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JOINT FREIGHT FORWARDER (INTERMODAL) TARIFF NO. 001

Naming Commodity Rates on

All Cargo Shipped

Between

Designated

U.S. Pacific Coast Ports and Points via those Ports and Hawaii Ports and Points

As per Rule 001

Governing Tariffs: See Page 4

Original Tariff Effective Date: March 01, 2005 (D) (A) Tariff Expiration Date: May 23, 2014

Issued for:

THE PASHA GROUP 4040 Civic Center Drive, Suite 350 San Rafael, CA. 94902

And

PASHA HAWAII LOGISTICS, LLC 4040 Civic Center Drive, Suite 350 San Rafael, CA. 94902

> (C) Larry Barber Issuing Officer Tel. (415) 927-6466

For explanation of abbreviations and reference marks, see page 6

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Tariff Check Sheet

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Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
826	5 th Rev/25	881	29th Rev/54	936		991		1046	
827	6 th Rev/26	882	33 rd Rev/22	937		992		1047	
828	9 th Rev/41	883	168 th Rev/2	938		993		1048	
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835	161 st Rev/2	890	170 th Rev/2	944		1000		1054	
836	4 th Rev/Title	891	6 th Rev/Title	943		1000		1055	
837	78 th Rev/40	892	0 Rev/Title	947		1001		1050	
838	67 th Rev/41	893		948		1002		1058	
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840	79 th Rev/40	895		950		1005		1060	
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843	80th Rev/40	898		953		1008		1063	
844	69th Rev/41	899		954		1009		1064	
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851	7 th Rev/27	906		961		1016		1071	
852	6 th Rev/28	907		962		1017		1072	
853 854	5 th Rev/33 5 th Rev/34	908 909		963 964		1018 1019		1073 1074	
855	9 th Rev/35	910		965		1019		1074	
856	81 st Rev/40	910		966		1020		1075	
857	70 th Rev/41	912		967		1021		1077	
858	11 th Rev/42	913		968		1023		1078	
859	11 th Rev/43	914		969		1024		1079	
860	12th Rev/44	915		970		1025		1080	
861	29th Rev/45	916		971		1026		1081	
862	20th Rev/46	917		972		1027		1082	
863	16 th Rev/47	918		973		1028		1083	
864	13th Rev/48	918		974		1029		1084	
865	5 th Rev/49	920		975		1030		1085	
866	4 th Rev/50	921		976		1031		1086	
867	14 th Rev/51	922		977		1032		1087	-
868	29 th Rev/52	923		978		1033		1088	
869	28 th Rev/53	924		979		1034		1089	
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875	166 th Rev/2	930		985		1040		1095	
876	82 nd Rev/40	931		986		1041		1096	
877	71 st Rev/41	932		987		1042		1097	
878	167th Rev/2	933		988		1043		1098	
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880	29th Rev/53	935		990		1045		1100	

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Governing Publications:

U.S. Code of Federal Regulations, Title 46, Parts 146-179;

U.S. Code of Federal Regulations, Title 49, Parts 170-179;

International Maritime Dangerous Goods Code (IMCO) published by the Intergovernmental Maritime Consultative Organization, 101-103 Piccadilly, London, WIV, DAE, England;

International Maritime Dangerous Goods Code, issued by the International Maritime Organization (IMO);

Port of San Diego - Tariff No. 1-G, FMC-T, No. 0001-G; and

Hawaii Administrative Rules, Commercial Harbors and Tariff;

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Explanation of Abbreviations and Reference Marks

For the purposes of this tariff ("Tariff"), the following definitions shall apply:

AND or OR	The words "and" and "or" are used interchangeably, and are	e convertible by the substitution of one for the	e other, as the sense may suggest
	or require.		
AQ	Any Quantity		
BBLS	Barrels		
B/L or Bill of Lading	Carrier's Bill of Lading		
"Cargo" or "Freight" or	Shall include articles of every kind and description, including		
"Goods"	Carrier for transportation either under a written transportation	on agreement between Carrier and Shipper a	nd described or identified on the
Ci	face of the Bill of Lading. The Pasha Group or Pasha Hawaii Logistics LLC, as the case		
Carrier CF	Cubic Feet or Foot	se may be.	
			4141
Charge	The dollars and cents resulting from the application of a Ra	<u> </u>	rediting allowances, if any.
Chassis CIF	Means a wheeled frame designed to carry demountable Con Cost, Insurance Freight	tainers.	
Container or Cargo Container	A unit, not less than 20 feet in overall length, designed prim		
Container of Cargo Container	on and off Carrier's vessels and requiring mounting to a Ch Rates and rules in this Tariff, the word "Container" shall als	assis for movement over streets and highway	s. For the purpose of applying
	in Rates or rules.		,
Container Freight Station	The place where Goods are received by agents of the Carrie	r for loading into Containers and where such	Goods are unloaded by Carrier or
(CFS)	their agent from Containers for delivery in Hawaii.		<u> </u>
C.O.D.	Collect on Delivery		
CWT	Per 100 pounds, hundred weight		
EAN	Except as Noted		
EFF	Effective		
EXP	Expires		
Free In and Out (FIO)	The cost of loading and unloading a vessel is borne by the s	11	
Free on Board	Export term in which the price quoted by the exporter does not include the costs of ocean transportation, but does include loading on board the vessel.		
FT or '	Feet		
Holidays	New Year's Day	Labor Day	Admissions Day (CA)
	President's Day	Veterans Day	Kamehameha Day (HI)
	Memorial Day	Thanksgiving Day	Discoverer's Day (HI)
	Independence Day	Christmas Day	Harry Bridges Day (HI)
DV "	Yester		Jack Hall Day (HI)
IN or " INCL.	Inches Inclusive		
KD or K.D.	Knocked Down		
Measurement Ton (MT or		cheet towns as units and navious when small	d to the dimensions and weight of
MsT)	40 cubic feet or 2240 lbs per ton whichever generates the hi the Cargo.	gnest tonnage units and revenue when applic	ed to the difficultions and weight of
MBM	Thousand Board Feet Measurement		
NOS	Not Otherwise Specified		
NCWT	Net Cargo Weight per Hundred Pounds		
One Commodity	Any and all of the articles described in any one Rate item in	this Tariff	
Point of Origin	·		
Point of Destination	Means the precise location at which Carrier physically receives Goods for transportation. Means the precise location at which Goods are physically delivered in accordance with the Bill of Lading.		
Rate	Means the price per stated unit for the service offered under the Rate.		
REV.	Revised		
Ro-Ro Service	Refers to Cargo rolled on and off a vessel, in lieu of being li	ifted on and off	
SU/S.U.	Set Up		
Straight Shipment	A Shipment consisting of articles, all of which are described	I in and Rated under one specific Rate item i	n this Tariff
Shipment	Except as otherwise provided, means a quantity of Goods te		
Simplificati	consignee at one Point of Destination.	indered by one simpper on one simpping does	mient at one rome of origin for one
Trailer	Except as otherwise provided, means a unit, not less than 20 feet in overall length, designed primarily for the transport of Cargo via		
	highway, equipped with a suitable permanently affixed undercarriage and wheels, and with a device for coupling to a self-powered tractor		
	for movement.		
VIZ	Namely		
Weight Ton (W)	2,240 pounds		
WM	Per Weight Ton or Measurement Ton, whichever generates the greater revenue		
Work Day	Means that period of each calendar day, except Saturdays, Sundays or Holidays, from 8:00 AM to 5:00 PM.		
·	, , , , , , , , , , , , , , , , , , ,		

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Section 1 – Rules and Regulations

Rule 001: Scope

Rules and conditions named herein apply to the transportation of Cargo between ports listed below and U.S. Inland Points via those ports. U.S. Inland Points are defined as any inland location within the contiguous 48 states or the state of Hawaii.

	1	
Rule 001.001	Location Group – Pacific Base Ports	San Diego, CA Los Angeles, CA (I)(R)
Rule 001.002	Location Group – Hawaii Base Ports	Hilo, HI (Hawaii)
Kule 001.002	Location Group – Hawaii Base Ports	Kahului, HI (Maui)
D 1 001 002	I C II "Al" B	Honolulu, HI (Oahu)
Rule 001.003	Location Group – Hawaii Arbitrary Ports	Kaumalapau, HI (Lanai)
		Kaunakakai, HI (Molokai)
		Nawiliwili, HI (Kauai)
Rule 001.004	The Pasha Group and/or Pasha Hawaii	San Diego, CA
	Logistics LLC Terminal Locations are:	National City Marine Terminal
		c/o The Pasha Group/Pasha Hawaii Logistics LLC
		2100 Tidelands
		National City, CA. 91950
		Hilo, HI
		Pasha Hawaii Transport Lines LLC
		c/o The Pasha Group/Pasha Hawaii Logistics LLC
		1
		80 Kuhio Street
		Hilo, Hawaii 96720
		Kahului, HI
		Pasha Hawaii Transport Lines LLC
		c/o The Pasha Group/Pasha Hawaii Logistics LLC
		Kahului, Hawaii 96732
		Kanuful, Hawaii 90/32
		Honolulu, HI
		Pasha Hawaii Transport Lines LLC
		c/o The Pasha Group/Pasha Hawaii Logistics LLC
		Pier 32, Honolulu Harbor
		Honolulu, HI 96817
Rule 001.005	Location Group – Hawaii Port and Inland	Aiea, HI (Door) – 96707
	Points	Honolulu, HI (Door) – 96817
	To be used only in conjunction with Item	Honolulu, HI (Door) - 96819
	Numbers 9900.01 and 9900.02 – Household	Kapolei, HI (Door) – 96707
	Goods and Personal Effects	Mililani, HI (Door) – 96789
		Pearl City, HI (Door) – 96782
		Waipahu, HI (Door) – 96797
		Honolulu, HI (Port)
Rule 001.006	Location Group – Pacific Northwest via	Seattle, WA.
	Barge Service	
	24.50 2011100	1

For explanation of abbreviations and reference marks, see page 6

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Rule 002:

Application of Rates, Charges and Terms of Tariff

The shipper agrees that each Shipment of Goods tendered to the Carrier shall be pursuant to and transported in accordance with the terms and conditions of this Tariff, and any amendments thereto.

The Tariff Rates, rules and Freight Charges applicable to a given Shipment must be those in effect on the date the Carrier or its agent receives the Cargo, including originating Carriers in the case of Rates for through transportation. In the event of multiple Shipments on one Bill of Lading, the effective date shall be the date the full Bill of Lading amount is received.

All Rates unless otherwise provided are stated in US Dollars and shall be rated based on a Measurement Ton (MsT) as defined as either 40 Cubic Feet per ton or 2240 lbs per ton, whichever produces the highest tonnage units and revenue when applied to the dimensions and weight of Cargo.

Whenever Freight Charges are based on an "EACH" basis, each Rate item shall contain specific provisions for the applicable sizes and dimensions of units, when the number of these units is the basis for calculation of the Freight.

Delivery to/from arbitrary ports shall be provided and the Rates charged shall be those which are currently published in this Tariff, plus the arbitrary Charges as per Rule 10, unless otherwise specified.

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Description Of Services

Pier To Pier Cargo

Pier-to-Pier Cargo is that which is loaded at origin port and unloaded at destination port by or for the account of the Carrier, according to the custom of the port. Terminal Charges where applicable are for the account of the Cargo interest.

Intermodal Cargo

Cargo moving in intermodal service must be covered by one Bill of Lading.

Intermodal Rates named herein are, unless otherwise provided via motor, rail and/or water transportation and apply via routes established by the Carrier.

Description Of Services For Which Rates Apply And Shipper/Consignee And Carrier's Obligations.

D/D - Designates Rates for Shipments in door-to-door service

Cargo is picked up at a designated location, at Carrier's expense, and likewise is delivered to a designated location at Carrier's expense.

D/P - Designates Rates for Shipments in door-to-pier Carrier's port terminal service.

For pick-up obligations, see D/D service. Consignee shall arrange for receipt of Cargo at Carrier's port terminal.

P/D - Designates Rates for Shipments in pier-Carrier's port terminal-to-door service

Shipper must arrange for Cargo to be delivered to Carrier's ports/terminals. For delivery obligations, see D/D service.

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Packing/Disclaimer

Unless the nature of the package is specifically provided for in an individual item, Rates named herein may be applied without regard to packing. Claims for damage to or loss of contents resulting from lack of or insufficient packing shall not be paid by Carrier in any event.

Force Majeure Clause

Except to the extent of its own negligence or willful misconduct, Carrier shall not be liable to the shipper for delay or default in the performance or discharge of any duty or obligation under this Tariff when caused by act of God, act of public enemy, arrest or restraint of princes, rulers or people, labor disorders or disputes, strikes or lockout or stoppage or restraint of labor from whatever cause or other difficulties within the work force, fires, floods, seizures under legal process, intentional or malicious acts of third persons or any other organized opposition, water sprinkler leakage, windstorm, cyclone, moths, vermin, insect, corruption, earthquake, tidal waves, tornadoes, strikes, accidents, civil commotion, closing of the public highways, governmental interference or regulations and other contingencies, similar or dissimilar to the foregoing, beyond the reasonable control of the Carrier.

Parts

Where in this Tariff, Rates are provided for articles, the same Rate will also be applicable on the parts of such, unless specific Rates are provided for such parts.

