SURCHARGE (EMS) LCL**

Effective: 01OCT2026 Expires: 31OCT2026 Publish: 01SEP2026

CEVA FREIGHT GHO

Pyramid Lines - EMS

W.E.F 01 of November 2026 (Loading date), or subject to regulatory filings where applicable, and will remain in place until further notice
EMS

From [Zone]	To [Zone]	Master Trade Lane	EMS USD per W/M
Indian Sub-Continent	United States **	Indian Sub-Continent - United States **	USD 150
Middle East	United States **	Middle East - United States **	USD 65
APAC	United States (WC)**	APAC - United States (WC)**	USD 115
APAC	United States (EC)**	APAC - United States (EC)**	USD 135
Europe & North Africa	United States **	Europe & North Africa - United States **	USD 10
Oceania NZ	United States **	Oceania NZ - United States **	USD 40
South America	United States **	South America - United States **	USD 15
United States **	Africa excl North Africa	United States ** - Africa excl North Africa	USD 5
United States **	Indian Sub-Continent	United States ** - Indian Sub-Continent	USD 5
United States **	Middle East	United States ** - Middle East	USD 50
United States **	APAC	United States ** - APAC	USD 5

.

***** The Emergency Market Surcharge from all origins to the United States and from the United States to all destinations is effective for sailings from November 1st, 2026.***

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 103-061:	**EMERGENCY MARKET SURCHARGE (EMS) LCL**

Effective: 01NOV2026 Expires: NONE Publish: 01OCT2026

CEVA FREIGHT GHO

Pyramid Lines - EMS

W.E.F 8th of September 2026 (Loading date), or subject to regulatory filings where applicable, and will remain in place until further notice
EMS

From [Zone]	To [Zone]	Master Trade Lane	EMS USD per W/M
Indian Sub-Continent	United States **	Indian Sub-Continent - United States **	USD 140
Middle East	United States **	Middle East - United States **	USD 65
APAC	United States (WC)**	APAC - United States (WC)**	USD 130
APAC	United States (EC)**	APAC - United States (EC)**	USD 150
Europe & North Africa	United States **	Europe & North Africa - United States **	USD 15
Oceania NZ	United States **	Oceania NZ - United States **	USD 40
South America	United States **	South America - United States **	USD 20
United States **	Africa excl North Africa	United States ** - Africa excl North Africa	USD 10
United States **	Indian Sub-Continent	United States ** - Indian Sub-Continent	USD 5
United States **	Middle East	United States ** - Middle East	USD 50
United States **	APAC	United States ** - APAC	USD 5

***** The Emergency Market Surcharge from all origins to the United States and from the United States to all destinations is effective for sailings from November 15th, 2026.***

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IRE	**FMC Tariff No. 001 - Between (US and World)**
Rule 104-94:	**BAF - PYRAMID LINES NORTH AMERICA – FCL**

Effective: 01OCT2026 Expires: 22OCT2026 Publish: 24AUG2026

CEVA FREIGHT GHO
Pyramid Lines Singapore Quarterly European Emission Trading System (EU ETS) Calculation

Q4 2026
Valid from October to December 2026 for Dry Vans and Reefer** CURRENCY: EUR

	DRY		REEFER	
Master Trade Lane	20'	40'	20'	40'
North America EC - North Europe	EUR 61	EUR 122	EUR 74	EUR 148
North America EC - West Mediterranean	EUR 95	EUR 190	EUR 114	EUR 228
North America WC - North Europe	EUR 61	EUR 122	EUR 74	EUR 148
North America WC - West Mediterranean	EUR 95	EUR 190	EUR 114	EUR 228
North Europe - North America EC	EUR 104	EUR 208	EUR 125	EUR 250
North Europe - North America WC	EUR 104	EUR 208	EUR 125	EUR 250
West Mediterranean - North America EC	EUR 146	EUR 292	EUR 176	EUR 352
West Mediterranean - North America WC	EUR 146	EUR 292	EUR 176	EUR 352

*update as per regulation & accounting 100% of emission
** ETS mentioned above might be subject to review within a quarter depending on the market situation.
*** For regulatory reasons, for all bookings from China, EU ETS emissions surcharge will be added into the base freight rate.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IRE	**FMC Tariff No. 001 - Between (US and World)**
Rule 104-95:	**BAF - PYRAMID LINES NORTH AMERICA – FCL**

Effective: 23OCT2026 Expires: 31DEC2026 Publish: 24SEP2026

CEVA FREIGHT
GHO
Pyramid Lines Singapore Monthly BAF Calculation
Valid for Dry Vans (For Reefer, please add 50%)
MONTHLY BUNKER SURCHARGE

