

# ONE SERVICE CONTRACT NO. NYC0222B24 AMENDMENT NO. 31

Effective Date 06 Nov, 2024

This Service Contract("Contract") is made between Ocean Network Express Pte. Ltd.((hereinafter called "ONE" or "CARRIER") and FASHION ACCESSORIES SHIPPERS ASSOCIATION (hereinafter called "Shipper") and all members or affiliates named in Term 9, whereby the parties mutually agree as set forth in pages attached hereto. IN WITNESS WHEREOF, the parties have executed this contract through their representatives duly authorized as of the dates hereinafter written.

Name of Shipper : FASHION ACCESSORIES SHIPPERS ASSOCIATION  
Address : 137 West 25th St. 3rd Floor New York, NY - 10001 United States NEW YORK, NY, NY 10118

## SHIPPER CERTIFICATION

Pursuant to FMC regulations in 46 C.F.R., Shipper, by execution of this contract, certifies its status as :

( ) Owner of the cargo ( ) NVOCC  
( O ) Shippers' association ( ) Owner of the Cargo & NVOCC

Every Shipper which is an NVOCC certifies it has a tariff and bond or other surety as required by law, and it will fully comply with all applicable laws

## OCEAN NETWORK EXPRESS PTE. LTD.

OCEAN NETWORK EXPRESS (NORTH AMERICA) INC.  
8730 STONY POINT PARKWAY  
RICHMOND, VA 23235  
PHONE: 804-256-2235  
EMAIL: MICHAEL.WRAY@ONE-LINE.COM  
MICHAEL WRAY  
Director TPEB Marketing

## FASHION ACCESSORIES SHIPPERS ASSOCIATION

137 West 25th St. 3rd Floor New York, NY - 10001 United States NEW YORK, NY, NY 10118  
  
Kenneth O'Brien  
President

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Date)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Date)

# TERMS AND CONDITIONS

## 1. PARTIES TO THIS SERVICE CONTRACT ("CONTRACT")

(a) "Carrier" means Ocean Network Express Pte. Ltd., acting in the United States by and through its general agent, Ocean Network Express (North America) Inc. Carrier may also be referred to in this Contract as "ONE."

(b) "Shipper" means each and every shipper and consignee identified in this Contract, including the shipper signing this Contract, any joint shipper, each affiliate and all members of Shippers' Associations. The Shipper signing this Contract warrants that it has authority to bind each and every Shipper to the terms of this Contract. If any Shipper undergoes a change in its corporate structure or if a Shippers' Association has a change in its membership, such Shipper shall notify ONE and provide the documentary confirmation required by law.

## 2. APPLICABLE TARIFF(S)

This Contract incorporates by reference ONE's Rates and Rules FMC Tariffs: ONEY-010, ONEY-020, ONEY-030, ONEY-101, ONEY-202, and/or subsequent re-issues thereto or otherwise applicable tariff, which includes ONE's bill of lading Tariff, available electronically at [www.one-line.com](http://www.one-line.com), where the statement of essential terms shall also be available. With such incorporation, this is the full agreement between the parties and an exclusive statement of the terms of the Contract. In the event of any conflict between the terms and conditions of the above tariffs and those of this Contract, the latter shall control. Each party to this Contract warrants that it is not relying on any written or oral representations outside of the Contract by any other party. Any prior or contemporaneous oral or written matter is of no force or effect and may not be used to modify or interpret this Contract, which may only be amended by a writing signed by the parties. This Contract and any amendments are binding only when filed with the Federal Maritime Commission ("FMC").

## 3. CONTRACT TERM

This Contract shall become effective on the date that it is filed with the FMC, or on the effective date set forth in the Rates Section of this Contract, whichever is later. Unless terminated earlier, this Contract shall continue until the expiration date set forth in the Rates Section of this Contract. The date cargo is received by ONE or its agent or subcontractor determines whether a cargo movement is during the term of this Contract. Cargo is not deemed received until the full bill of lading quantity is received (as used in this Contract, "bill of lading" shall be construed to include any waybills).

## 4. SHIPMENTS COVERED BY THIS CONTRACT

The Rates Section of this Contract specifies the applicable geographic scope, commodities, rates and minimum quantity commitment, including any sub-minimum quantity commitment ("MQC"). The shipment details—including origin, destination, and cargo description—as shown on the bill of lading issued by ONE conclusively determine whether cargo is within the geographic scope of this Contract, the applicable rates and charges, and whether cargo may be counted toward the MQC.