Weight Cargo (Cargo Freighted On A Weight Basis)

Carrier shall have the option to weigh or re-weigh on certified scales any Cargo tendered for Shipment. Any weight thus ascertained by the Carrier shall be deemed paramount and shall govern the freighting of the Cargo, notwithstanding any other weight, certified or otherwise declared by the shipper. Provided, however, that shipper may upon reasonable notice and at its expense, seek independent certification of the accuracy of any scales employed by the Carrier.

Measurement Cargo (Cargo Freighted On A Measurement Basis)

All Freight Rates shall be based on the actual overall measurement of each package or other Freight unit, except as otherwise provided with the understanding that fractional inch dimensions shall be disposed of in freighting as follows: Carrier shall have the option to measure or re-measure any Cargo tendered for Shipment. Any measurement thus ascertained by the Carrier shall be deemed paramount and shall govern the freighting of the Cargo, notwithstanding any other measurement, certified or otherwise declared by the shipper.

- 1. All measurements under one half (1/2) inch or centimeter are dropped.
- 2. All fractions exceeding one-half (1/2) inch or centimeter should be included as whole inches or centimeters.
- In determining the cubic content of any irregular piece or package, the three greatest dimensions shall be measured.
- 4. In computing measurements to determine the Rate to be applied where a weight Rate is predicated on measurement per ton, the actual fractions will be used.

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Hazardous or Dangerous Cargo

Hazardous Cargo refers to substances or material including a hazardous substance which has been determined by the Secretary of Transportation, the Transportation Security Agency and/or International Maritime Organization (IMO), as the case may be, to be capable of posing an unreasonable risk to health, safety and property when transported in commerce and which has been so designated. It consists of those commodities for which on deck stowage is not required and which may be stowed under deck in conformity with the "Code of Federal Regulations". Such commodities shall be assessed the Cargo NOS Rate, unless otherwise provided.

The rules and regulations as contained in 49 CFR Parts 100-199 and Federal Register HM –181, as a supplement to 49 CFR Parts 100-199, supplements thereto or revisions thereof, shall apply to the transportation of all explosives or other dangerous or hazardous materials under provisions of this Tariff.

Particulars shall be furnished to the Carrier of items of this character when not indicated in the Tariff by the word "CAUTION" for the Carrier's consideration on its acceptance for handling on vessel of the Carrier. Carrier will hold shipper(s) solely responsible for any penalties and/or damage resulting from failure to comply with the foregoing certification.

Carrier reserves the right to refuse to transport dangerous or hazardous Cargo of any kind.

Hazardous Materials Surcharge - \$200.00 per MT when Cargo requires on deck stowage by U.S. Coast Guard regulations.

Carrier will not accept Shipments of the following hazardous or dangerous Cargo:

Ammunition;

Explosives, including all military explosives (IMO Class 1.1, 1.2, 1.3);

Corrosive Liquids;

Poisonous Gases;

Military Lethal Chemicals; and,

Other items included in Title 49 Code of Federal Regulations, Part 171 et seq.

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Rule 003:

Heavy Lift Charges

Except as otherwise provided, all pieces or packages weighing in excess of 35,000 lbs., excluding wheeled or tracked vehicles and deemed by the Carrier to be capable of being safely lifted by crane, shall be assessed the following heavy lift Charge:

35,001 lbs. and not over 37,000 lbs.	\$2,446.00	53,001 lbs. and not over 55,000 lbs.	\$4,402.00
37,000 lbs. and not over 39,000 lbs.	2,663.00	55,001 lbs. and not over 57,000 lbs.	4,619.00
39,001 lbs. and not over 41,000 lbs.	2,880.00	57,001 lbs. and not over 59,000 lbs.	4,837.00
41,001 lbs. and not over 43,000 lbs.	3,098.00	59,001 lbs. and not over 61,000 lbs.	5,054.00
43,001 lbs. and not over 45,000 lbs.	3,315.00	61,001 lbs. and not over 63,000 lbs.	5,271.00
45,001 lbs. and not over 47,000 lbs.	3,532.00	63,001 lbs. and not over 65,000 lbs.	5,489.00
47,001 lbs. and not over 49,000 lbs.	3,750.00	65,001 lbs. and not over 67,000 lbs.	5,706.00
49,001 lbs. and not over 51,000 lbs.	3,967.00	67,001 lbs. and not over 69,000 lbs.	5,923.00
51,001 lbs. and not over 53,000 lbs.	4,185.00	69,001 lbs. and not over 71,000 lbs.*	6,140.00

^{*}For pieces or packages weighing over 71,000 lbs., add \$217.00 for each additional 2,000 lbs. or fraction thereof to this tier's Rate.

Rule 004:

Reserved for Expansion

Rule 005:

Minimum Bill of Lading Charge

The minimum Bill of Lading Charge shall be \$750.00 per Bill of Lading.

Rule 006:

Household Goods, Personal Effects, Military

Military Household Goods consist of used Household Goods and personal effects belonging to members of the US Armed Forces and/or civilian employees of the Department of Defense and move under Bills of Lading executed by SDDC, approved Household Goods movers or ITGBL carriers and port agents operating on their behalf from ports in CONUS, Hawaii or tendered by or consigned to approved ITGBL carriers or port agents.

PASHA HAWAII LOGISTICS LLC THE PASHA GROUP Joint Freight Forwarder Tariff No. 001

John Freight For warder Farm 100 001

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Rule 007:

Payment of Freight Charges

The Rates provided in this Tariff apply in United States currency.

All Freight and other Charges shall be considered earned upon receipt of the Goods by the Carrier.

Freight Charges shall be prepaid unless agreed otherwise in writing with the Carrier.

When Freight Charges are prepaid, the Bill of Lading will not be issued except upon payment of such Freight Charges.

If the shipper or consignee provides funds to a Freight forwarder or agent to pay the Freight Charges due the Carrier, it is understood that the forwarder or agent acts as the agent of the shipper or consignee and that payment of such funds to such forwarder or agent does not constitute payment to the Carrier.

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Rule 008: Bill of Lading

TERMS AND CONDITIONS OF CONTRACT

- 1. DEFINITIONS. The word "Carrier" shall include The Pasha Group or Pasha Hawaii Logistics LLC, as applicable; the owner, operator, charterer and master of the Vessel; the Vessel; and, any connecting or substituted water or other Carrier, as the case may be, performing transportation under the transportation agreement evidenced by this Bill of Lading. The term "transportation agreement" shall have the meaning stated in paragraph 2 below. The word "Vessel" shall include the vessel named on the face of this Bill of Lading and any other vessel, lighter or watercraft owned, operated, chartered or employed by Carrier or any connecting or substituted water Carrier performing transportation under the transportation agreement. The word "Shipper" shall include the person or entity entering into the transportation agreement with Carrier, as well as any person or entity for whose account or on whose behalf the Goods are shipped or delivered. The word "Goods" shall include articles of every kind and description, including their packaging, Containers or other shipping units or materials, tendered to Carrier for transportation under the transportation agreement and described or identified on the face of this Bill of Lading. The word "Consignee" shall include a holder of a negotiable Bill of Lading, rightfully endorsed, the person named as consignee on the face hereof, the owners of the Goods, and all other persons lawfully entitled to possession of the Goods (other than Carrier). The word "Charges" shall include all freight, demurrage, equipment detention, general average and any other money obligations incurred or payable by the Shipper and the Consignee, or either of them, or for the payment of which Carrier has a security interest or maritime lien on the Goods, under the transportation agreement or by operation of law. An endorsement that the Goods have been shipped "on board" means on board Carrier's vessel or another mode of transport operated by or on behalf of Carrier en route to the port of loading for loading aboard the Vessel.
- 2. CLAUSE PARAMOUNT. Carrier's receipt, custody, carriage and delivery of the Goods are governed by the provisions of the : (a) any written transportation agreement between Shipper and Carrier or any entity related by ownership to Carrier; (b) except as set forth in the foregoing written transportation agreement, the terms and conditions of Carrier's applicable tariff(s); (c) except as set forth in the foregoing written transportation agreement and/or Carrier's applicable tariff(s), the terms and conditions stated on the front and back of this Bill of Lading; and (d) except as set forth in the foregoing written transportation agreement, Carrier's applicable tariff(s), and/or the terms and conditions stated on the front and back of this Bill of Lading, the provisions of the United States Carriage of Goods by Sea Act ("COGSA"), all of which, construed as set forth above, shall be referred to herein as the "transportation agreement". The Shipper and Consignee shall be bound by all the provisions of the transportation agreement. Copies of the applicable tariff(s) are obtainable from Carrier upon request. Carrier shall also have the benefit of sections 4281 through 4286 and 4289 of the Revised Statutes of the United States and any amendments thereto, and all other statutes of the United States or any other country which may be applicable to the circumstances, to grant Carrier exemption from or exoneration of liability and/or any limitation of liability related to the Shipment. To the extent applicable under the circumstances of any transportation under this Bill of Lading, the transportation agreement is and for all purposes shall be a written agreement under 49 USCA §14101(b)(i) and the parties waive the terms of the Interstate Commerce Act, except as otherwise provided therein. The provisions of COGSA, except as otherwise provided herein, shall be extended to apply to Goods stored on deck, as provided in paragraph 7, before the Goods are loaded on and after the Goods are discharged from the Vessel, and throughout the entire time the Goods are in the actual or constructive custody of Carrier, its agents and independent contractors, including stevedoring and terminal services contractors, whether Carrier be acting as Carrier or bailee during any such periods, provided that as to loss or damage occurring before the Goods are loaded to or after the Goods are discharged from the Vessel, and notwithstanding the provisions of COGSA Section 4(2)(q), the Shipper or Consignee and /or every person having an interest in the Goods shall bear the burden of proving that the actual fault or privity of Carrier or the fault or neglect of Carrier's agents or servants contributed to the loss or damage. Nothing herein contained shall be deemed a surrender by Carrier of any of

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its rights or immunities or an increase of any of its responsibilities under COGSA. The provisions of the transportation agreement shall govern the relationships between the Shipper, Consignee and/or every person having an interest in the Goods, on the one hand, and Carrier, on the other, in every contingency whatsoever, and shall supersede any prior booking arrangement, mate's or dock receipt, or other arrangement to the extent conflicting. No servant or agent of Carrier shall have power to waive or alter any of the terms herein unless such waiver or alteration is in writing and is specifically authorized or subsequently ratified in writing by Carrier. The terms and conditions of the transportation agreement shall be severable. If any term or condition is invalid or unenforceable, and if any breach of or deviation from any provision occurs, such circumstance shall not affect the validity or enforceability of the remaining terms and conditions.

- 3. FREIGHT CHARGES. Charges shall be due and payable to Carrier in accordance with the provisions of Carrier's applicable tariffs and this Bill of Lading. Freight may be calculated on the basis of information concerning the Goods furnished by the Shipper, but Carrier may open containers, packages or other shipping units and examine, weigh, measure and identify the true nature and quantity of the Goods. If Shipper-furnished information is determined to be erroneous and additional freight or other charges are payable, the Shipper, Consignee and the Goods shall be liable therefore and for any expense incurred by Carrier in examining, weighing and measuring the Goods. Full freight to the port or point of delivery under the transportation agreement shall be completely earned upon receipt of the Goods by Carrier, whether or not the freight is stated on the front side hereof or intended to be prepaid or collected at destination, and whether or not the Goods are damaged or sound, and shall be received and retained, regardless of whether the Vessel and/or the Goods are lost or not lost or the voyage is broken up or abandoned, or of any other circumstances whatsoever. By this Bill of Lading, Carrier shall have a continuous lien on the Goods, whether or not any unpaid charges due Carrier relate specifically to the Goods described in the Bill of Lading, which shall survive delivery, for all charges earned or due under the transportation agreement or by operation of law and may enforce this lien by public or private sale without notice and by all other lawful means. The Shipper and the Consignee shall be jointly and severally liable to Carrier for the payment of all charges, as well as for any expenses of Carrier, including attorneys' fees, in connection with claims or legal proceedings brought by Carrier for collection of charges due to Carrier and /or legal proceedings brought by the Shipper, Consignee or any third party claiming to have or having the right to possess the Goods. All charges shall be paid to Carrier in full without any offset, counterclaim or deduction whatsoever, in the currency specified in Carrier's applicable tariff.
- 4. COMBINED TRANSPORT. If the carriage from the port of loading to the port of discharge specified on the front side hereof is undertaken by combined or multimodal transport, Carrier undertakes to perform or cause to be performed such combined or multimodal transport. During the period prior to loading onto the Vessel and after discharge from the Vessel, Carrier shall be entitled as against the Shipper to all rights, defenses, immunities, exemptions, limitations of or exoneration from liability, liberties, and benefit contained or incorporated in the transportation agreement between the Carrier and any person whomsoever by whom the carriage is procured, performed, or undertaken whether directly or indirectly and who would have been liable to the Shipper had the Shipper contracted directly with such person; or if it cannot be determined in which carrier's custody the Goods were when lost, damaged or delayed, Carrier hereby assumes liability for such loss, damage or delay during combined or multimodal transport to the extent, but only to the extent, provided in this paragraph 4. It is agreed that superficial rust, oxidation, and/or any like condition due to moisture, is not a condition of damage but is inherent to the nature of the Cargo; and acknowledgment of receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation and the like did not exist on receipt.
- 5. CARRIER'S CONTRACTORS. To the extent that in performing service hereunder, Carrier may require the assistance of others to perform the services undertaken under the transportation agreement evidenced by this Bill of Lading, as well as transportation agreements between Carrier and others, every servant, agent, stevedore, terminal services contractor, lighter operator, pilot, connecting rail, motor, water and/or air carrier, or other independent contractor, including their agents, servants and subcontractors, performing such services shall expressly have each and every benefit of every exemption from and limitation of liability, defense, right and liberty to which Carrier is entitled

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under any provision of the transportation agreement and/or by applicable law. For purposes of the foregoing provision, Carrier shall be deemed to be the agent or trustee for the benefit of all such persons and all such persons shall be deemed to be parties to the transportation agreement evidenced hereby to that extent.