OCTOBER 2026

From [Zone]	To [Zone]	Master Trade Lane	Per teu / Contr	FCL BAF [USD]
Africa EC	North America EC	Africa EC - North America EC	/teu	$ 191
Africa EC	North America WC	Africa EC - North America WC	/teu	$ 191
Africa South	North America EC	Africa South - North America EC	/teu	$ 191
Africa South	North America WC	Africa South - North America WC	/teu	$ 191
Africa WC	North America EC	Africa WC - North America EC	/teu	$ 351
Africa WC	North America WC	Africa WC - North America WC	/teu	$ 351
Caribbean	North America EC	Caribbean - North America EC	/teu	$ 480
Caribbean	North America WC	Caribbean - North America WC	/teu	$ 480
CENTAM EC	North America EC	CENTAM EC - North America EC	/teu	$ 480
CENTAM EC	North America WC	CENTAM EC - North America WC	/teu	$ 480
CENTAM WC	North America EC	CENTAM WC - North America EC	/teu	$ 720
CENTAM WC	North America WC	CENTAM WC - North America WC	/teu	$ 720
North America EC	Africa EC	North America EC - Africa EC	/teu	$ 536
North America EC	Africa South	North America EC - Africa South	/teu	$ 247
North America EC	Africa WC	North America EC - Africa WC	/teu	$ 376
North America EC	Caribbean	North America EC - Caribbean	/teu	$ 480
North America EC	CENTAM EC	North America EC - CENTAM EC	/teu	$ 480
North America EC	CENTAM WC	North America EC - CENTAM WC	/teu	$ 480
North America EC	Indian Sub Continent	North America EC - Indian Sub Continent	/teu	$ 515
North America EC	Middle East	North America EC - Middle East	/teu	$ 160

North America EC	North Asia	North America EC - North Asia	/teu	$ 171
North America EC	North Europe	North America EC - North Europe	/teu	$ 160
North America EC	Oceania NZ	North America EC - Oceania NZ	/teu	$ 920
North America EC	South America EC	North America EC - South America EC	/teu	$ 556
North America EC	South America WC	North America EC - South America WC	/teu	$ 480
North America EC	South East Asia	North America EC - South East Asia	/teu	$ 171
North America EC	West & East Mediterranean, North Africa	North America EC - West & East Mediterranean, North Africa	/teu	$ 160
North America WC	Africa EC	North America WC - Africa EC	/teu	$ 536
North America WC	Africa South	North America WC - Africa South	/teu	$ 237
North America WC	Africa WC	North America WC - Africa WC	/teu	$ 376
North America WC	Caribbean	North America WC - Caribbean	/teu	$ 480
North America WC	CENTAM EC	North America WC - CENTAM EC	/teu	$ 480
North America WC	CENTAM WC	North America WC - CENTAM WC	/teu	$ 720
North America WC	Indian Sub Continent	North America WC - Indian Sub Continent	/teu	$ 85
North America WC	Middle East	North America WC - Middle East	/teu	$ 80
North America WC	North Asia	North America WC - North Asia	/teu	$ 85
North America WC	North Europe	North America WC - North Europe	/teu	$ 320
North America WC	Oceania NZ	North America WC - Oceania NZ	/teu	$ 560
North America WC	South America EC	North America WC - South America EC	/teu	$ 556
North America WC	South America WC	North America WC - South America WC	/teu	$ 720
North America WC	South East Asia	North America WC - South East Asia	/teu	$ 85
North America WC	West & East Mediterranean, North Africa	North America WC - West & East Mediterranean, North Africa	/teu	$ 320
North Europe	North America EC	North Europe - North America EC	/teu	$ 400
North Europe	North America WC	North Europe - North America WC	/teu	$ 720
Oceania NZ	North America EC	Oceania NZ - North America EC	/teu	$ 920
Oceania NZ	North America WC	Oceania NZ - North America WC	/teu	$ 560
South America EC	North America EC	South America EC - North America EC	/teu	$ 556
South America EC	North America WC	South America EC - North America WC	/teu	$ 556
South America WC	North America EC	South America WC - North America EC	/teu	$ 480

South America WC	North America WC	South America WC - North America WC	/teu	$ 480
West & East Mediterranean, North Africa	North America EC	West & East Mediterranean, North Africa - North America EC	/teu	$ 400
West & East Mediterranean, North Africa	North America WC	West & East Mediterranean, North Africa - North America WC	/teu	$ 720

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IRE	**FMC Tariff No. 001 - Between (US and World)**
Rule 105-004:	**EIS - Emergency Intermodal Surcharge**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Due to trucking shortages across the country and increased costs in the trucking market that are beyond our control, PYRAMID LINES SINGAPORE PTE. LTD. (Carrier) must implement an Emergency Intermodal Surcharge (EIS). The primary issues affecting the trucking industry are:

- Truck driver shortage
- Increased cost of operations
- Increased chassis street dwell tightening inventory and availability
- Infrastructure challenges and congestion at terminals and rail ramps

Emergency Intermodal Surcharge (EIS) will currently pass thru as the following:

1 – 250 miles	USD200
251+ miles	USD400

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IRE	**FMC Tariff No. 001 - Between (US and World)**
Rule 106-001:	**TRI-AXLE CHASSIS SERVICE (TRS) SURCHARGE**

Effective: 14AUG2022 Expires: NONE Publish: 19JUL2022

Because of unprecedented market conditions, chassis shortages, congestion, and equipment imbalances, both steamship lines and truckers are applying adjustments to surcharges.