## 5. CALCULATION OF MINIMUM QUANTITY COMMITMENT

(a) For calculating MQC of containerized shipments in this contract, the following formula shall determine forty-foot equivalent units ("FEUs") for dry and/or refrigerated ("reefer") cargo:

- 20-foot container shall equal 0.5 FEU
- 40-foot (8'6") container shall equal 1.00 FEUs
- 40-foot (9'6") container shall equal 1.00 FEUs
- 45-foot container shall equal 1.25 FEUs

If there is a reefer substitution, counting under this Contract shall be the size of the container originally requested.

(b) For any CFS cargo, the conversions factors are as follows:

- Cargo rated on an AQ (any quantity) basis: 55 Cubic Meters (CBM) equal 1.00 FEU
- Cargo rated on a metric ton (MT) basis 18.5 MT equal 0.5 FEU

## 6. CONTRACT RATES

Unless otherwise provided herein, the rates set forth in the Rates Section are only base freight rates. All other applicable tariff charges, including surcharges, currency adjustment factors, bunker surcharges, arbitraries, origin and destination delivery charges, add-ons, and other additional charges in ONE's Rates and Rule FMC Tariffs: ONEY-010, ONEY-020, ONEY-030, ONEY-101, ONEY-202, or subsequent re-issues thereto or otherwise applicable tariff shall apply.

## 7. SERVICE COMMITMENTS

(a) ONE shall make available the vessel capacity and container equipment necessary to carry (a) the MQC required by this Contract, and (b) at

ONE's option, any additional cargo tendered by Shipper. This commitment is subject to the schedules and service patterns of ONE.

(b) Unless otherwise stated herein, ONE shall not provide chassis equipment, except in connection with any door services under ONE's responsibility.

#### 8. TENDER OF SHIPMENTS

(a) During the term of this Contract, Shipper shall tender and ship with ONE, in reasonably apportioned increments, the MQC set forth in the Rates Section, except to the extent the MQC is adjusted or excused under the terms of this Contract.

(b) Unless otherwise stated herein, Shipper may select the vessels on which its cargo will be carried, but space is not guaranteed on any particular vessel or with any particular frequency, and specific equipment is not guaranteed at any particular location or time.

(c) Shipper shall, either directly or through its agents and/or forwarders, request a booking from ONE at least fourteen (14) days before shipment. ONE may waive such requirement by accepting a booking on less notice.

#### 9. VERIFICATION OF CONTRACT CARRYINGS

(a) Bills of lading covering shipments under this Contract shall note the number of this Contract. Shipper shall make this designation when the bill of lading is requested and issued. ONE may permit cargo covered by a bill of lading not so noted to count towards the MQC, if there is evidence of inadvertent error by Shipper.

(b) For cargo to qualify for this Contract, the Shipper must appear on the bill of lading as shipper/exporter or consignee. If Shipper appears as notify party on the bill of lading and ONE, in its reasonable discretion, determines there is sufficient evidence that the cargo is owned by, consigned to, or moving for the direct account of Shipper, such cargo shall also qualify for this Contract.

#### 10. DEAD FREIGHT/LIQUIDATED DAMAGES

ONE and Shipper recognize that either the failure of Shipper to ship or the failure of ONE to carry the MQC would have an adverse impact on their respective operations, the precise quantification of which is difficult to calculate. Therefore, to avoid the difficulty and expense of proving actual losses, the parties agree, in lieu of all damages relating to the obligations of the Shipper to tender and of ONE to carry the MQC, liquidated damages shall be payable at the conclusion of this Contract as follows:

(a) To the extent Shipper fails to tender the MQC and/or any sub-MQC in accordance with its obligations under this Contract, Shipper shall be liable to ONE for liquidated damages at the rate of \$250 per FEU constituting such shortfall. This amount shall be paid to ONE within thirty (30) days after written notification from ONE. Each Shipper is jointly and severally liable for these damages.

(b) To the extent ONE shall fail to carry the MQC tendered by Shipper in accordance with the terms of this Contract, ONE shall be liable to Shipper for liquidated damages at the rate of \$250 per FEU constituting such shortfall. However, in no event shall Cargo tendered by Shipper in excess of (i) for any given week, 2% of the annualized MQC, or (ii) for any given month, 8.333% of the annualized MQC, count towards the Shipper's MQC obligation, unless such tender is accepted by ONE or it is specifically authorized elsewhere in this Contract. In no event shall Shipper be entitled to any offset or credit for any monies Shipper may claim are due Shipper under this Contract or otherwise. Before payment of any liquidated damages, ONE may require proof from Shipper that any cargo that Shipper claims ONE declined was properly and timely tendered under the Contract, and the burden shall be on Shipper to so demonstrate.