- 6. SHIPPER'S WEIGHT, LOAD AND COUNT; SHIPPER'S WARRANTIES. When containers, vans, trailers, portable tanks, skids, palletized units, and other cargo units are not packed or loaded by the Carrier, Carrier does not represent to be accurate as to, and is not bound by any description of the value, quantity, weight, condition, or existence of the contents thereof as furnished by or on behalf of the Shipper and identified in this Bill of Lading by use of the phrase "said to contain", "shipper's weight load and count" or terms of like meaning, and Carrier in such case shall not be liable for any difference in value, quantity, weight or condition of the Goods furnished by or on behalf of the Shipper and that of the Goods actually delivered. Carrier shall have no responsibility or liability whatsoever for the packing, loading, securing, shoring and/or stowage of contents of such cargo units, or for loss or damage caused thereby or resulting there from. With respect to cargo units not packed or loaded by Carrier, Shipper and Consignee, jointly and severally, represent and warrant that; (a) the Goods are properly described, marked, secured and packed in their respective cargo units; (b) any cargo units other than Carrier-furnished units are seaworthy and physically suitable, sound, and structurally adequate to properly contain and support the Goods during handling and the transportation contemplated by the transportation agreement, and that such Cargo units may be handled in the usual and customary manner without damage to themselves or to their contents, or to the Vessel or its other Cargo, or property, or persons; (c) all particulars furnished to Carrier with regard to the Cargo units and their contents, and the weight of each said cargo unit, are in all respects correct and complete; and, (d) such units are in compliance with all applicable government regulations. Shipper and Consignee further represent and warrant that each shall timely submit all documentation and information required for the transportation, import and export of the Goods. Shipper and Consignee, jointly and severally, agree to defend, indemnify and hold harmless Carrier in respect of any injury or death of any person, and/or any loss of or damage to the Goods, including cargo or any other property or to the Vessel or any other vessel, and for all fines, duties, payments or liabilities of any kind, or any other loss or expense, including, but not limited to, lost profits and attorneys' fees, caused by breach of any of the foregoing representations or warranties or incurred or levied upon Carrier by reason of the Goods being or having been in Carrier's possession.
- 7. UNDER DECK AND ON DECK STOWAGE. Carrier has the right to carry Goods in containers, vans, trailers, and portable tanks under deck or on deck. When such Goods are carried on deck, Carrier shall not be required to specially note, mark or stamp any statements of "on deck" carriage on the face of this Bill of Lading nor to give notice thereof to the Shipper or Consignee. In respect of Goods in containers, vans, trailers or portable tanks carried on deck, Carrier shall not be liable for loss or damage caused by water deterioration or other perils incident to such on deck carriage. Carrier shall have the right to stow on deck Goods which are not in containers, vans, trailers or tanks and, when so stated on the Bill of Lading, Carrier shall not be liable for any loss or damage caused by water damage or other perils incident to such stowage.
- 8. SPECIAL STOWAGE; REFRIGERATION. Goods will not be provided temperature controlled, insulated or naturally ventilated stowage and/or containers unless otherwise agreed by Carrier in writing in advance of Carrier's receipt of the Goods. In the absence of such agreement, the Shipper and Consignee warrant that the Goods do not require any such protections whatsoever for purposes of the transportation. Carrier does not provide mechanically ventilated stowage and does not furnish or maintain preservative gasses in connection with temperature controlled stowage, and Carrier shall not be responsible for loss or damage to Goods arising in whole or in part from any lack of mechanical ventilation or preservative gasses.
- 9. RECONDITIONING, ETC. Carrier reserves the right to recondition, cooper, and/or restow the Goods whenever necessary for the safety of persons, the Vessel and/or the Goods or to bring the Goods into conformance with applicable law, and Carrier shall be reimbursed therefore at accessorial labor and equipment rental rates named in any applicable tariff or, if no such rates apply, at 120% of Carrier's costs of performing such work.

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- 10. TRANSSHIPMENT; SUBSTITUTION OF VESSEL. Whether or not the Goods are consigned to a port or place where the Vessel discharges, Carrier may, without notice, transship the whole or any part of the Goods before or after loading at the original port of Shipment or any other place or places even though outside the scope of the voyage or the route to or beyond the port of discharge or the destination of the Goods, by any substituted or connecting water carrier's vessel or other means of transportation by water, by land, by air and/or motor carrier, as the case may be, whether operated by Carrier or by others, and the terms of this Bill of Lading shall apply to any such alternative services used to transport the Goods.
- 11. SCHEDULE; DELAY. Carrier does not undertake that the Goods will be transported from or loaded at the place of receiving or loading or will arrive at the place of discharge, destination or transshipment aboard any particular vessel or other conveyance or at any particular date or time or to meet any particular market or in time for any particular use. Scheduled or advertised departure and arrival times are only expected times and may be advanced or delayed if Carrier or any connecting carrier shall find it necessary, prudent or convenient. Carrier shall not be liable for any loss or damages whatsoever, including but not limited to, incidental, special, and/or consequential damages (even if Carrier is advised of the possibility of same), due in whole or in part to any delay in the scheduled departures or arrivals of the Vessel or other conveyances transporting the Goods.
- 12. SCOPE OF VOYAGE; CARRIER'S LIBERTIES. Carrier may call at scheduled ports in or out of the usual order, may provide substituted service by modes other than water as may be provided for by applicable tariffs, may omit scheduled routes or ports, may include unscheduled routes or ports and may lighter the Goods. The Vessel may sail with or without tugs or pilots, undertake rescue or salvage, tow or be towed, or undergo drydocking or repairs. In any situation whatsoever which, in the opinion of the master or Carrier, gives rise to risk of seizure, detention, damage, loss, delay or disadvantage to the Vessel or the Goods, or of materially detaining the equipment of Carrier or would make it imprudent, unlawful or commercially impracticable to commence or continue the voyage or to enter or discharge the Goods at the port of discharge, the master or Carrier may discharge the Goods, or any part of them, at any port or place considered by Carrier to be safe or advisable under the circumstances and forward or arrange to forward the Goods by rail, water, motor vehicle or air, or place the Goods in a storage facility or warehouse, all at the risk and expense of the Goods. The exercise of any of the foregoing liberties by Carrier or the master shall constitute performance under the transportation agreement and not a deviation from the scope of the voyage. When the Goods are discharged from the Vessel and delivered to a forwarding agent or Carrier or to a warehouse or storage facility under the provisions of this paragraph, or when required to be delivered to local customs authorities under local law, such discharge and delivery shall constitute complete delivery and performance under the transportation agreement.
- 13. DELIVERY UNDER NEGOTIABLE BILLS OF LADING. If the Goods are consigned "to order" on the face hereof, the Goods shall be delivered at the place of delivery upon surrender of the original Bill of Lading; provided however, if the Goods are to be transshipped via a connecting carrier to a destination point beyond the place of delivery stated on the face hereof, Carrier may, on behalf of the Shipper and Consignee and acting solely as their agent, arrange for such beyond carriage consistent with instructions received from the Shipper or Consignee, or the representative of either of them, at the risk and expense of the Goods. In such event, Carrier may deliver the Goods to the connecting carrier without surrender of the original, properly endorsed Bill of Lading, unless instructed otherwise, and shall obtain the connecting carrier's acknowledgment that delivery of the Goods shall be made only upon surrender of Carrier's original, properly endorsed Bill of Lading.
- 14. UNDELIVERED GOODS. If, for any reason whatsoever, the Consignee refuses or fails to take delivery of the Goods upon their arrival and availability at destination and upon expiration of tariff-prescribed free time and any notice period as set forth in a notice of arrival, availability or demand given by Carrier, Carrier may, without further notice or demand, and in addition to any other legal or equitable remedies, exercise the lien(s) provided herein and/or under law, as the case may be, for any Charges due at a private or judicial sale of the Goods, or may place the Goods in storage at the risk and expense of the Goods, subject to a lien in favor of Carrier for any Charges due.

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- 15. CARRIER'S CONTAINERS. Whenever a Shipper or Consignee, or an agent or contractor acting on behalf of either of them, shall take possession of Carrier's containers and/or equipment, the Shipper or Consignee in possession, or for the benefit of whom an agent or contractor has taken possession, shall defend, indemnify and hold harmless Carrier from and against any loss or damage to Carrier's containers and/or equipment and third-party property and injury to or death of persons arising out of the use of same.
- 16. DANGEROUS, HAZARDOUS OR NOXIOUS CARGO. Goods of a flammable, explosive, corrosive, radioactive, noxious, hazardous, unstable and/or dangerous nature, shipped without full disclosure in writing to Carrier as to their nature and character, may at any time before discharge be landed at any place, thrown overboard, destroyed and/or rendered innocuous, without liability on the part of Carrier or other shippers or consignee; and, even if such disclosure be made, Carrier may, without incurring any liability, make the same disposition of such Goods if, in the opinion of Carrier, they shall be or become dangerous or noxious to the Vessel or Cargo, or to persons. The Shipper shall defend, indemnify and hold harmless Carrier from and against any and all losses, damages, (including, but not limited to, consequential damages such as lost profits and expenses related to Carrier's inability to use its vessel(s) and/or equipment), liabilities, fines, civil penalties and expenses (including attorneys' fees) incurred by Carrier as a result of the carriage, handling, and/or disposal of such Goods contrary to this provision.
- 17. GENERAL AVERAGE. General average shall be adjusted, stated and settled, according to York/Antwerp Rules, 1994, except rule XXII thereof, at such port or place in the United States as may be selected by Carrier, and as to matters not provided for by these Rules, according to the laws and usage at the Port of San Diego. In such adjustment, disbursements in foreign currencies shall be exchanged into legal tender of the United States at the rate prevailing on the dates made and allowances for damage to cargo claimed in foreign currency shall be converted at the rate prevailing on the last day of discharge at the port or place of final discharge of such damaged cargo from the Vessel. Average agreement or bond and such additional security as may be required by Carrier must be furnished before delivery of the Goods ("deposit"). Any cash deposit as Carrier may deem sufficient as additional security for the contribution of the Goods and for any salvage and special charges thereon shall, without prejudice to the ultimate liability of the parties, be made by the Goods, the Shipper or Consignee to Carrier before delivery. Such deposits shall, at the option of Carrier, be payable in legal tender of the United States and be remitted to the adjuster. When so remitted, the deposit shall be held in a special account at the place of adjustment in the names of the adjuster pending settlement of the General Average, and refunds or credit balances, if any, shall be paid in legal tender of the United States. In the event of accident, danger, damage, or disaster before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, Carrier is not responsible to the Goods, the Shipper or Consignee by statute, contract, or otherwise, the Goods, the Shipper and Consignee shall contribute with Carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods. If salvage services be rendered to the Goods by Carrier or by other vessels owned by or in the service of Carrier, such services shall be paid for as fully as if rendered by strangers. Carrier agrees to absorb cargo interest's contribution in general average.
- 18. BOTH TO BLAME COLLISION CLAUSE. If the Vessel comes into collision with another vessel as the joint result of the negligence of the other vessel and any act, neglect or default of the master, pilot and/or member of the crew in the navigation or management of the Vessel, the Shipper or Consignee having beneficial ownership of the Goods shall indemnify Carrier against all loss or damage to, or any claim whatsoever of, said owner of the Goods, paid or payable by the other or non-carrying vessel or its owners to said owner of the Goods and set-off against, or recouped or recovered from the Vessel or Carrier by the other vessel or its owners. The foregoing provisions shall also apply where the owners, operators and/or other persons in charge of any vessel or object other than, or in addition to, the colliding vessels and/or objects are at fault in respect of a collision, allision, stranding or other accident.