Adjustments to take place with effective date of August 14, 2022 as follow:

Current FILING

Surcharge Name	Tariff	Rule	CODE	Currency	Amount	Basis
Tri-Axle Surcharge	029328-001	106-001	TRS	USD	175	Additional $100 Flip Fee applies to Rail destinations

FILING ADJUSTMENTS

Updated Rate		Basis
300	Per CNTR	Additional $100 Flip Fee applies to Rail destinations

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 106-002:	**WAIT TIME**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

USD 95.00/per hour, applies per hour over standard 1-hour live un/load, Applies to USA Door moves only

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 106-003:	**PIER PASS**

Effective: 01JUL2023 Expires: NONE Publish: 07JUL2023

CURRENT AS OF JULY 1, 2023

TMF DATES AND RATES ADJUSTMENT

Effective July 1, 2023 and subject to regulatory clearance by the Federal Maritime Commission, the Traffic Mitigation Fee (TMF) will be $34.21 per TEU (twenty equivalent unit) or $68.42 for all other sizes of container for non-exempt international container moves through the terminals at the ports of Los Angeles and Long Beach between the hours of 7:00 a.m. Monday through Friday.

*Exempt containers include empty containers, domestic and transshipment cargo, and import cargo or export cargo that transits the Alameda Corridor in a container and is subject to a fee imposed by the Alameda Corridor Transportation Authority. Empty chassis and bobtail trucks are also exempt

If you have any questions, please contact the Customer Service Center at 877 863-3310.

All contract and tariff rates are subject to TMF/Pier Pass, will be passed through without mark-up by Carrier and will be assessed in the same amount as imposed upon by the underlying vessel operator providing service to Carrier for each respective shipment as published in Pyramid Lines Singapore Tariff Rule 002-015. Carrier will not pass through TMF/Pier Pass if not billed by a third party. "

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 106-005:	**SEATTLE EXTENDED GATE FEE**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

USD 38.00 per container

Applies for US FCL containers receiving via truck to Seattle T46 & T18, applies to USA Door moves only

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IRE	**FMC Tariff No. 001 - Between (US and World)**
Rule 106-006:	**CHASSIS SPLIT**

Effective: 20NOV2023 Expires: NONE Publish: 17NOV2023

The CHASSIS SPLIT will be $125 per CONTAINER per OCCURANCE.

If you have any questions, please contact your local CEVA account manager for any questions.
All contract and tariff rates are subject to CHASSIS SPLIT will be passed through without mark-up by Carrier and will be assessed in the same amount as imposed upon by the underlying vessel operator providing service to Carrier for each respective shipment.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 106-007:	**PRE-PULL FEE**

Effective: 20OCT2023 Expires: NONE Publish: 20OCT2023

We would like to inform you we are reducing our pre-pull fee for FCL drayage to align with the market rates.

This decrease will take effect on October 10th, 2023

Effective 10/20/2023 and subject to regulatory clearance by the Federal Maritime Commission:

The PRE-PULL FEE will be $175 per PER CONTAINER PER OCCURANCE.

If you have any questions, please contact your local CEVA account manager for any questions.

All contract and tariff rates are subject to PRE-PULL FEE will be passed through without mark-up by Carrier and will be assessed in the same amount as imposed upon by the underlying vessel operator providing service to Carrier for each respective shipment as published in Pyramid Lines Singapore Tariff Rule 106-007.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IRE	**FMC Tariff No. 001 - Between (US and World)**
Rule 106-008:	**HAZARDOUS SURCHARGE - DRAYAGE**

Effective: 14AUG2022 Expires: NONE Publish: 19JUL2022

Because of unprecedented market conditions, chassis shortages, congestion, and equipment imbalances, both steamship lines and truckers are applying adjustments to surcharges.

Adjustments to take place with effective date of August 14, 2022 as follow:

Current FILING							FILING ADJUSTMENTS	
Surcharge Name	Tariff	Rule	CODE	Currency	Amount	Basis	Updated Rate	Basis
Hazardous Drayage FCL	029328-001	106-008	-	USD	150	Per CNTR	250	Per CNTR

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 106-009:	**BOOKING CANCELLATION FEE**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

USD 100.00 per container - All bookings cancelled or postponed to the vessel later than the first available sailing, 7 calendar days or less prior to Estimated Time of Departure will be subject to Booking Cancelation Charge. Booking Cancellation will only apply if cancellation is initiated by the customer.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 106-10:	**OCEAN EXPORT HAZARDOUS**

Effective: 21OCT2021 Expires: NONE Publish: 24SEP2021

All Exports from USA

As you may have seen over the past few weeks, ocean carriers that are still accepting hazardous cargo in consolidated containers increased their hazardous surcharges. Some ocean carriers have completely suspended accepting any hazardous consolidation bookings on any of their vessels, even thru their alliance partners. In addition, carriers may limit and/or prohibit the acceptance of certain classes of hazardous materials.

The costs of handling dangerous goods in the United States have substantially increased on all transport modes, whether via truck, rail or ocean. In many parts of the U.S. there is an acute shortage of drayage & trucking companies that can handle hazardous materials due to limited drivers that are certified to handle.

Due to these stringent restrictions and overall suspensions by certain carriers, we must increase our Hazardous Surcharges as follows:

Effective as of October 21st 2021

Class	Surcharge	Minimum
2.1	$40 w/m	$150.00
2.2	$40 w/m	$150.00
3	$40 w/m	$150.00
8	$40 w/m	$150.00
9	$40 w/m	$150.00
4.1	$40 w/m	$450.00
4.2	$40 w/m	$450.00
4.3	$40 w/m	$450.00
5.1	$40 w/m	$450.00
6.1	$40 w/m	$450.00

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD.
Amendment No.: IR	FMC Tariff No. 001 - Between (US and World)
Rule 106-11:	CLEAN TRUCK FEE

Effective: 01APR2022 Expires: NONE Publish: 29MAR2022

Effective April 1, 2022 the ports of Long Beach and Los Angeles, will begin collecting a rate of $10 per twenty-foot equivalent unit on loaded import and export cargo containers hauled by drayage trucks as they enter or leave container terminals.