(c) Except for the liquidated damages set forth above, in no case shall either party be liable to the other for direct, consequential or other damages of any kind whatsoever arising from (i) the failure of Shipper to tender and/or ship, or (ii) the failure of ONE to accept and/or carry, cargo under this Contract.

#### 11. BILL OF LADING

To the extent terms about liability for damage to persons or property (including cargo), delays, mis-delivery, loss or any provision mandated by applicable law in ONE's bill of lading conflict with this Contract, the bill of lading shall prevail.

#### 12. GENERAL RATE INCREASES [GRI/AUTO]

If at any time during the Term of this Contract a General Rate Increase ("GRI") or an increase in a specific commodity rate occurs in the tariff, which would otherwise apply to shipments of Shipper in the absence of this Contract, then the GRI or commodity rate increase shall also be added to the rates and charges set forth or incorporated by reference in the rate matrix, as of the same date of the GRI or increase becomes effective in the tariff.

#### 13. CONTRACT RECORDS

The shipment records required to be maintained under FMC regulations shall be copies of bills of lading (or the same data in paper or electronic format) and any correspondence, amendment, correction, cancellation, adjustment, final settlement or change. Scott Dirnberger, Manager Commercial Agreements and Processes for Ocean Network Express (North America) Inc. at 8730 Stony Point Pkwy, Richmond, VA 23235, at 804-256-2326 will respond to requests from the FMC for shipment records.

#### 14. FORCE MAJEURE

In the event of a force majeure, including work stoppages, strikes, accidents, casualties, lockouts, fire, acts of terrorism, road, marine or rail disasters, derailments, acts of God, governmental restraints, war or hostilities, embargoes or other similar conditions but not commercial contingencies (such as changing markets, poor management decisions, business declines, bankruptcy of a customer or supplier, etc.), the party restrained by the force majeure shall promptly, but in any event within seven (7) days, notify the other parties in writing of the existence of such circumstances and the effect on its ability to perform under this Contract. Upon receipt of such notice, the parties involved shall be excused from their obligations under this Contract to the extent of and for the duration of the disability. The restrained party shall use reasonable efforts to overcome the force majeure. If there is a force majeure, the MQC and ONE's service commitment will be reduced in the proportion the term of the force majeure is to the term of this Contract.

To the extent a force majeure event impacts all or substantially all of ONE's service contract and tariff customers in a particular trade, ONE may provide notice of such event by publishing the same at the following site: [www.one-line.com](http://www.one-line.com).

#### 15. ASSIGNMENT

Neither party may assign its rights, delegate its duties, or otherwise transfer all or any part of this Contract to any third party without the express written consent of the other party, such consent not to be unreasonably withheld. Nothing herein shall prevent ONE from using the services of third parties (for example, tugs, stevedores, terminal operators, rail and motor carriers, vessel alliances, etc.) for the purpose of carrying out the terms of this Contract, provided Carrier shall remain responsible for the performance of such third parties, in accordance with the terms of this Contract.

#### 16. INTERPRETATION

No portion of this Contract shall be construed against ONE because it is the drafter of this Contract. If any portion of this Contract is found by a competent authority to be invalid or unenforceable, then such finding shall not be construed to invalidate or make unenforceable any other provision of this Contract, which shall remain in full force and effect.

#### 17. MODIFICATION

No amendment, correction, cancellation or change to or of this Contract shall be effective unless in writing, signed by the parties as required by FMC regulation and duly filed with the FMC. ONE may terminate this Contract on fifteen (15) days written notice to Shipper if ONE has fulfilled its commitment to carry the MQC under this Contract.

#### 18. NOTICES

Except as otherwise provided in this Contract, any notice required or permitted to be given under this Contract shall be considered effective if given (a) by registered or certified mail, postage prepaid, to the address set forth in this Contract, (b) by personal delivery to the party at the address set forth in this Contract, (c) by properly documented courier service to the party at the address set forth in this Contract, (d) by e-mail to the address set forth herein or in regular communications between the parties. Notice shall be deemed effective on the date given.

#### 19. APPLICABLE LAW / DISPUTES

(a) This Contract is subject to the U.S. Shipping Act of 1984, as amended by the Ocean Shipping Reform Act of 1998, and shall otherwise be construed and governed by the statutory and general maritime law of the United States and, to the extent not inconsistent therewith, the laws of the State of New York, without regard to its choice of law rules.