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- 19. WAR RISKS; GOVERNMENTAL ORDERS. Carrier shall have liberty to: (a) carry Goods declared by any belligerent to be contraband and persons belonging to or intending to join the armed forces or governmental service ofany belligerent; (b) to sail armed or unarmed and with or without convoy; and, (c) to comply with any orders, requests or directions as to loading, departure, arrival, routes, ports of call, stoppage, discharge, destination, delivery or otherwise, howsoever given by the government of any nation or department thereof or any person acting or purporting to act with the authority of such government or of any department thereof, or by any committee or person having, under the terms of the war risk insurance on the Vessel, the right to give such orders, requests or directions. Delivery or other disposition of the Goods in accordance with such orders, requests or directions shall constitute performance of Carrier's delivery obligations under the transportation agreement, and all responsibility of Carrier, in whatever capacity, shall terminate upon such delivery or other disposition.
- 20. NOTICE OF LOSS; TIME FOR SUIT. The Carrier shall be deemed *prima facie* to have delivered the Goods as described in this Bill of Lading, unless notice of loss or damage to the Goods, indicating the general nature of such loss or damage, shall have been given in writing to the Carrier at the time of removal of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading or, if the loss or damage in not apparent, within three (3) consecutive days thereafter. Carrier, its agents, servants and subcontractors and the Vessel shall be discharged from all liability whatsoever for loss, damage, or expense on any theory of recovery, including but not limited to negligence, breach of contract, tort, violation of statute, law or regulation, strict liability, delay, misdelivery, conversion or otherwise, unless suit is brought and jurisdiction is obtained over Carrier by service of process within nine months after delivery of the Goods or the date when the Goods should have been delivered; provided, however, if such time period shall be found to be contrary to any law compulsory applicable, the prescribed period by such law shall then apply but in that circumstance only. Investigating, negotiating or otherwise dealing with claims by Carrier or its attorneys or representatives shall not be construed as an admission of liability and shall not be deemed a waiver of this provision. Removal of the Goods into the custody of the person entitled to delivery shall be prima facie evidence of delivery of the Goods in the same condition in which they were received by Carrier unless notice of loss or damage is given within three (3) days of such delivery.
- 21. LAW & JURISDICTION. Except as provided in paragraph 2, the transportation agreement, including this Bill of Lading, as a part thereof shall be governed solely by the law of the United States of America, and all claims, suits, proceedings or disputes arising hereunder shall be subject to the sole jurisdiction of the United States District Court for the Northern District of California, San Francisco, consistent with its jurisdiction; or, alternatively, the California Superior Court for the County of Marin. All parties hereto submit to jurisdiction of either court for purposes of this transportation agreement.
- 22. LIMITATION OF CARRIER'S LIABILITY; AGREED VALUE. To secure a proportion between the amount for which it may be responsible in the event of loss of or damage to the Goods shipped and the freight which it receives, Carrier has established by its tariffs and offered the Shipper alternative rates of freight, namely; (a) its regular (lower) rates for Goods limited in value as hereinafter agreed; and, (b) ad valorem Rates for Goods not so limited. Unless the Shipper shall cause the nature and value of the Goods to be declared before shipment and elects to pay freight at the ad valorem rate, the Shipper knowingly and willingly elects to ship under the regular (lower) rate and agrees that for the purpose of this Bill of Lading and for computing any liability of Carrier for loss or damage, the value of that portion of the Goods which is the subject of any claim for loss or damage shall be its market value at destination which shall be presumed to be invoice cost plus freight and insurance (or, where there is no invoice, the value of that portion of the Goods at the time and place of shipment plus freight and insurance), but not, in any event, exceeding (a) for a liftvan, U.S. \$500 per liftvan for loss or damage occurring during water transportation and U.S. \$0.10 per pound for loss or damage occurring during land transportation. For purposes of this Bill of Lading, the term "liftvan" shall mean any wooden crate utilized for the transportation of household Goods; (C) (b) U.S. \$500.00 per cargo shipping container for loss or damage occurring during ocean or land transportation; (c) for a vehicle, the cost of repairs for damage actually sustained, as applicable, but in no event to exceed U.S. \$10,000. For purposes of this subpart (c) of this Bill of Lading, a "vehicle" shall be any rolling stock measuring less than 21'8" in length, 8'wide and 7' high; or (d) except as

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set forth in subpart (a) or (b) above, U.S. \$1000 per package, lawful money of the United States of America. For purposes of this Bill of Lading, the term "package" shall mean the item shipped as described on the front of this Bill of Lading; by way of example, a truck, trailer or boat. In no event shall Carrier be liable for more than the amount of damage actually sustained, nor shall Carrier be liable for loss of or damage to any Goods not identified in the transportation documents furnished to Carrier nor shall Carrier be liable for incidental special and/or consequential damages arising from any cause whatsoever (even if Carrier has been advised of the possibility of the same). If the Shipper elects to declare a higher value than that provided herein, Shipper must communicate such higher value to Carrier prior to shipment and such higher value shall be inserted into the parties' transportation agreement. Carrier shall assume such additional liability upon Shipper's payment of an additional 2% of the total declared valuation by Shipper, together with the base charges otherwise applicable to the shipment. Carrier and Shipper expressly agree that the above provisions governing Carrier's liability for loss or damage to the Goods shall extend to cover the entire movement of the Goods including loss or damage occurring prior to the loading on and subsequent to the discharge from the ship on which the Goods are carried by sea.

- 23. VALUABLE GOODS NO LIABILITY. Carrier shall not be liable to any extent for any loss or damage to or in connection with the transportation of platinum, gold, gold dust, silver, bullion, or other precious metals, coins, currency, jewelry, bills of any bank or public body, diamonds or other precious stones, or any gold or silver in a manufactured or unmanufactured state, watches, clocks, or time pieces of any description, trinkets, orders, notes, or securities for payment of money, stamps, maps, writings, title deeds, printings, engravings, pictures, gold or silver plate or plated articles, glass, china, silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with any material, furs, or lace, or any of them, or any precious or extraordinarily valuable cargo, unless the true nature and value of the cargo has been declared in writing by the Shipper before receipt of the cargo by Carrier, and the same is inserted in this Bill of Lading and an appropriate ad valorem freight is paid or assessed thereon.
- 24. LIVE ANIMALS. Live animals, including but not limited to birds, reptiles and fish, are received and carried at the Shipper's and Consignee's risk of accident or mortality, and Carrier shall not be liable for any loss or damage there to or in connection with the transportation thereof arising or resulting from any matters mentioned in section 4, subsections 2(a) through (p) of COGSA, or from any cause whatsoever not due to the fault of Carrier. In any event, Carrier shall not be liable for any amount in excess of the limitations set forth in this transportation agreement or in Carrier's tariff.

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Rule 009.000:

Free Time and Demurrage

Free time shall commence at the first midnight after vessel discharges inbound Cargo, excluding Saturdays, Sundays and legal holidays. For export Cargo, free time shall commence at the first midnight after the Cargo is placed on the terminal for loading, excluding Saturdays, Sundays and legal holidays. At the expiration of free time, demurrage shall be charged in accordance with the following schedule, for each calendar day or fraction thereof, that the cargo remains on the terminal.

				Demurra	age to be		
				charged p	er day for		
					five (5)	Demurra	ige to be
				days after the		charged per day	
		Free Tim	e (Days	expiratio	n of Free	there	after
		exclusi	ve of	Time (Sa	aturdays,	(Saturdays	s, Sundays
		Saturdays,	Sundays	Sundays a	and Legal	and Legal	Holidays
Port	Commodity	and Legal	Holidays)	Holidays	included)	inclu	ded)
		Outbound	Inbound	Rate	<u>Unit</u>	<u>Rate</u>	<u>Unit</u>
San Diego	Automobiles (POVs)	14	5	\$25.00	Each	\$25.00	Each
	Trailers, Full	14	5	\$24.00	Each	\$24.00	Each
	Trailers, Empty	14	5	\$24.00	Each	\$24.00	Each
	Rolling Stock	14	5	\$1.50	WM*	\$1.50	WM*
	Machinery, NOS	14	5	\$1.50	WM*	\$1.50	WM*
Honolulu	Automobiles and Trucks	4	4	\$9.63	Each	\$19.25	Each
	Under 6,500 pounds						
	Vehicles, Empty NOS Including	5	3	\$1.23	WM*	\$2.48	WM*
	Trucks and Trailer Trucks						
	Over 6,500 pounds						
	Tracked Vehicles	5	3	\$1.23	WM*	\$2.48	WM*
	Agricultural, Construction, Road	5	3	\$1.23	WM*	\$2.48	WM*
	Building and Material Handling						
	Equipment						
	Trailers and Semi-Trailers	5	3	\$1.23	WM*	\$2.48	WM*
	Island Agricultural Products	5	-	\$1.23	WM*	\$2.48	WM*
	Non-Self Propelled and Static	5	3	\$1.23	WM*	\$2.48	WM*
	Cargo, NOS						
Hilo	Automobiles and Trucks	2	4	\$9.63	Each	\$19.25	Each
Kahului	Under 6,500 pounds						
Kaumalapau	Vehicles, Empty NOS Including	5	3	\$1.23	WM*	\$2.48	WM*
Kaunakakai	Trucks and Trailer Trucks						
Nawiliwili	Over 6,500 pounds						
	Tracked Vehicles	5	3	\$1.23	WM*	\$2.48	WM*
	Agricultural, Construction, Road	5	3	\$1.23	WM*	\$2.48	WM*
	Building and Material Handling						
	Equipment			****	*****	** 10	*****
	Trailers and Semi-Trailers	5	3	\$1.23	WM*	\$2.48	WM*
	Island Agricultural Products	5	-	\$1.23	WM*	\$2.48	WM*
	Non-Self Propelled and Static	5	3	\$1.23	WM*	\$2.48	WM*
	Cargo, NOS	140 G 1		_			

*WM – As Freighted, based on 2,000 pounds per Weight Ton and 40 Cubic Feet per Measurement Ton

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And: Designated Hawaii Ports and Points via those Ports	Correction No.	882

Rule 0010.000:

Application of Surcharges and Arbitraries

Please refer to subsequent sub-rules.

Rule 010.001 **Fuel Adjustment Factor (FAF)**

(D) Through 22-Mar-2014

Unless otherwise provided, a Fuel Adjustment Factor of 34.5% shall apply on all base ocean Freight Charges, as well as any arbitrary Charges, if applicable.

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(A) Effective 23-Mar-2014

Unless otherwise provided, a Fuel Adjustment Factor of 39.5% shall apply on all base ocean Freight Charges, as well as any arbitrary Charges, if applicable.

The Fuel Adjustment Factor does not apply on Rule 17-Terminal Handling Charges (THC) or Rule 018-Tracked or Cleated Vehicles - Assessorial Charge.

Rule 010.002 Hawaii Arbitrary Charges

Except as otherwise provided, the following Arbitrary Charges shall be assessed in addition to the otherwise applicable Charges on vehicles to or from Hawaii Arbitrary Ports as per Rule 001.003.

	Hawaii Arbitrary Charges	Rate Basis
Vehicles, Self-propelled, not exceeding 21 feet 8 inches in length, 8 feet in width, or 7 feet in height.	\$100.00	Each
Vehicles, Self-propelled, exceeding 21 feet 8 inches in length, 8 feet in width or 7 feet in height.	\$755.00	Each
Other Cargo, NOS	\$10.00	WM, as freighted

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Correction No.	278

Rule 011:

Ad Valorem Rates

Market Value – Where Rates in this tariff are shown as applying on an Ad Valorem basis, the market value declared on the front of Carrier's Bill of Lading is to be used in computing Freight.

Liability – In the absence of any written transportation agreement between Carrier and Shipper, or any rule in this tariff being applicable, all liability of the Carrier as to loss of or damage to the Shipment shall be determined in accordance with clause 22 of the Carrier's Bill of Lading. In the event that Carrier's liability for loss of or damage to Cargo is governed by clause 22 of Carrier's Bill of Lading, the Shipper desires to be covered for a valuation in excess of that allowed by Carrier's Bill of Lading governing such Shipments, such additional liability only will be assumed by the Carrier at the request of the Shipper prior to Shipment, and upon payment of an additional Charge of two percent (2%) of the total declared valuation in addition to the stipulated Rate on the commodities shipped.

Rule 012:

Overcharge Claims

Any claim seeking the refund of Freight overcharges or Freight Rate adjustment must be submitted in writing within 180 days of the delivery of the Shipment.

Any suit for such overcharges must be brought no later than two years from the date of delivery of the Shipment.

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April 4, 2007	April 4, 2007
Correction No.	279

Rule 013:

Measurement of Boats, Trucks, including Fire Trucks, Trailers, Chassis, Buses and Trolley Buses

When Rates are assessed based upon Carrier's measurements, the overall measurements will be computed, less bumpers, removable mirrors, exhaust standpipes and air horns, on all Chassis, buses, Trailers or trucks, including self-propelled lift or fork trucks, unless otherwise provided.

Unboxed Chassis or trucks, including self-propelled lift or fork trucks, with set up bodies or other fittings not extending in height above the steering wheel shall be measured based upon the height to the top of the steering wheel only, and additional measurement for cab, if attached, shall be computed upon cab dimensions only from the top of the steering wheel to maximum height with actual length and width. Bumpers, removable mirrors, exhaust standpipes and air horns measurements shall be excluded.

Unboxed Chassis or trucks, including self-propelled lift or fork trucks, with set up bodies or other fittings extending in height above the steering wheel shall be measured upon the extreme height of body and/or cab, whichever is greater, and Freight Charges assessed accordingly. Bumpers, removable mirrors, exhaust standpipes and air horns measurements shall be excluded.

Shippers tendering a boat on Trailer to Carrier that contains an outboard motor must stow the motor in its upright position for shipping purposes. The motor will not be included in the measurements taken at the port, which are used to assess the Rate. Carrier shall not be responsible for or have any liability for loss or damage to such outboard motors except to the extent caused directly by Carrier's sole negligence or willful misconduct.

Rule 014:

Reconsignment, Diversion or Redelivery

Except as otherwise provided, a Shipment may be reconsigned or diverted at the request of the shipper or consignee. The Carrier shall endeavor to comply with the request, but is not obligated to do so if compliance unduly interferes with the operation of the Carrier's vessel or terminal operation. If the Cargo is diverted, all additional Charges incurred to facilitate the request are for the account of the Cargo.

Rule 015:

Returned or Refused Shipments

On returned Shipments of refused, damaged or rejected Shipments, or exhibits at trade fairs, shows or exhibitions, to the Port of Origin, Cargo owners may be given the benefit of the Rate assessed on the original movement, or the current outbound Rate, whichever is lower, provided Shipments are returned to the original Carrier within one year of arrival. Shippers and/or owners must show evidence of the original movement by furnishing a copy of the original Bill of Lading.