All contract and tariff rates are subject to CTF, it will be passed through without mark-up by Carrier and will be assessed in the same amount as imposed upon by the underlying service provide to Carrier for each respective shipment as published in Pyramid Lines Singapore Tariff Rule 002-015. Carrier will not pass through CTF if not billed by a third party.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 106-012:	**MANUAL BOOKING FEE**

Effective: 24APR2022 Expires: NONE Publish: 30MAR2022

All rate offers for exports from North America are based on the utilization of My CEVA for all bookings. Any booking made outside of the My CEVA ecommerce platform or direct EDI connection will be charged a manual booking fee of USD $75.00 per shipment.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 106-014:	**OAKLAND, CA GATE FEE**

Effective:14NOV2024 Expires: NONE Publish: 14OCT2024

Pyramid Line would like to inform you that the Port of Oakland, CA has announced a $5 increase to their gate fee, now $45 as of November 1st, 2024.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 107-001:	**LOW SULPHUR SURCHARGE**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

LOW SULPHUR SURCHARGE (LSS)

Pyramid Lines Singapore ("Carrier") will introduce a new Low Sulphur Surcharge (LSS) to offset additional costs incurred by switching to cleaner vessel fuels in Emission Control Areas (ECA), as required by international environmental regulation and guidelines. This charge will be passed through without mark-up by Carrier and will be assessed in the same amount as assessed by the underlying vessel operator providing service to Carrier for each respective shipment.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 108-001:	**ORIGIN TERMINAL RECEIVING SURCHARGE**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

ORIGIN TERMINAL RECEIVING SURCHARGE (OTRS)
All contract and tariff rates are subject to OTRS, will be passed through without mark-up by Carrier and will be assessed in the same amount as imposed upon by the underlying vessel operator providing service to Carrier for each respective shipment as published in Pyramid Lines Singapore Tariff Rule 002-015.
Carrier will not pass through OTRS if not billed by a third party.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 108-002:	**EMF - PORTS OF LOS ANGELES & LONG BEACH EMERGENCY SURCHARGE**

Effective: 01NOV2021 Expires: NONE Publish: 01NOV2021

All contract and tariff rates are subject to EMF, will be passed through without mark-up by Carrier and will be assessed in the same amount as imposed upon by the underlying vessel operator providing service to Carrier for each respective shipment as published in Pyramid Lines Singapore Tariff Rule 002-015.

Carrier will not pass through EMF if not billed by a third party.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: C	**FMC Tariff No. 001 - Between (US and World)**
Rule 108-003:	**TSC - SSA TERMINAL SEATTLE - TEMPORARY STORAGE CHARGE**

Effective: 02DEC2021 Expires: NONE Publish: 02DEC2021

All contract and tariff rates are subject to TSC, will be passed through without mark-up by Carrier and will be assessed in the same amount as imposed upon by the underlying vessel operator providing service to Carrier for each respective shipment as published in Pyramid Lines Singapore Tariff Rule 002-015.
Carrier will not pass through TSC if not billed by a third party.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 109-001:	**ORIGIN EQUIPMENT HANDOVER CHARGE**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

ORIGIN EQUIPMENT HANDOVER CHARGE (OEHC)

All contract and tariff rates are subject to OEHC, will be passed through without mark-up by Carrier and will be assessed in the same amount as imposed upon by the underlying vessel operator providing service to Carrier for each respective shipment as published in Pyramid Lines Tariff Rule 002-015.

Carrier will not pass through OEHC if not billed by a third party.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IRE	**FMC Tariff No. 001 - Between (US and World)**
Rule 110-018:	**European Emission Trading System (EU ETS) Calculation (Quarterly) - LCL**

Effective: 01OCT2026 Expires: 31DEC2026 Publish: 26AUG2026

CEVA FREIGHT GHO
Pyramid Lines Singapore Quarterly European Emission Trading System (EU ETS) Calculation
Q3 2026
Valid from Jul to Sep 2026 for Dry cargo**

LCL	
Master Trade Lane	W/M
North America EC - North Europe	EUR 3
North America EC - West Mediterranean	EUR 3
North America WC - North Europe	EUR 3
North America WC - West Mediterranean	EUR 3
North Europe - North America EC	EUR 3
North Europe - North America WC	EUR 3
West Mediterranean - North America EC	EUR 3
West Mediterranean - North America WC	EUR 3

** ETS mentioned above might be subject to review within a quarter depending on the market situation.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001: PYRAMID LINES SINGAPORE PTE. LTD.
Amendment No.: CE-01 FMC Tariff No. 001 - Between (US and World)
Rule 112-03: DET - PYRAMID LINES DETENTION

Effective: 01SEP2022 Expires: NONE Publish: 30SEP2022

Detention will be levied when the Merchant holds equipment before returning to the terminal, port, or depot for longer than the allotted free time.

Dry / Standard / Refrigerated Equipment or Chassis
Merchant to benefit from respective Vessel Operating Common Carrier's (VOCC) or terminal's published tariff. NVOCC will give Merchant the options below:

Option 1: Free time and charge per day thereafter are a direct pass-through charge if Merchant agrees to pay the Detention directly to the VOCC or terminal as to afford the NVOCC the benefit of the safe harbor provisions set forth in OSRA 2022.