(b) In the event of a dispute under this Contract, the parties to the dispute shall attempt to resolve it amicably, by direct good faith negotiations between a senior executive of each such party. If there is no resolution within thirty (30) days, the dispute shall be resolved by arbitration in New York under the Rules of the Society of Maritime Arbitrators, Inc. ("SMA"). The arbitration shall be before a single arbitrator chosen by the parties to the dispute or, failing such agreement, each party shall appoint an arbitrator, and the two arbitrators so chosen shall select a third arbitrator as Chairperson. There shall be no restriction on the nationality of the arbitrators, and they may include practicing maritime attorneys. Except by agreement of the parties, there shall be no pre-hearing discovery. The costs and expenses of the arbitration (including reasonable attorneys' fees and costs) shall be borne by the non-prevailing party. The decision of the arbitrator(s) shall be final, binding, not subject to further review, and enforceable by any court, tribunal or other forum having jurisdiction. The parties consent to the personal jurisdiction of, and venue in, any State Court in New York, New York, and the United States District Court for the Southern District of New York (collectively, a "New York Court"). The parties agree any such award may be enforced pursuant to the United Nations Convention on the Recognition and Enforcement of Foreign Arbitral Awards of June 10, 1958. If a party that has prevailed in arbitration finds it necessary to enforce the arbitrators' decision and award, such party shall receive from the non-prevailing party the costs and expenses of such enforcement, including reasonable attorneys' fees and costs.

(c) For a matter subject to arbitration under this Contract, if a party starts an action in any other forum, such party shall be liable for any and all reasonable attorneys' fees and costs incurred by any other party defending that action.

(d) As an exception to arbitration and Sections 19(b) and 19(c) above, if a party against which liquidated damages have been assessed by written notice from the other party has not contested its liability for such assessment within thirty (30) days after notice of assessment is sent, the notifying party may bring an action to collect liquidated damages in any court of competent jurisdiction. As a further exception to arbitration and Sections

19(b) and 19(c) above, ONE may bring an action for unpaid freight or charges due for transportation services performed for Shipper in any court of competent jurisdiction. For purposes of the foregoing exceptions, the parties consent to personal jurisdiction and venue in any New York Court. The party obligated to pay such sums shall be liable to the party owed such sums for interest on the principal sum on and after the due date plus reasonable attorneys' fees and costs.

## 20. CONFIDENTIALITY

ONE and Shipper agree to keep the terms and the rates of this Contract confidential. Except to the extent required as a matter of law, neither ONE nor Shipper shall disclose either the terms or rates of this Contract to any third parties, unless written permission of the other party is given in advance. Notwithstanding the foregoing, disclosure is authorized to the extent reasonably necessary to carry out this Contract, but the parties shall take reasonable precautions to protect information so disclosed from further disclosure. Disclosure contrary to this provision shall be considered a material breach, justifying termination of this Contract at the option of the non-disclosing party. In addition to any remedies available as a matter of law, either party may enforce this provision in any court having jurisdiction, seeking injunctive relief, if appropriate.

## 21. ELECTRONIC SIGNATURE

The parties may sign any amendments to this Contract using an electronic signature. For purposes of this Contract, a valid electronic signature shall include an exchange of emails between the parties that (i) references this Contract, (ii) attaches to the e-mail the Contract and/or the amendment to the Contract, and (iii) states agreement to the attachment. In addition, if ONE has received Shipper's signature for this Contract and/or any amendments to this Contract, the parties agree that ONE's act of filing the Contract and/or any amendments with the FMC shall be considered the equivalent of ONE's electronic signature to the Contract or amendment.

## 22. PAYMENT OF FREIGHT

For all payments received in United States, the Customer hereby agrees to make payment of all freight and other charges for services rendered by the carrier by the due date, pursuant to credit Rule 7 of the Carrier's governing tariffs. In the event that the Customer has established credit terms with the Carrier, and has an outstanding balance over their credit terms, the Carrier has the right to suspend the Customer's credit and place the Customer's account on a "cash-only basis". Once the account is current, the Carrier may, at its sole discretion, restore the Customer's credit limit (if previously established).

## 23. EMISSIONS TRADING SYSTEM

The Parties agree that upon the implementation of an Emissions Trading System (ETS) by the European Union, the United States, or by any governing body, the rates in this Contract shall be subject to ETS surcharges published by Ocean Network Express in its governing tariff.

## 24. SHIPPER WARRANTY

### (a) Definitions:

"Goods" means the whole or any part of the cargo and any packaging received from the Shipper and includes any equipment or Container not supplied by or on behalf of the Carrier.