This provision is not applicable on antiques and similar Cargo.

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July 15, 2013	July 15, 2013
Correction No.	816

Rule 016:

Use of Trailer or Flatrack Equipment

Carrier will accept Cargo loaded on shipper-owned or provided Trailers for Shipment between Pacific Coast ports of call and Honolulu, Hilo or Kahului, Hawaii, provided the consignee accepts delivery of Shipments on Trailers and the Trailer is rolled or driven both on and off the vessel. Carrier shall not be responsible or have any liability for loss or damage to Cargo loaded by shipper on shipper-owned or provided Trailers except to the extent such loss or damage is caused directly by Carrier's sole negligence or willful misconduct. Rates will be based on the Cargo loaded thereon and will not include the weight or measurement of the Trailer, provided the Trailer, once emptied at destination, is tendered for return movement to origin within 30 days of delivery to the consignee. All other Charges named in this Tariff shall apply.

Carrier reserves the right to limit the weight or dimensions of Shipments moving under this rule in accordance with the physical capability of its vessels or equipment.

Rule 017:

Terminal Handling Charges

The following Charges include handling and stevedoring Charges. Charges are per unit in dollars, except as otherwise provided, and shall be assessed as set forth in the following schedule:

Commodity Vehicles, viz: Passenger Automobiles, Pick- up Trucks, Trucks, Truck Tractors, Vans, not exceeding 21 feet 8 inches in length, 8 feet in width, or 7 feet in height.	Terminal Handling Charge \$40.00	Rate Basis Each
Self-propelled Cargo, NOS	\$11.00 per ton	As Freighted
Buses, NOS	\$13.00 per ton	As Freighted
Non-Self-propelled Cargo viz: Wheeled or Tracked, Rollable	\$11.00 per ton	As Freighted
Non-Self-propelled Cargo viz: Static	\$28.00 per ton	As Freighted
Merchandise, NOS, assessed Freight Charges on a weight or measure basis	\$28.00 per ton	As Freighted
Merchandise, NOS, per Container or Trailer	\$265.00	Each per Container or Trailer or Per Linear Foot Basis

Except as otherwise provided, Rates named in this Tariff do not include loading to and unloading from barges, cars, trucks, Trailers or any other vehicles used in transporting Freight to terminals; demurrage; lighterage; storage; tolls; transfer; trucking; wharfage or other terminal Charge assessed against the Cargo. The Carrier shall arrange for such services when required subject to the custom of the ports and the terms and conditions of the governing terminal Tariffs.

For explanation of abbreviations and reference marks, see page 6

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January 29, 2014	January 29, 2014
Correction No.	874

Rule 018: Wharfage Charges in San Diego

Port Terminal Location: San Diego, California		0 1 1	T 1 1	TT *.
<u>Commodity</u>	(D) FI 1 00 F 1 2014	Outbound	Inbound	<u>Unit</u>
Γrailers, Full	(D) Through 09-Feb-2014	\$176.01	\$176.01	Each
	(A) Effective 10-Feb-2014	\$186.73	\$186.73	Г 1
Trailers, Empty	(D) Through 09-Feb-2014	\$20.05	\$20.05	Each
	(A) Effective 10-Feb-2014	\$21.27	\$21.27	- I
Vehicles, Automobiles, incl. Pick up Trucks, Motor	(D) Through 09-Feb-2014	\$14.64	\$14.64	Each
Homes, Military Personnel Carriers, n/e 10 passengers	(A) Effective 10-Feb-2014	\$15.53	\$15.53	1.000
Commercial Vehicles and Trailers designed for	(D) Through 09-Feb-2014	\$16.71	\$16.71	1,000
carriage of cargo, including trucks, military cargo/equipment carrying trucks	(A) Effective 10-Feb-2014	\$17.73	\$17.73	Kilos
Agricultural/Construction Vehicles, on trailer or	(D) Through 09-Feb-2014	\$16.39	\$16.39	1,000
otherwise, including parts	(A) Effective 10-Feb-2014	\$17.39	\$17.39	Kilos
Recreational and Utility Trailers, incl. Campers, Horse,	(D) Through 09-Feb-2014	\$16.39	\$16.39	1,000
Motorcycle or Car, Personal Aircraft	(A) Effective 10-Feb-2014	\$17.39	\$17.39	Kilos
Cargo NOS on Trailer, Pallets, Crates and Bundles	(D) Through 09-Feb-2014	\$16.39	\$16.39	1,000
	(A) Effective 10-Feb-2014	\$17.39	\$17.39	Kilos
Household goods, Van Packs/Crates	(D) Through 09-Feb-2014	\$10.82	\$10.82	Each
	(A) Effective 10-Feb-2014	\$11.47	\$11.47	
Lumber and Forest Products	(D) Through 09-Feb-2014	\$4.84	\$4.84	1,000
	(A) Effective 10-Feb-2014	\$5.14	\$5.14	Board
				Feet
Metal, loose, in bundles or packages, viz: angles, bars,	(D) Through 09-Feb-2014	\$5.63	\$5.63	1,000
beams, billets, blanks, bolts, bridge sections, channels,	(A) Effective 10-Feb-2014	\$6.09	\$6.09	Kilos
finished or unfinished fabricated structures, ingots,				
nails, nuts, pigs, pilings, pipe, plate, rails, reinforcing,				
rods, screws, sheets, slabs, structural, tie plats, tin plate,				
unfinished shapes, washers and wire, including barbed				
wire				
Metals, Steel Coils	(D) Through 09-Feb-2014	\$5.57	\$5.57	1,000
	(A) Effective 10-Feb-2014	\$5.91	\$5.91	Kilos
Yachts, sailing boats and pleasure craft, on	(D) Through 09-Feb-2014	\$3.28	\$3.28	1,000
cradles/trailer included in overall measurement				Kilos
	(A) Effective 10-Feb-2014	\$186.73	\$186.73	Each
Containers, Empty, Overall Length			·	
- Up to and including 20'	(D) Through 09-Feb-2014	\$8.00	\$8.00	Each
· · · · · · · · · · · · · · · · · · ·	(A) Effective 10-Feb-2014	\$8.49	\$8.49	
- 40' or greater	(D) Through 09-Feb-2014	\$13.36	\$13.36	
	(A) Effective 10-Feb-2014	\$14.17	\$14.17	
Cargo, NOS, carried in vans or containers,		·		
Overall Length				
- Up to and including 20'	(D) Through 09-Feb-2014	\$151.41	\$151.41	Each
- r · · · · · · · · · · · · · · · · · ·	(A) Effective 10-Feb-2014	\$160.63	\$160.63	
- 40' or greater	(D) Through 09-Feb-2014	\$259.56	\$259.56	
01 6100001	(A) Effective 10-Feb-2014	\$275.37	\$275.37	

For explanation of abbreviations and reference marks, see page $\boldsymbol{6}$

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Rule 018:

Wharfage Charges

Hilo, HI (Hawaii)

Kahului, HI (Maui)

Honolulu, HI (Oahu)

Kaumalapau, HI (Lanai)

Kaunakakai, HI (Molokai)

Nawiliwili, HI (Kauai)

Commodity		Outbound	Inbound	Unit
Automobiles and Trucks, under 6,500 pounds	Effective July 01, 2013	\$31.28	\$31.28	Each
Vehicles, Empty NOS including trucks and trailer trucks over 6,500 pounds	Effective July 01, 2013	\$3.57	\$3.57	WM*
Tracked Vehicles	Effective July 01, 2013	\$3.57	\$3.57	WM*
Agricultural, Construction, Road Building and Material Handling Equipment	Effective July 01, 2013	\$3.57	\$3.57	WM*
Trailers and Semi-Trailers	Effective July 01, 2013	\$3.57	\$3.57	WM*
Island Agricultural Products	Effective July 01, 2013	\$1.19	\$0.00	WM*
Non-Self-Propelled, Static Cargo NOS	Effective July 01, 2013	\$2.00	\$2.00	WM*
20' Container	Effective July 01, 2013	\$80.40	\$80.40	Each
40' or greater Container	Effective July 01, 2013	\$160.80	\$160.80	Each

*As Freighted, based on 2,000 pounds per Weight Ton and 40 Cubic Feet per Measurement Ton.

For explanation of abbreviations and reference marks, see page 6

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Correction No.	852

Rule 019:

Tracked or Cleated Vehicles – Assessorial Charge

When a self-propelled tracked or cleated vehicle is rolled or driven on and / or off a vessel, the following assessorial Charge applies to cover special handling, protective dunnage and lashing.

Vehicle gross weight not exceeding 50,000 lbs. \$ 957.00 per vehicle Vehicle gross weight exceeding 50,000 lbs. \$ 1,592.00 per vehicle

Rule 020:

Vehicles – Conditions Governing Acceptance

Upon receipt of vehicles tendered for Shipment, the shipper must surrender the keys to the ignition, gas cap and trunk, and any other lockable compartments to the Carrier.

Vehicles including Freight or house Trailers will not be accepted if personal effects are contained within. However, small items such as thermos warmers, car cushions or similar low value items for the comfort and/or convenience of the driver or passengers on long trips may be included in an automobile if packed in a carton no larger than 2.11 cubic feet. An infant car seat or crib will be considered an integral part of the vehicle. The trunk may contain one or two snow tires, tire chains, jack and related tools of low value.

Documents Required

For vehicles shipped from Hawaii, both a copy of the certificate of ownership (vehicle title) and original vehicle registration showing that the person is the legal owner of the vehicle.

Carrier's Liability for Vehicle Normal Wear and Tear

Automobiles are designed for road use and may acquire small scratches, scuffs, dents, abrasions or similar marks. The Pasha Group/Pasha Hawaii Transport Lines LLC, as a Carrier, does not accept liability for minor damage of this or similar nature which is considered to be normal wear and tear. Inspection of a vehicle prior to shipment represents the vehicle's general overall condition and excludes normal wear and tear damage.

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Rule 021:

Marine Insurance

Rates named in this Tariff do not include marine insurance.

Rule 022:

Customs Obligations

Shipper and consignee are jointly and severally liable to the Carrier for losses, damages, expenses, liabilities, fines and penalties suffered as a result of their breach of obligation to submit all documentation to U.S. Customs for the Goods, to obtain proper U.S. Customs notification of arrival, to obtain U.S. Customs authorization or clearance of the Goods prior to delivery and to advise the Carrier in a timely fashion of the bonded status of the Cargo prior to vessel departure and or any hold requirement to such bonded Goods.

Rule 023:

Government Inspection, Charges, Taxes and Fees

Tariff Rates governed by this Tariff do not include Charges established by any local customs and/or port authority Tariffs, except that when through-rated Cargo is transshipped at a port, the cost of transshipment will be for the account of the Carrier.

In the event the Carrier incurs fines levied by government agencies due to errors, omissions or negligence on the part of the shipper or forwarder to submit proper documentation as required by law, all fines and penalties shall be for the account of the Cargo.

When the Cargo must undergo an inspection by U.S. Customs, the Department of Agriculture, the Food and Drug Administration, Police, Military or other government authority or agency, such inspections shall be at the risk and expense of the Cargo. All expenses paid or billed through the Carrier for these inspections shall be charged to the Cargo, including, but not limited to the following:

- 1. Any effort necessary to expose Cargo for inspection at the Carrier's terminal on an actual cost basis
- 2. Movement of the Cargo from the Carrier's terminal to a place of inspections, Cargo unstuffing from and restuffing and returning the Cargo to the Carrier's terminal, or any portion of these functions, as required, on an actual cost basis.
- 3. Detention of equipment and Chassis rental, if utilized.
- 4. Demurrage
- 5. Unstuffing of Cargo into a public storage facility
- 6. Any other service rendered on behalf of the Cargo by the Carrier, such as but not limited to effecting partial delivery to the Bill of Lading quantity of Cargo.

If, as a result of a governmental order or request, the Cargo is required to be inspected at a port or location other than the scheduled port of discharge, in addition to the costs set forth in subsections 1-6 above, the costs for the inspection are for the account of the Cargo. Such additional costs may include, but are not limited to, costs of exposing, discharging, moving, storing and restowing the Cargo being inspected; costs associated with discharging, moving, storing and restowing other Cargo moved to gain access to the Cargo being inspected; costs resulting from or related to disruption or alteration of ordinary or scheduled vessel operations, including Cargo loading or discharging; port call costs which the Carrier would not otherwise have incurred; equipment detention Charges; demurrage; costs associated

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May 04, 2011	May 04, 2011
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with special security measures related to the government inspection order(s); drayage or other transportation costs for transportation provided by the Carrier in connection with the Cargo inspection; and costs associated with unstuffing and restuffing of Cargo from Containers incurred by the Carrier, including blocking and bracing as may be required. In the event that costs covered in this section are incurred as a result of the inspection of Cargo of more than one merchant, such costs shall be divided among the merchants whose Cargo has been inspected in the proportion each merchant's Cargo bears to the total amount of inspected Cargo on the vessel.

EXCEPTION:

The Carrier is permitted, at its discretion, to effect partial delivery of Cargo subject to government inspection under this rule, when the government inspector officially directs or permits such partial delivery, provided the Carrier retains evidence of such direction or permission in its records available for inspection.

Rule 024:

Notification of Arrival and Availability of Cargo

Notice of arrival and availability of Cargo will be given to the consignee by fax, phone, e-mail or U.S.P.S.