Option 2: Merchant requests NVOCC and/or it's agents and affiliates in writing (which may be part of the Merchant's agreement with NVOCC's agents or affiliates, or by email, or by any form of communication in writing) to pay the Detention on the Merchant's behalf. NVOCC will provide a copy of VOCC's and/or terminal's Detention invoice as supporting document that lists the 13 data elements as required by the OSRA 2022. In addition, Merchant will agree to pay a 75.00 USD per bill of lading Detention Administration Fee to NVOCC's agents and/or affiliates to accommodate unforeseen expenses as a result of added resources needed outside the standard service offerings of the NVOCC's agents and/or affiliates (which may include urgent check issuance, or any transactional fees, or wire fees, or online fees, or courier fees, and/or bank fees, etc.) in pursuant of arranging immediate release of dry/standard/refrigerated equipment or chassis to the Merchant.

Failure to pay these charges in a timely manner (net 30 from invoice date) may result in collection fee equal to 2.5% or the highest rate permitted by applicable law, whichever is less, for each 30-day period that the charges remain unpaid.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD.
Amendment No.: C	FMC Tariff No. 001 - Between (US and World)
Rule 112-04:	DEM - PYRAMID LINES DEMURRAGE

Effective: 01JUL2021 Expires: NONE Publish: 30SEP2022

Demurrage will be levied when the Merchant holds equipment or equipment remains inside the terminal, port, or depot for longer than the allotted free time.

Dry / Standard / Refrigerated Equipment or Chassis
Merchant to benefit from respective Vessel Operating Common Carrier's (VOCC) or terminal's published tariff.
NVOCC will give Merchant the options below :

Option 1 : Free time and charge per day thereafter are a direct pass-through charge if Merchant agrees to pay the Demurrage directly to the VOCC or terminal as to afford the NVOCC the benefit of the safe harbor provisions set forth in OSRA 2022.

Option 2 : Merchant requests NVOCC and/or it's agents and affiliates in writing (which may be part of the Merchant's agreement with NVOCC's agents or affiliates, or by email, or by any form of communication in writing) to pay the Demurrage on the Merchant's behalf. NVOCC will provide a copy of VOCC's and/or terminal's Demurrage invoice as supporting document that lists the 13 data elements as required by the OSRA 2022. In addition, Merchant will agree to pay a 75.00 USD per bill of lading as Demurrage Administration Fee to NVOCC's agents and/or affiliates to accommodate unforeseen expenses as a result of added resources needed outside the standard service offerings of the NVOCC's agents and/or affiliates (which may include urgent check issuance, or any transactional fees, or wire fees, or online fees, or courier fees, and/or bank fees, etc.) in pursuant of arranging immediate release of dry/standard/refrigerated equipment or chassis to the Merchant.

Failure to pay these charges in a timely manner (net 30 from invoice date) may result in collection fee equal to 2.5% or the highest rate permitted by applicable law, whichever is less, for each 30-day period that the charges remain unpaid.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 112-07:	**CHARTER VESSEL CONGESTION**

Effective: 01DEC2021 Expires: NONE Publish: 29OCT2021

Due to the ongoing congestion being felt at all US Seaports that are beyond our control, Pyramid Lines Singapore Pte Ltd (conditions thoroughly and working closely with our carrier partners to minimize the impact to you, our customer. Carrier) must update the Charter Vessel Congestion surcharge. This charge is related to the dwell time the charter vessels are experiencing between their readiness to berth and the actual berthing. December 1, 2021 the Charter Vessel Congestion surcharge will be billed at $150 per container / per day from the Charter Carriers Notice of Readiness until the date of berthing for all customers utilizing the charter vessel program. Please note that we are monitoring market

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 112-08:	**CHARTER PROGRAM - DEMURRAGE**

Effective: 01JAN2022 Expires: NONE Publish: 30NOV2021

Effective January 1, 2022 the CEVA Charter Vessel program will bill container demurrage as per the below schedule. The 4 free days are based on working days, whereas all days after are based on calendar days (including weekends and holidays). Demurrage charges are applicable for all container sizes (20 /40 / 40HC / 45`, 53` as well as refrigerated and shipper owned equipment).

4 FREE DAYS
From 5th to 7th - $300 per day
From 8th to 12th - $340 per day
From 13th Onwards - $370 per day

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 113-01:	**GOH - GARMENT ON HANGERS - TRANSPACIFIC EASTBOUND**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

Garment On Hangers (GOH) surcharge to be applied upon customer request for safely and conveniently transporting garments, textiles, & apparel on hangers.
The amount and scope will be as follow:

FCL: Dry Containers
Commodities: Apparel, Garments, Wearing Textiles
Trade Scope: Transpacific / India Sub-Continent / East Asia Eastbound to USA & Canada

USD $1,125 per 20DRY
USD $1,250 per 40DRY
USD $1,250 per 40HC
USD $1,590 per 45HC

The GOH surcharge will be applied upon customer request for Garment On Hangers service.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD.
Amendment No.: IR	FMC Tariff No. 001 - Between (US and World)
f Rule 113-02:	PCS - PANAMA CANAL SURCHARGE - FCL

Effective: 01JAN2024 Expires: NONE Publish: 12DEC2023

Panama Canal Surcharge - FCL

The Panama Canal continues to suffer from severe drought, consequently, the Panama Canal Authority has recently announced further restrictions.