Rule 025:

Hawaii State Invasive Species Tax

The Hawaii Department of Agriculture, in compliance with the Invasive Species Act of Hawaii, requires Carriers to collect a tax on all cargo delivered to the State of Hawaii. The Act states:

"There is imposed a fee for the inspection, quarantine and eradication of invasive species contained in any freight, including but not limited to marine commercial shipment, air freight, or any other means of transporting freight, foreign or domestic, that is brought into the State. The fee shall be paid by the person responsible for paying the freight charges to the transportation company, who shall collect the fee and forward the payment to the Department at the port of disembarkation, provided that the transportation company shall not be liable for any fee that is not paid by the person responsible for payment the freight charges to the transportation company."

Pursuant to this requirement, the Carrier shall add the tax of **75cents** per 1,000 pounds of freight, or fraction thereof, delivered to the State of Hawaii. Shippers are required to declare the weight of the cargo on their shipping instructions regardless of whether or not the freight rate is calculated on the basis of weight. The tax is imposed upon the party responsible for paying the freight charges. The Carrier shall add the tax as a separate line item on the freight invoice and forward the payment of the tax to the Hawaii Department of Agriculture.

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Machinery, NOS, viz: Non-Self-propelled – 8400.02	
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Automobiles, NOS, not exceeding 21 feet 8 inches in length, 8 feet in width or 7 feet in height – 8703-01	38
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Special Purpose Motor Vehicles, viz: Firetrucks – 8705.03	
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Work Trucks, Self-Propelled, not fitted with lifting or handling equipment, containing Occupational Tools – 8709.02	46
Motorcycles, including Mopeds, NOS, viz: on carrier owned and provided skids – 8711.01	
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Return trip must take place within one calendar year.	
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Issue Date	Effective Date
Sep. 29, 2008	Sep. 29, 2008
Correction No.	402

Cargo, General, NOS – 9999-01

Commodity Notes:

Rates will not apply on:

Explosives or other Dangerous Cargo

Cargo which has been creosoted or treated with oil-based chemicals, except when loaded to flat rack Containers Live animals, game birds, poultry or fowl

Cargo that requires controlled temperature

Steel bars, concrete reinforcement, except when loaded to flat rack Containers.

All Cargo tendered under this item must be strapped, palletized or otherwise joined together into unitized pieces capable of being handled by a fork lift, unless other arrangements are agreed to by the Carrier prior to receipt of the Cargo. Poles and pilings or pieces of iron and steel must be strapped and pre-slung.

	То:	From:	Rate Basis	Rates	Item Number
	Pacific Base Ports	Hawaii Base Ports	WM	\$ 500.00	9999.01.0001
	Hawaii Base Ports	Pacific Base Ports	WM	\$ 500.00	9999.01.0002

Rate Notes:

Note 1

Shipments must not exceed 45,000 lbs. gross weight unless prior arrangements are made with and agreed to by the Carrier.

Note 2

Rates are subject to a minimum of 15 revenue tons.

Joint Freight Forwarder Tariff No. 001

Between: Designated Pacific Coast Ports and Points via those Ports

And: Designated Hawaii Ports and Points via those Ports

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January 01, 2014	January 01, 2014		
Correction No.	853		

Lumber, Raw or in Rough Board Form, NOS, viz. Bundled and Banded – 4407.01						
From: To: Rate Basis Rates Item Numb						
(C)	San Diego, CA.	Hawaii Base Ports	Board Foot	\$0.35*	4407.01.0001	
(C)	Hawaii Base Ports	San Diego, CA.	Board Foot	\$0.35*	4407.01.0002	

Bundles must be placed on dunnage to allow for forklift access.

Rate is inclusive of the following surcharges:

Rule 0010.001 – Fuel Adjustment Factor (FAF)

Rule 0010.002 – Hawaii Arbitrary Charges

Rule 0017 – Terminal Handling Charges

Rule 0018 – Wharfage Charges

Rule 0018 – W	hartage Charges				
Antigles of Incr	and Steel NOS 721) <u> </u>			
Articles of 11 on	n and Steel, NOS – 732 From:	To:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Port	ts WM	\$100.00	7326.00.0001
(C)	Hawaii Base Ports	San Diego, CA.	. WM	\$100.00	7326.00.0002
Machinery, NC	OS, viz: Self-propelled	- 8400.01			
<u> </u>	From:	То:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$105.00	8400.01.0001
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$105.00	8400.01.0002
Machinery, NC	OS, viz: Non-Self-prop	elled – 8400.02			
	From:	То:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$150.00	8400.02.0001
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$150.00	8400.02.0002
Machinary Air	r Conditioning, NOS,	viz: Ducting Cool	ing Towars and no	ents of same 81	15 00
Macinier y, Am					
	From:	To:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$120.00	8415.00.0001
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$120.00	8415.00.0002

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	From:	To:	Rate Basis	Rates	Item Numb
		Hawaii Base			
(C)	San Diego, CA.	Ports	WM	\$100.00	8427.01.000
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$100.00	8427.01.000
dhuilding	Equipment, viz: Self-P	Propelled NOS – 84	430 01		
abunuing .				_	T
	From:	To:	Rate Basis	Rates	Item Numb
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$100.00	8430.01.000
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$100.00	8430.01.000
					•
dbuilding	Equipment, viz: Non-S	Self-Propelled, NO	S - 8430.02		
	From:	То:	Rate Basis	Rates	Item Numb
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$115.00	8430.02.00
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$115.00	8430.02.00
icultural M	Aachinery, viz: Self-Pr	onelled, NOS – 843	32.01		
- Composit tol 17	From:	To:	Rate Basis	Rates	Item Numb
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$90.00	8432.01.00
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$90.00	8432.01.00
					_
icultural N	Iachinery, viz: Non-Se	lf-Propelled, NOS	- 8432.02		
	From:	То:	Rate Basis	Rates	Item Numl
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$115.00	8432.02.00
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$115.00	8432.02.00

PASHA HAWAII LOGISTICS LLC THE PASHA GROUP Joint Freight Forwarder Tariff No. 001

And: Designated Hawaii Ports and Points via those Ports

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Railway, Tramwa	y Cars, Not Self-Pr	opelled, viz: Rail	Car Shells – 8604.	01	
	From:	То:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$100.00	8604.01.0001
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$100.00	8604.01.0002
Public-Transport	Type Passenger M	otor Vehicles, NO	S - 8702.01		
	From:	To:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$100.00	8702.01.0001
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$100.00	8702.01.0001
Public-Transport	Public-Transport Type Passenger Motor Vehicles, viz: Buses or Coaches – 8702.02				
	From:	To:	Rate Basis	Rate	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$93.00	8702.02.0001
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$93.00	8702.02.0001

PASHA HAWAII LOGISTICS LLC THE PASHA GROUP Joint Freight Forwarder Tariff No. 001

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And: Designated Hawaii Ports and Points via those Ports	Correction No.	406
Reserved for Expansion		
Reserved for Expansion		

For explanation of abbreviations and reference marks, see page $\boldsymbol{6}$

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For explanation of abbreviations and reference marks	. see page 6	
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Joint Freight Forwarder Tariff No. 001

Between: Designated Pacific Coast Ports and Points via those Ports

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Sep. 14, 2010	Sep. 14, 2010
Correction No.	567

Motor Cars and Vehicles for Transporting Persons, viz: Trucks, Truck Tractors, Vans or Pick-up Trucks, NOS, or Passenger Automobiles, NOS, not exceeding 21 feet 8 inches in length, 8 feet in width or 7 feet in height – 8703-01

Commodity Notes:

Rule 8703.01.001 – Local Pick up and Delivery Rates – San Francisco Bay Area These inland portions can be added to the ocean freight rates found in items 8703.01.0001 and 8703.01.0002 to provide door pick up or delivery service.

San Francisco Bay Terminal Facility* 1551 Industrial Parkway West

Hayward, CA 94544

Zone 1 - \$125.00 each Zone 2 - \$150.00 each Zone 3 - \$200.00 each

For a definition of the above Zones, please check the following link.

http://www.pashahawaii.com/index.php?s=sailserv&a=0085

*For locations within California not covered in this rule there will be an additional relocation charge based upon the point of pick up to or from the closest California terminal location named in the rules of this commodity item. Please contact Carrier for a quotation. All such rates shall become part of the Tariff by supplement and shall be charged for the shipment as agreed by Carrier and Shipper. All such rates shall be effective for 30 days from the date of tender to the shipment by Shipper to Carrier unless otherwise cancelled by the Carrier. Rates in this rule apply to vehicles who dimensions do not exceed 21 feet in length, 8 feet in width and 7 feet in height.

Rule 8703.01.002 - Local Pick up and Delivery Rates - Los Angeles Basin Area These inland portions can be added to the ocean freight rates found in items 8703.01.0001 and 8703.01.0002 to provide door pick up or delivery service.

Los Angeles Basin Terminal Facility* 432 East San Bernardino Road

Covina, CA 91723

Zone 1 - \$120.00 each Zone 2 - \$131.00 each Zone 3 - \$147.00 each

For a definition of the above Zones, please check the following link.

http://www.pashahawaii.com/index.php?s=sailserv&a=0092

*For locations within California not covered in this rule there will be an additional relocation charge based upon the point of pick up to or from the closest California terminal location named in the rules of this commodity item. Please contact Carrier for a quotation. All such rates shall become part of the Tariff by supplement and shall be charged for the shipment as agreed by Carrier and Shipper. All such rates shall be effective for 30 days from the date of tender to the shipment by Shipper to Carrier unless otherwise cancelled by the Carrier. Rates in this rule apply to vehicles who dimensions do not exceed 21 feet in length, 8 feet in width and 7 feet in height.

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Joint Freight Forwarder Tariff No. 001

Between: Designated Pacific Coast Ports and Points via those Ports

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February 01, 2013	February 01, 2013
Correction No.	780

Motor Cars and Vehicles for Transporting Persons, viz: Trucks, Truck Tractors, Vans or Pick-up Trucks, NOS, or Passenger Automobiles, NOS, not exceeding 21 feet 8 inches in length, 8 feet in width or 7 feet in height -8703-01

Commodity Notes continued:

Rule 8703.01.003 - Local Pick up and Delivery Rates - San Diego Area

These inland portions can be added to the ocean freight rates found in items 8703.01.0001 and 8703.01.0002 to provide door pick up or delivery service.

San Diego (National City) Terminal Facility* 2500 Terminal Avenue National City, CA 91950

Zone 1 - \$120.00 each Zone 2 - \$140.00 each

For a definition of the above Zones, please check the following link. http://www.pashahawaii.com/index.php?s=sailserv&a=0084

*For locations within California not covered in this rule there will be an additional relocation charge based upon the point of pick up to or from the closest California terminal location named in the rules of this commodity item. Please contact Carrier for a quotation. All such rates shall become part of the Tariff by supplement and shall be charged for the shipment as agreed by Carrier and Shipper. All such rates shall be effective for 30 days from the date of tender to the shipment by Shipper to Carrier unless otherwise cancelled by the Carrier. Rates in this rule apply to vehicles who dimensions do not exceed 21 feet in length, 8 feet in width and 7 feet in height.

From	То	Rate Basis	Rate	Item Number
FIOIII	10	Rate Dasis	Rate	nem Number
Pacific Base Ports	Hawaii Base Ports	Each	\$1,102.00*#	8703.01.0001
Pacific Base Ports	Kaumalapau, Lanai Kaunakakai, Molokai	Each	\$1,317.00*#	8703.01.0003
Pacific Base Ports	Nawiliwili, Kauai	Each	\$1,202.00*#	8703.01.0005
Hawaii Base Ports	Pacific Base Ports	Each	\$1,100.00*	8703.01.0461
Kaumalapau, Lanai Kaunakakai, Molokai	Pacific Base Ports	Each	\$1,315.00*	8703.01.0462
Nawiliwili, Kauai	Pacific Base Ports	Each	\$1,200.00*	8703.01.0463

Commodity Description Notes for 8703-01:

In Hawaii, cargo may be picked up or dropped off at Carrier's Barber's Point Terminal Facility. Free Time and Demurrage Charges will be the same as those in effect for Honolulu.