These restrictions combined with an increase in the Canal Tariff implemented earlier in the year, are taking a severe toll on operations.

Therefore, please note Pyramid Line will apply a Panama Canal Surcharge | PCS as a pass-through starting January 1, 2024 for cargo transiting from and to Canada/USA via the canal

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 113-03:	**PCS - PANAMA CANAL ADJUSTMENT FACTOR**

Effective: 01JAN2024 Expires: NONE Publish: 12DEC2023

The water level at the Panama Canal has resulted in a reduction of vessel transitions per day. Capacity transiting the Canal will be reduced by -30% from January 1, 2024.

This will result in a Panama Canal Adjustment Factor implementation of 160,- USD per TEU for all Containers from Europe (North and South) to US West Coast by all water services We are continuously monitoring the situation and will provide further information once available.

Please be informed that we need to pass on the surcharge, which will finally settle in the market.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 113-05:	**PCS - PANAMA CANAL SURCHARGE - LCL**

Effective: 01FEB2024 Expires: NONE Publish: 11JAN2024

As the Panama Canal continues to face challenges due to the ongoing severe drought and reduced water levels, congestion, prolonged turnaround times and elevated operating costs, the Canal authorities and subsequently carriers and forwarders, are implementing the below PANAMA CANAL LOW WATER SURCHARGE on the following lanes:

APAC to USEC, CA EC, MX EC (non Singapore transhipments)
USEC, CAEC, MXEC to APAC (non Singapore transhipments)
USWC to EU
USEC, CA EC, MX EC to LATAM WC

ALL TRADES USD 6 W/M (1 CBM = 1000 KGS)

This surcharge is effective Feb 1, 2024

We will continue to monitor the Panama situation and will provide updates as needed.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 113-06:	**PCT - PANAMA CANAL TRANSIT SURCHARGE**

Effective: 01JAN2025 Expires: NONE Publish: 20DEC2024

The Panama Canal Authority has introduced a new booking reservation system called the Long-Term Slot Allocation (LOTSA) to regulate canal crossing reservations. This system, effective from January 1, 2025, has led to a significant increase in operational costs. As a result, Carriers will be implementing a PANAMA CANAL TRANSIT SURCHARGE. This surcharge will apply to all commodities and equipment loaded on the services that transit through the Panama Canal. and Pyramid Lines will apply these charges as pass-through.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IRE	**FMC Tariff No. 001 - Between (US and World)**
Rule 114-01:	**CONTINGENCY ADJUSTMENT CHARGE (CAC)**

Effective: 19SEP2024 Expires: NONE Publish: 19SEP2024

Contingency Adjustment Charge (CAC)

Please be advised that the previously announced pass-through Contingency Adjustment Charge (CAC), effective December 21, 2023, will be extended to cover increased operational costs due to labor unrest, including strikes, lock-outs, work stoppages, or slow-downs.

If no labor unrest occurs, this charge will not be applied. However, once labor unrest has begun, the charge will continue until the Carrier notifies the respective tariffs that the impact on its operations and any affected port(s) has ended.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD.
Amendment No.: IRE	FMC Tariff No. 001 - Between (US and World)
Rule 114-02:	EMERGENCY COST RECOVERY SURCHARGE (ECRS) - USTR PROPOSED TARIFFS

Effective: 25MAR2025 Expires: NONE Publish: 25MAR2025

EMERGENCY COST RECOVERY SURCHARGE (ECRS) - USTR PROPOSED TARIFFS

In response to the US Trade Representative's proposed tariffs on carriers with Chinese connections or utilizing Chinese-built vessels, all contract and tariff rates will be subject to the Emergency Cost Recovery Surcharge (ECRS) and will be passed through by the Carrier without mark-up. These rates will be assessed in the same amount as imposed by the underlying sub-contracted carriers or vessel operators providing service to the Carrier for each respective shipment, as published in Pyramid Lines Singapore Tariff Rule 002-015.

Carrier will not pass through the ECRS if it is not billed by a third party.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD.
Amendment No.: IRE	FMC Tariff No. 001 - Between (US and World)
Rule 114-03:	SCFI – INDEXED FREIGHT RATE ADJUSTMENT

Effective: 13OCT2025 Expires: NONE Publish: 13OCT2025

SCFI - Indexed Freight Rate Adjustment

Scope:
Applies to all shipments originating from Shanghai, China to designated ports served by Pyramid Lines Singapore

Rate Adjustment Mechanism:

1. **Base Rate**:
   The base freight rate shall be established at the **time of cargo possession** and shall be indexed to the **Shanghai Containerized Freight Index (SCFI)** as published weekly here
2. **Adjustment Formula**:
   If the SCFI value for the relevant trade lane changes by **±5% or more** from the value at the time of cargo possession, Pyramid Lines Singapore reserves the right to adjust the freight rate accordingly.
   Adjustments shall be capped at **±15%** of the original base rate.
3. **Notification**:
   Any rate adjustment will be communicated to the shipper **no less than 7 days** prior to cargo possession.
   Shippers may cancel or amend bookings without penalty within 48 hours of receiving notice.

Pass-Through Charges:

1. All applicable surcharges, including but not limited to: Bunker Adjustment Factor (BAF), Terminal Handling Charges (THC), Peak Season Surcharge (PSS), Security Fees (e.g. AMS, ISF, JP AFR, ACI, etc.), Low Sulphur Surcharge (LSS), General Rate Increase (GRI), Equipment Management Surcharge (EMS), International Ship and Port Facility Security (ISPS), SEAL Fee, Bill of Lading (B/L) Fee, Entry Summary Declaration (ENS) Fee, Operational Recovery Surcharge (OCR - Saudi Arabia), Winter Surcharge (e.g. port delays, waiting times, icebreaking operations, increased fuel consumption, etc.), External Temporary Storage Facility (ETSF), Currency Adjustment Charge (CAC), shall be passed through at cost without markup unless otherwise agreed in writing. These charges are subject to the Pyramid Lines Singapore Tariff Rules and other local charges valid at the time of shipment.
2. These charges will be referenced generally as “VOCC-published surcharges” and will be itemized in the bill of lading.

Co-Loading Provisions:

1. Co-loading is permitted for **LCL shipments only**.
2. Pyramid Lines Singapore assumes full liability for cargo received under co-loading arrangements.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001: PYRAMID LINES SINGAPORE PTE. LTD.
Amendment No.: IR FMC Tariff No. 001 - Between (US and World)
Rule 114-07: EBS – EMERGENCY BUNKER SURCHARGE - LCL

Effective: 24APR2026 Expires: NONE Publish: 23MAR2026

CEVA FREIGHT GHO
Pyramid Lines - Emergency Bunker Surcharge LCL
W.E.F 24 April 2026 (Loading date), or subject to regulatory filings where applicable, and will remain in place until further notice
EMERGENCY BUNKER SURCHARGE [EBS]

From [Zone]	To [Zone]	Master Trade Lane	Per teu / Contr	LCL Middle East War Emergency BAF
Africa EC	North America EC	Africa EC - North America EC	/teu	USD 5
Africa EC	North America WC	Africa EC - North America WC	/teu	USD 5
Africa South	North America EC	Africa South - North America EC	/teu	USD 5
Africa South	North America WC	Africa South - North America WC	/teu	USD 5
Africa WC	North America EC	Africa WC - North America EC	/teu	USD 5
Africa WC	North America WC	Africa WC - North America WC	/teu	USD 5
Caribbean	North America EC	Caribbean - North America EC	/teu	USD 5
Caribbean	North America WC	Caribbean - North America WC	/teu	USD 5
CENTAM EC	North America EC	CENTAM EC - North America EC	/teu	USD 5
CENTAM EC	North America WC	CENTAM EC - North America WC	/teu	USD 5
CENTAM WC	North America EC	CENTAM WC - North America EC	/teu	USD 5
CENTAM WC	North America WC	CENTAM WC - North America WC	/teu	USD 5
Indian Sub Continent	North America EC	Indian Sub Continent - North America EC	/teu	USD 11
Indian Sub Continent	North America WC	Indian Sub Continent - North America WC	/teu	USD 11
Middle East	North America EC	Middle East - North America EC	/teu	USD 11
Middle East	North America WC	Middle East - North America WC	/teu	USD 11
North America EC	Africa EC	North America EC - Africa EC	/teu	USD 11
North America EC	Africa South	North America EC - Africa South	/teu	USD 11
North America EC	Africa WC	North America EC - Africa WC	/teu	USD 11
North America EC	Caribbean	North America EC - Caribbean	/teu	USD 11
North America EC	CENTAM EC	North America EC - CENTAM EC	/teu	USD 11
North America EC	CENTAM WC	North America EC - CENTAM WC	/teu	USD 11
North America EC	Indian Sub Continent	North America EC - Indian Sub Continent	/teu	USD 5
North America EC	Middle East	North America EC - Middle East	/teu	USD 5
North America EC	North Asia	North America EC - North Asia	/teu	USD 5
North America EC	North Europe	North America EC - North Europe	/teu	USD 5
North America EC	Oceania NZ	North America EC - Oceania NZ	/teu	USD 11
North America EC	South America EC	North America EC - South America EC	/teu	USD 5
North America EC	South America WC	North America EC - South America WC	/teu	USD 5
North America EC	South East Asia	North America EC - South East Asia	/teu	USD 5
North America EC	West & East Mediterranean, North Africa	North America EC - West & East Mediterranean, North Africa	/teu	USD 5
North America WC	Africa EC	North America WC - Africa EC	/teu	USD 11
North America WC	Africa South	North America WC - Africa South	/teu	USD 11
North America WC	Africa WC	North America WC - Africa WC	/teu	USD 11
North America WC	Caribbean	North America WC - Caribbean	/teu	USD 11
North America WC	CENTAM EC	North America WC - CENTAM EC	/teu	USD 11
North America WC	CENTAM WC	North America WC - CENTAM WC	/teu	USD 11