NAS Barber's Point 1730 Kitty Hawk Kapolei, HI 96707

^{*}Rates are not subject to Wharfage Charges/Terminal Handling Charges/Fuel Adjustment Factor

[#]Rate includes Hawaii State Invasive Species Tax

Joint Freight Forwarder Tariff No. 001

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April 16, 2014	April 16, 2014
Correction No.	888

Motor Cars and Vehicles for Transporting Persons, viz: Trucks, Truck Tractors, Vans or Pick-up Trucks, NOS, or Passenger Automobiles, NOS, not exceeding 21 feet 8 inches in length, 8 feet in width or 7 feet in height – 8703-01

	From:	То:	Rate Basis	Rate	Item Number
Expires 17-Apr-2014	Bemidji, MN. (door)	Honolulu, HI. (port)	Each	\$2,842.00	8703.01.1041
Expires 19-Apr-2014	Portsmouth, RI. (door)	Honolulu, HI. (port)	Each	\$2,792.00	8703.01.1042
Expires 20-Apr-2014	Appleton, ME. (door)	Kahului, HI. (port)	Each	\$2,972.00	8703.01.1043
Expires 24-Apr-2014	Honolulu, HI. (port)	Lehi, UT. (door)	Each	\$2,642.00	8703.01.1044
Expires 25-Apr-2014	Urbandale, IA. (door)	Honolulu, HI. (port)	Each	\$2,807.00	8703.01.1045
Expires 01-May-2014	Hesperus, CO. (door)	Honolulu, HI. (port)	Each	\$2,842.00	8703.01.1046
Expires 10-May-2014	Honolulu, HI. (port)	Fountain, CO. (door)	Each	\$2,467.00	8703.01.1047
Expires 11-Apr-2014	Honolulu, HI. (port)	Henderson, NV. (door)	Each	\$1,877.00	8703.01.1048
Expires 24-Apr-2014	Honolulu, HI. (port)	Las Vegas, NV. (door)	Each	\$2,177.00	8703.01.1049
Expires 10-May-2014	Hilo, HI. (port)	Scottsdale, AZ. (door)	Each	\$1,877.00	8703.01.1050
Expires 10-May-2014	Hilo, HI. (port)	Independence, OH. (door)	Each	\$2,567.00	8703.01.1051
Expires 20-May-2014	Colorado Springs, CO. (door)	Hilo, HI. (door)	Each	\$2,667.00	8703.01.1052
Expires 24-May-2014	Honolulu, HI. (port)	Tucson, AZ. (door)	Each	\$1,877.00	8703.01.1053
Expires 24-May-2014	Honolulu, HI. (port)	Fort Rucker, AL. (door)	Each	\$2,542.00	8703.01.1054
Expires 24-May-2014	Honolulu, HI. (port)	Jacksonville, AR. (door)	Each	\$2,457.00	8703.01.1055
Expires 25-May-2014	Fairview, TN. (door)	Honolulu, HI. (port)	Each	\$2,542.00	8703.01.1056
Expires 26-May-2014	Benton, AR. (door)	Kahului, HI. (port)	Each	\$2,542.00	8703.01.1057
Expires 26-May-2014	Las Vegas, NV. (door)	Kahului, HI. (port)	Each	\$1,877.00	8703.01.1058

PASHA HAWAII LOGISTICS LLC THE PASHA GROUP Joint Freight Forwarder Tariff No. 001

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April 16, 2014	April 16, 2014
Correction No.	889

Motor Cars and Vehicles for Transporting Persons, viz: Trucks, Truck Tractors, Vans or Pick-up Trucks, NOS, or Passenger Automobiles, NOS, not exceeding 21 feet 8 inches in length, 8 feet in width or 7 feet in height – 8703-01

	From:	То:	Rate Basis	Rate	Item Number
Expires 03-Jun-2014	Porter, TX. (door)	Honolulu, HI. (port)	Each	\$2,712.00	8703.01.1058
Expires 07-Jun-2014	Honolulu, HI. (port)	Westminster, CO. (door)	Each	\$2,367.00	8703.01.1059
Expires 21-Jun-2014	Hilo, HI. (port)	Abingdon, VA. (door)	Each	\$2,567.00	8703.01.1060
Expires 05-Jul-2014	Milwaukee, WI. (door)	Honolulu, HI. (port)	Each	\$2,842.00	8703.01.1061
Expires 19-Jul-2014	Honolulu, HI. (port)	La Vernia, TX. (door)	Each	\$2,712.00	8703.01.1062
Expires 16-Jun-2014	Hudson, WI. (door)	Hilo, HI. (port)	Each	\$2,544.00	8703.01.1063
Expires 16-Jun-2014	New Haven, CT. (door)	Honolulu, HI. (port)	Each	\$2,772.00	8703.01.1064
Expires 23-Jun-2014	Phoenix, AZ. (door)	Hilo, HI. (port)	Each	\$1,877.00	8703.01.1065
Expires 23-Jun-2014	Las Vegas, NV. (door)	Honolulu, HI. (port)	Each	\$1,877.00	8703.01.1066
Expires 25-Jun-2014	Hilo, HI. (port)	Rowley, MA. (door)	Each	\$2,792.00	8703.01.1067
Expires 02-Jul-2014	Phoenix, AZ. (door)	Kahului, HI. (port)	Each	\$1,724.00	8703.01.1068
Expires 05-Jul-2014	Kahului, HI. (port)	New Hartford, CT. (door)	Each	\$2,772.00	8703.01.1069
Expires 05-Jul-2014	Honolulu, HI. (port)	Avondale, AZ. (door)	Each	\$1,875.00	8703.01.1070
Expires 05-Jul-2014	Honolulu, HI. (port)	Boonville, NC. (door)	Each	\$2,412.00	8703.01.1071
Expires 07-Jul-2014	Honolulu, HI. (port)	Groton, CT. (door)	Each	\$2,792.00	8703.01.1072
Expires 07-Jul-2014	Honolulu, HI. (port)	Clarksville, TN.	Each	\$2,842.00	8703.01.1073
Expires 07-Jul-2014	Honolulu, HI. (port)	Enterprise, AL. (door)	Each	\$2,842.00	8703.01.1074
Expires 12-Jul-2014	Platte City, MO. (port)	Honolulu, HI. (port)	Each	\$2,757.00	8703.01.1075
Expires 19-Jul-2014	Homer, IL. (door)	Honolulu, HI. (port)	Each	\$2,542.00	8703.01.1076
Expires 19-Jul-2014	Honolulu, HI. (port)	Auburn Hills, MI. (door)	Each	\$2,640.00	8703.01.1077

Original/Revised PASHA HAWAII LOGISTICS LLC Page 5th Revised THE PASHA GROUP 41A Cancels Joint Freight Forwarder Tariff No. 001 Page 4th Revised 41A Between: Designated Pacific Coast Ports and Points via those Ports Issue Date Effective Date April 02, 2013 April 02, 2013 And: Designated Hawaii Ports and Points via those Ports Correction No. 807 Motor Cars and Vehicles for Transporting Persons, viz: Trucks, Truck Tractors, Vans or Pick-up Trucks, NOS, or Passenger Automobiles, NOS, not exceeding 21 feet 8 inches in length, 8 feet in width or 7 feet in height – 8703-01 From: To: Rate Basis Rate Item Number (T) Transferred rates to previous page.

PASHA HAWAII LOGISTICS LLC THE PASHA GROUP Joint Freight Forwarder Tariff No. 001

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Correction No.	858

Motor Cars and Vehicles for Transporting Persons, viz: Limousines or Passenger Automobiles, NOS. – 8703-02

	From:	To:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaiian Ports	WM	\$90.00*	8703.02.0001
(C)	Hawaiian Ports	San Diego, CA.	WM	\$90.00*	8703.02.0002

^{*} Rates are not subject to Wharfage Charges

Motor Vehicles for Transport of Goods, NOS, viz: Trucks – 8704-01

	То:	From:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaiian Ports	WM	\$90.00*	8704.01.0001
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$90.00*	8704.01.0002

^{*}Rate not subject to Wharfage Charges

Special Purpose Motor Vehicles, NOS – 8705.01

Special Larpose Motor Venices, 1705 070501					
	From:	То	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$100.00*	8705.01.0001
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$100.00*	8705.01.0002

^{*} Rate not subject to Wharfage Charges

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	Special Purp	ose M	otor '	V ehicles,	viz: A	II Terrain	Vehicle	es (ATV	s), Trike	s and	Golf Cart	ts – 8705.01	L
П													

	Fm:	To:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	Each	\$921.00*#	8705.01.0003
(C)	Hawaii Base Ports	San Diego, CA.	Each	\$920.00*	8705.01.0004
(C)	San Diego, CA.	Kauai	Each	\$1031.00*#	8705.01.0009
(C)	Kauai	San Diego, CA.	Each	\$1030.00*	8705.01.0010
(C)	San Diego, CA.	Lanai, Molokai	Each	\$1231.00*#	8705.01.0011
(C)	Lanai, Molokai	San Diego, CA.	Each	\$1230.00*	8705.01.0012

^{*} Inclusive of charges as filed in Rule 010.001 - Fuel Adjustment Factor (FAF), Rule 017 - Terminal Handling Charges and Rule 018 - Wharfage Charges. Rule 010.002 does not apply.

Special Purpose Motor Vehicles, viz: Trucks or Trailers containing Electronics – 8705.02

	From:	То	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	M/Ton	\$125.00	8705.02.0001
(C)	Hawaii Base Ports	San Diego, CA.	M/Ton	\$125.00	8705.02.0002

Special Purpose Motor Vehicles, viz: Trucks or Trailers containing Electronics – 8705.02

	From:	То	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	M/Ton	\$125.00	8705.02.0001
(C)	Hawaii Base Ports	San Diego, CA.	M/Ton	\$125.00	8705.02.0002

[#] Rate includes Hawaii State Invasive Species Tax.

PASHA HAWAII LOGISTICS LLC THE PASHA GROUP Joint Freight Forwarder Tariff No. 001

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And: Designated Hawaii Ports and Points via those Ports

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Correction No.	860

Special Purpose Motor Vehicles, viz: Trucks or Trailers containing General Cargo, Non-Hazardous –
8705.03

	From:	То	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	M/Ton	\$100.00	8705.03.0001
(C)	Hawaii Base Ports	San Diego, CA.	M/Ton	\$100.00	8705.03.0002

Special Purpose Motor Vehicles, viz: Motorhomes and Recreational Vehicles, Self-Propelled – 8705.02 To: From: Rate Basis Rate Item Number Hawaii Base (C) San Diego, CA. WM \$90.00 8705.02.0001 Ports (C) Hawaii Base Ports San Diego, CA. WM\$90.00 8705.02.0002

Special Purpose Motor Vehicles, viz: Firetrucks – 8705.03

	From:	То:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$98.00	8705.03.0001
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$98.00	8705.03.0002

Special Purpose Motor Vehicles, viz: Ambulances – 8705.04

	То:	From:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$98.00*	8705.04.0001
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$98.00*	8705.04.0002

^{*} Rates not subject to Wharfage Charges

Special Purpose Motor Vehicles, Mobile Homes, Non-Self-Propelled – 8705.05

	From:	To:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$100.00	8705.05.0001
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$100.00	8705.05.0002

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Correction No.	861

Work Trucks, Not Lift and Stationary Tractors, NOS – 8709.01

	From:	To:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$100.00	8709.01.0001
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$100.00	8709.01.0002

Work Trucks, Self-Propelled, not fitted with lifting or handling equipment, containing Occupational Tools – 8709.02

	From:	To:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	M/Ton	\$115.00	8709.02.0001
(C)	Hawaii Base Ports	San Diego, CA.	M/Ton	\$115.00	8709.02.0002

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Correction No.	862

Motorcycles, including Mopeds, NOS, viz: on carrier owned and provided skids – 8711.01

	From:	To:	Rate Basis	Rate	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	Each	\$644.00*#	8711.01.0003
(C)	Hawaii Base Ports	San Diego, CA.	Each	\$643.00*	8711.01.0026

- * Inclusive of charges as filed in Rule 010.001 Fuel Adjustment Factor (FAF), Rule 017 Terminal Handling Charges and Rule 018 Wharfage Charges. Rate includes carrier labor cost to load on skids. Rule 010.002 does not apply.
- * Motorcycle must fit on an 8' skid with wheels not wider than 8".
- # Rate includes Hawaii State Invasive Species Tax

Motorcycles, including Mopeds, NOS, viz: on shipper-provided skids or platform – 8711.01

	From:	To:	Rate Basis	Rate	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	Each	\$544.00*#	8711.01.0004
(C)	Hawaii Base Ports	San Diego, CA.	Each	\$543.00*	8711.01.0005
(C)	San Diego, CA.	Kauai	Each	\$801.00*#	8711.01.0006
(C)	Kauai	San Diego, CA.	Each	\$800.00*	8711.01.0007

- * Inclusive of charges as filed in Rule 010.001 Fuel Adjustment Factor (FAF), Rule 017 Terminal Handling Charges and Rule 018 Wharfage Charges. Rule 010.002 does not apply.
- # Rate includes Hawaii State Invasive Species Tax

Motorcycles, including Mopeds, NOS, viz: pre-skidded – 8711.01

	From:	To:	Rate Basis	Rate	Item Number
(C)	San Diego, CA.	Rule 001.003 Ports	Each	\$886.00*#	8711.01.0018
(C)	Rule 001.003 Ports	San Diego, CA.	Each	\$885.00*	8711.01.0019

- * Inclusive of charges as filed in Rule 010.001 Fuel Adjustment Factor (FAF), Rule 017 Terminal Handling Charges and Rule 018 Wharfage Charges. Rule 010.002 does not apply.
- # Rate includes Hawaii State Invasive Species Tax

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Motorcycles, pre-skidded, Shipped Round Trip ONLY – 8711.01

Return trip must take place within one calendar year.

Shipper of record must be the same for shipment in both directions.

	Between:	Rate Basis	Rate	Item Number
(C)	San Diego and Hawaii Base Ports	Each	\$901.00*#	8711.01.0025

- * Inclusive of charges as filed in Rule 010.001 Fuel Adjustment Factor (FAF), Rule 017 Terminal Handling Charges and Rule 018 Wharfage Charges. Rule 010.002 does not apply.
- # Rate includes Hawaii State Invasive Species Tax

Motorcycles with sidecars, NOS – 8711.01

	From:	To:	Rate Basis	Rate	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	Each	\$886.00*#	8711.01.0023
(C)	Hawaii Base Ports	San Diego, CA.	Each	\$885.00*	8711.01.0024

- * Inclusive of charges as filed in Rule 010.001 Fuel Adjustment Factor (FAF), Rule 017 Terminal Handling Charges and Rule 018 Wharfage Charges. Rule 010.002 does not apply.
- # Rate includes Hawaii State Invasive Species Tax

Trikes, pre-skidded, Shipped Round Trip ONLY – 8711.02 (I)(R)

Return trip must take place within one calendar year.