North America WC	Indian Sub Continent	North America WC – Indian Sub Continent	/teu	USD 5
North America WC	Middle East	North America WC - Middle East	/teu	USD 5
North America WC	North Asia	North America WC - North Asia	/teu	USD 5
North America WC	North Europe	North America WC - North Europe	/teu	USD 5
North America WC	Oceania NZ	North America WC - Oceania NZ	/teu	USD 11
North America WC	South America EC	North America WC - South America EC	/teu	USD 5
North America WC	South America WC	North America WC - South America WC	/teu	USD 5
North America WC	South East Asia	North America WC - South East Asia	/teu	USD 5
North America WC	West & East Mediterranean, North Africa	North America WC - West & East Mediterranean, North Africa	/teu	USD 5
North Asia	North America EC	North Asia - North America EC	/teu	USD 11
North Asia	North America IPI	North Asia - North America IPI	/teu	USD 11
North Asia	North America RIPI	North Asia - North America RIPI	/teu	USD 11
North Asia	North America WC	North Asia - North America WC	/teu	USD 11
North Europe	North America EC	North Europe - North America EC	/teu	USD 11
North Europe	North America WC	North Europe - North America WC	/teu	USD 11
Oceania NZ	North America EC	Oceania NZ - North America EC	/teu	USD 5
Oceania NZ	North America WC	Oceania NZ - North America WC	/teu	USD 5
South America EC	North America EC	South America EC - North America EC	/teu	USD 11
South America EC	North America WC	South America EC - North America WC	/teu	USD 11
South America WC	North America EC	South America WC - North America EC	/teu	USD 11
South America WC	North America WC	South America WC - North America WC	/teu	USD 11
South East Asia	North America EC	South East Asia - North America EC	/teu	USD 11
South East Asia	North America IPI	South East Asia - North America IPI	/teu	USD 11
South East Asia	North America RIPI	South East Asia - North America RIPI	/teu	USD 11
South East Asia	North America WC	South East Asia - North America WC	/teu	USD 11
West & East Mediterranean, North Africa	North America EC	West & East Mediterranean, North Africa - North America EC	/teu	USD 11
West & East Mediterranean, North Africa	North America WC	West & East Mediterranean, North Africa - North America WC	/teu	USD 11

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 114-08:	**SMF – Sustainable Maritime Fuel - LCL**

Effective: 01OCT2026 Expires: NONE Publish: 02JUN2026

LCL decarbonization Contribution, a flat surcharge of USD 1.50 per LCL shipment, applied to all Ceva Logistics' global LCL shipments starting July 1st, 2026.

LCL is, by nature, a shared transport model. While ocean transport remains the least carbon-intensive mode per ton-kilometer, international maritime transport still represents close to 3% of global greenhouse gas emissions worldwide, reflecting the scale of global trade. Decarbonizing LCL therefore requires a collective approach that reflects the operational reality.

The LCL decarbonization Contribution is designed as a shared, network-wide mechanism, to jointly support the scaling of Sustainable Maritime Fuel (SMF) that would not be achievable on an individual shipment basis.
All amounts collected through this contribution are reinvested globally in initiatives dedicated to the decarbonization of LCL transport, ensuring a consistent, transparent and shared approach across the network.

For customers with more than 2000 LCL shipments per year, emissions declarations will be provided to enhance transparency and support sustainability reporting.

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.**
Amendment No.: IR	**FMC Tariff No. 001 - Between (US and World)**
Rule 114-10:	**EBS – EMERGENCY BUNKER SURCHARGE - FCL**

Effective: 01AUG2026 Expires: None Publish: 24JUL2026

We would like to inform you of changes to Emergency Bunker Surcharges effective 1 August 2026, driven by sustained high fuel costs and recent carrier tariff adjustments.

What is changing
As of 1 May, carriers are implementing fuel-related increases in different ways. While the structure varies by carrier, the overall outcome is a net increase in fuel costs across the market. The level of increase differs significantly depending on trade lane, destination, and mode (port to port vs. intermodal).
To ensure continued service stability and transparency, updated Emergency Bunker Surcharge (EBS) levels will apply for the month of June.

New Emergency Bunker Surcharge levels – effective 1 August 2026
(Applicable to NAC contracts only)

Destination	20’	40’	Applicability
West Coast (CA/US/MX)	260	396	VAN/PRR + SEA/TIW/OAK/LAX
Inland Ramps via WC	478	605	any inland ramp via West Coast Ports
East Coast (CA/US/MX)	385	582	HAL/MTR + ports on East Coast/Gulf
Inland Ramps via EC	505	720	any inland ramp via East Coast Ports

RETURN TO TABLE OF CONTENT

SECTION – 2

NVOCC SERVICE ARRANGEMENT (NSA)

ESSENTIAL TERMS (ET)

Tariff Rule Information

029328-001:	**PYRAMID LINES SINGAPORE PTE. LTD.** **NRA RULES TARIFF NO. 001**
Amendment No.: IR **Rule 200:**	**NVOCC SERVICE ARRANGEMENT (NSA) ESSENTIAL TERMS (ET)**

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

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

NSA – ET NO.	DURATION	COMMODITY	SCOPE	MQC

RETURN TO TABLE OF CONTENT

Tariff Rule Information

029328-001:	PYRAMID LINES SINGAPORE PTE. LTD. NRA RULES TARIFF NO. 001
Amendment No.: IR Rule 201:	NEGOTIATED RATE ARRANGEMENT (NRA)

Effective: 01JUL2021 Expires: NONE Publish: 03JUN2021

NEGOTIATED RATE ARRANGEMENT (NRA)

Pursuant to 46 CFR part 532 and 78 Fed. Reg 42886 (18 July 2013), Carrier hereby give public notice that Carrier will exclusively offer to enter into Negotiated Rate Arrangement with its customers.

RETURN TO TABLE OF CONTENT

****
End of Rule Text
****