Shipper of record must be the same for shipment in both directions.

	Between:	Rate Basis	Rate	Item Number
(C)	San Diego, CA. and Hawaii Base Ports	Each	\$764.00*#	8711.02.0001

- * Inclusive of charges as filed in Rule 010.001 Fuel Adjustment Factor (FAF), Rule 017 Terminal Handling Charges and Rule 018 Wharfage Charges. Rule 010.002 does not apply.
- # Rate includes Hawaii State Invasive Species Tax

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railers, Other	r Vehicles, Not Mechan	nically Propelled,	NOS – 8716.01		
	From:	То:	Rate Basis	Rates	Item Number
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$100.00	8716.01.000
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$100.00	8716.01.000
railers, or Ch	nassis, Freight, Not Me	chanically Propel	led. NOS – 8716.0	2	
	From:	To:	Rate Basis	Rates	Item Numbe
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$90.00	8716.02.000
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$90.00	8716.02.000
iders, NOS -	- 8801.01				
	From:	То:	Rate Basis	Rates	Item Numbe
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$100.00	8808.01.000
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$100.00	8808.01.000
rcraft, Powe	red, NOS – 8802.01				
	From:	То:	Rate Basis	Rates	Item Numbe
(C)	San Diego, CA.	Hawaii Base Ports	WM	\$100.00	8802.01.000
(C)	Hawaii Base Ports	San Diego, CA.	WM	\$100.00	8802.01.000

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January 01, 2014	January 01, 2014
Correction No.	865

Yachts and other Personal Watercraft for Pleasure, viz.: Boats and Boat Trailers, Combined, Ball-Hitch Trailer – 8903.01

Commodity Notes:

- Each boat must be tendered by shipper mounted on a skeletal trailer designed for the boat as shipped.
- One mast for each boat may be loaded to the trailer and shall not be included in determining the overall measurement for purposes of assessing charges.
- A boat containing personal effects or other portable items which are not permanently affixed to the hull or engine will not be accepted for shipment.
- Maximum weight for boat and boat trailer may not exceed 25,000 pounds.
- Measurement shall be of the boat and its trailer including the complete measure of the boat and its trailer, whichever is largest, excluding the exposed ball hitch trailer tongue not extending under the boat.
- Unless otherwise specified, all rates under this item are on a Linear Foot basis.

Between: (C) San Diego, CA. and Hawaii Base Ports

		Width					
	Length	Up to 10'		Over 10' up to	12'	Over 12' up to 14'6"	
		Rate	Item #	Rate	Item#	Rate	Item#
,	Up to 12'	\$146.30	0001	\$161.00	0008	-	0015
9.	Over 12' up to 20'	\$115.40	0002	\$127.00	0009	-	0016
13	Over 20' up to 25'	\$128.40	0003	\$141.25	0010	-	0017
Height up to 13'6"	Over 25' up to 30'	\$130.00	0004	\$143.00	0011	-	0018
t uj	Over 30' up to 35'	\$131.30	0005	\$144.50	0012	-	0019
igh	Over 35' up to 40'	\$132.20	0006	\$145.50	0013	-	0020
Не	Over 40' up to 55'	\$5,333.00 Each - plus	0007	\$6,382.00 Each -	0014	\$8,242.00 Each -	0021
		\$121.00 per Linear		plus \$183.00 per		plus \$255.00 per	
		Foot in excess of 40'		Linear Foot in		Linear Foot in	
				excess of 40'		excess of 40'	
				Width			
	Length	Up to 10'	,	Over 10' up to		Over 12' up to	
		Rate	Item#	Rate	Item#	Rate	Item#
	Up to 12'	146.30	0022	161.00	0029	-	0036
,4	Over 12' up to 20'	115.40	0023	127.00	0030	-	0037
0 1	Over 20' up to 25'	128.40	0024	141.25	0031	-	0038
ip t	Over 25' up to 30'	130.00	0025	143.00	0032	-	0039
and up to 14'	Over 30' up to 35'	131.30	0026	144.50	0033	-	0040
	Over 35' up to 40'	132.30	0027	145.50	0034	-	0041
Height over 13'6"	Over 40' up to 55'	\$5,333.00 Each - plus	0028	\$6,382.00 Each -	0035	\$8,242.00 Each -	0042
13		\$121.00 per Linear		plus \$183.00 per		plus \$255.00 per	
/er		Foot in excess of 40'		Linear Foot in		Linear Foot in	
10 1		plus \$75.00 for		excess of 40' plus		excess of 40'	
ght		complete length of		75.00 for		plus \$75.00 for	
Tei		boat and its trailer over		complete length		complete length	
I		13'6" high up to 14'		of boat and its		of boat and its	
		high		trailer over 13' 6"		trailer over 13'	
				high up to 14'		6" high up to 14'	
				high		high	

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Correction No.	866

Yachts and other Personal Watercraft for Pleasure, viz.: Boats and Boat Trailers, Combined, Ball-Hitch Trailer – 8903.01...Continued

Commodity Notes:

- Each boat must be tendered by shipper mounted on a skeletal trailer designed for the boat as shipped.
- One mast for each boat may be loaded to the trailer and shall not be included in determining the overall measurement for purposes of assessing charges.
- A boat containing personal effects or other portable items which are not permanently affixed to the hull or engine will not be accepted for shipment.
- Maximum weight for boat and boat trailer may not exceed 25,000 pounds.
- Measurement shall be of the boat and its trailer including the complete measure of the boat and its trailer, whichever is largest, excluding the exposed ball hitch trailer tongue not extending under the boat.
- Unless otherwise specified, all rates under this item are on a Linear Foot basis.

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Between: (C) San Diego, CA. and Hawaii Base Ports

				Width			
	Length	Up to 10'		Over 10' up to	12'	Over 12' up to	14'6"
		Rate	Item#	Rate	Item#	Rate	Item #
	Up to 12'	146.30	0043	161.00	0050	-	0057
6,,	Over 12' up to 20'	115.40	0044	127.00	0051	-	0058
4, 6	Over 20' up to 25'	128.40	0045	141.25	0052	-	0059
14	Over 25' up to 30'	130.00	0046	143.00	0053	-	0060
) to	Over 30' up to 35'	131.30	0047	144.50	0054	-	0061
14' up to 1	Over 35' up to 40'	132.30	0048	145.50	0055	-	0062
	Over 40' up to 55'	\$5,333.00 Each -	0049	\$6,382.00 Each -	0056	\$8,242.00 Each -	0063
Height over		plus \$121.00 per		plus \$183.00 per		plus \$255.00 per	
t o		Linear Foot over 40'		Linear Foot over		Linear Foot	
gh		plus \$255.00 for		40' plus \$255.00		over 40' plus	
Tei		complete length of		for complete		\$255 for	
_		boat and its trailer		length of boat and		complete length	
		over 14 ' high up to		its trailer over 14'		of boat and its	
		14' 6"		high up to 14' 6"		trailer over 14'	
	C142 (2)	C	11.0			high up to 14' 6"	

For Boats in Excess of 14' 6" feet in Width, please call for rate.

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March 20, 2014	March 20, 2014
Correction No.	886

Household Goods and Personal Effects, NOS – 9900.01

	From:	To:	Rate Basis	Rate	Item Number
	Seattle, WA.	Honolulu, HI.	NCWT	\$33.67*	9900.01.0003
	Honolulu, HI.	Seattle, WA.	NCWT	\$16.04	9900.01.0004

Rates to and from Hilo, Kahului and Nawiliwili shall apply through the addition of the following Outer Island Charge to the Honolulu port rates:

Outer Island Charge:

\$33.88/NCWT

Bunker Fuel Surcharge:

36.5% of Ocean Freight (Through 27-Mar-2014) 39.5% of Ocean Freight (Effective 28-Mar-2014)

*Hawaii State Invasive Species Tax:

\$0.75 per 1,000 lbs.

Applicable Minima:

Rates and BFS are subject to the following minima: Minimum Weight: 500 lbs. per shipment

Minimum Density: 5.0

Rates are not subject to Fuel Adjustment Factor – Rule 010.001, Terminal Handling Charges – Rule 017, Wharfage Charges – Rule 018.

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March 11, 2014	March 11, 2014
Correction No.	879

Household Goods and Personal Effects, NOS – 9900.01

From:	То:	Rate Basis	Rate	Item Number
Pacific Base Ports	Honolulu, HI.	CFT	\$2.35*	9900.01.0001
Honolulu, HI.	Pacific Base Ports	CFT	\$1.39	9900.01.0002

Rates shall apply to and from Hilo and Kahului through the addition of a \$2.00/NCWT Outer Island Charge, and to and from Nawiliwili through the addition of a \$22.00/NWCT Outer Island Charge to the Honolulu Port Rates.

The following surcharges apply:

Bunker Fuel Surcharge (BFS):

Westbound - \$0.7728 per cft (D) Through 25-Mar-2014

\$0.9283 per cft (A) Effective 26-Mar-2014

Eastbound - \$0.4356 per cft (D) Through 25-Mar-2014

\$0.5491 per cft (A) Effective 26-Mar-2014

*Hawaii State Invasive Species Tax:

\$0.75 per 1,000 lbs.

Rates are not subject to Fuel Adjustment Factor – Rule 010.001, Terminal Handling Charges – Rule 017, Wharfage Charges – Rule 018.

Rates and Fuel Adjustment Factor are subject to the following minima:

Minimum Weight: 1,000 lbs. per shipment (180 cft)

Minimum Density: 5.5

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Household Goods and Personal Effects, viz. Military – 9900.02 (See Rule 006)

	From:	То:	Rate Basis	Rate	Item Number
	Pacific Base Ports	Honolulu, HI.	CFT	\$2.35*	9900.02.1011
	Honolulu, HI.	Pacific Base Ports	CFT	\$1.39	9900.02.1012

Rates shall apply to and from Hilo and Kahului through the addition of a \$2.00/NCWT Outer Island Charge, and to and from Nawiliwili through the addition of a \$22.00/NWCT Outer Island Charge to the Honolulu Port Rates.

The following surcharges apply:

Bunker Fuel Surcharge (BFS):

Westbound - \$0.7728 per cft (D) Through 25-Mar-2014

\$0.9283 per cft (A) Effective 26-Mar-2014

Eastbound - \$0.4356 per cft (D) Through 25-Mar-2014

\$0.5491 per cft (A) Effective 26-Mar-2014

*Hawaii State Invasive Species Tax:

\$0.75 per 1,000 lbs.

Rates are not subject to Fuel Adjustment Factor – Rule 010.001, Terminal Handling Charges – Rule 017, Wharfage Charges – Rule 018

Rates and Fuel Adjustment Factor are subject to the following minima:

Minimum Weight: 500 lbs. per shipment (100 cft)

Minimum Density: 5.0

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Household Goods and Personal Effects, viz. Military – 9900.02 (See Rule 006)

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	From:	То:	Rate Basis	Rate	Item Number
	S-CA (Door)	Honolulu, HI.	NCWT	\$52.09*	9900.02.0001
	AZ (Door)	Honolulu, HI.	NCWT	\$54.41*	9900.02.0002
	CO (Door)	Honolulu, HI.	NCWT	\$59.04*	9900.02.0003
	TX-N (Door)	Honolulu, HI.	NCWT	\$63.67*	9900.02.0004
	TX-S (Door)	Honolulu, HI.	NCWT	\$66.67*	9900.02.0005
	Honolulu, HI.	S-CA (Door)	NCWT	\$28.94	9900.02.0006
	Honolulu, HI.	AZ (Door)	NCWT	\$33.57	9900.02.0007
	Honolulu, HI.	CO (Door)	NCWT	\$38.20	9900.02.1008
	Honolulu, HI.	TX-N (Door)	NCWT	\$39.36	9900.02.1009
	Honolulu, HI.	TX-S (Door)	NCWT	\$38.20	9900.02.1010

Rates shall apply to and from Hilo and Kahului through the addition of a \$2.00/NCWT Outer Island Charge, and to and from Nawiliwili through the addition of a \$22.00/NWCT Outer Island Charge to the Honolulu Port Rates.

Rates are subject to Bunker Fuel Surcharge and Linehaul Fuel Surcharge, as follows:

Bunker Fuel Surcharge (BFS):

Westbound - \$0.7728 per cft (D) Through 25-Mar-2014

\$0.9283 per cft (A) Effective 26-Mar-2014

Eastbound - \$0.4356 per cft (D) Through 25-Mar-2014

\$0.5491 per cft (A) Effective 26-Mar-2014

*Hawaii State Invasive Species Tax:

\$0.75 per 1,000 lbs.

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Household Goods and Personal Effects, viz. Military – 9900.02 (See Rule 006)

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Rates are not subject to Fuel Adjustment Factor – Rule 010.001, Terminal Handling Charges – Rule 017, Wharfage Charges – Rule 018.

Rates and Fuel Adjustment Factor are subject to the following minima:

Minimum Weight: 500 lbs. per shipment (180 cft)

Minimum Density: 5.0

S-CA = All Points from Lompoc, CA south to San Diego, CA.

AZ = All Points within Arizona. CO = All Points within Colorado.

TX-N = All Texas Points north of Houston, TX.

TX-S = All Texas Points south of Houston, TX, including Austin, TX.

Linehaul Fuel Surcharge is based upon the Department of Energy weekly national average for diesel fuel which is published at http://www.eia.gov/petroleum/gasdiesel/.