(b) The Shipper represents and warrants that Shipper, the Bill of Lading shipper, the Bill of Lading consignee, the owner of the Goods, all person(s) owning or entitled to possession of the Goods or of a Bill of Lading, the receiver of the Goods or Bill of Lading, the holder of the Bill of Lading, and/or anyone acting on behalf of any such person, including but not limited to agents, servants, independent contractors, non-vessel operating common carriers ("NVOCCs"), and freight forwarders, are not subject to the Specially Designated Nationals and the Blocked Persons list of the United States Office of Foreign Assets Control or any sanction or prohibition imposed by any State, Supranational or International Governmental Organization.

(c) The Shipper warrants that shipment(s) booked with the Carrier shall not be in any way connected with any of the parties, regions, areas, or countries subject to the Specially Designated Nationals and Blocked Persons list of the United States Office of Foreign Assets Control or any sanction or prohibition imposed by any State, Supranational or International Governmental Organization.

(d) The Shipper further warrants that any of the Merchant(s), as defined in ONE Bill of Lading Clause 1.1., of the shipment(s) booked with the Carrier are not subject to the Specially Designated Nationals and Blocked Persons list of the United States Office of Foreign Assets Control or any sanction or prohibition imposed by any State, Supranational or International Governmental Organization, and is not in any way connected with any of the parties, regions, areas, or countries subject to the Specially Designated Nationals and Blocked Persons list of United States Office of Foreign Assets Control or any sanction or prohibition imposed by any State, Supranational or International Governmental Organization.

(e) In the event a breach of this warranty is suspected by the Carrier, in its absolute discretion, the Carrier reserves all rights to suspend performance, terminate the contract of carriage, and/ or claim damages and cost resulting from the breach. The Carrier may at its sole discretion return the Goods to the port of loading or make the Goods available to the Shipper at any convenient port or place at the sole discretion of the Carrier, all of which shall be at the Shipper's own risk and expense howsoever caused. The Carrier shall be entitled to full freight on the Goods received for carriage, and the Shipper shall pay any additional costs of the carriage to, and delivery and storage at such place or port. For the avoidance of doubt, the Goods shall participate in General Average.

(f) The Shipper shall indemnify Carrier, its servants and agents, subcontractors, and carrying vessels and its owners against any and all (i) losses and damages in connection with the breach of its warranty stated herein; and (ii) claims brought by the owners of the Goods, Bill of Lading shipper,

Bill of Lading consignee, and/or the holders of Bills of Lading, waybills or other documents evidencing contracts of carriage and/or against Carrier by reason of Carrier's compliance with such alternative voyage orders or delivery of the Goods in accordance with subpart (e) of this Section.

#### 25. WAYBILL CLAUSE

In United States import trades, Carrier will issue non-negotiable sea waybills in lieu of bills of lading solely at merchant's request. In the event merchant requests the issuance of a sea waybill, such sea waybill is not negotiable and is not a document of title and delivery shall be made to the named consignee on production of such reasonable proof of identity as may be required by the carrier as is customary at the port of discharge and/or place of delivery. Where merchant provides delivery information to its consignee in the United States named on the waybill, said consignee may take delivery without the surrender of necessary documents. As a named consignee need only identify itself to obtain delivery, it is merchant's responsibility to safeguard shipping information to protect merchant's interests."

#### 26. MUTUAL PSS CLAUSE [PSSMUT] FOR TPEB TRADE ONLY

Once PSS is agreed, any increase or extension of the PSS charge from those levels published either in the rate matrix of this Contract or the tariff, as applicable, will not apply unless specifically and mutually agreed by the parties."

#### 27. Membership fee

Unless otherwise agreed in writing, the rates for 40' and 40' high containers shall be equalized. Rates for 20' containers shall be 80% of the rate for 40' containers. Rates for 45' containers shall be 120% of the rate for 40" containers. Notwithstanding the forgoing, the Carrier will collect membership dues on behalf of the Association. The amount is \$100 per container. Membership dues will be paid by the Carrier to the Association on or before the 10th day of the month for dues collected during the immediately preceding month. Payment shall be made by ACH to JP Morgan Chase Routing Number 021000021, Bank Account No. 23067272365 or such other address provided to the Carrier in writing by the Association. If the Carrier disputes and shipment for which dues is collected and payable, the Carrier shall pay all other undisputed items.

#### 28. MYANMAR INDEMNIFICATION CLAUSE

The Shipper, his affiliates and their designated agents shall be held responsible for adherence to all governmental regulations (including but not limited to 31 CFR part 537, as amended) regarding the shipment of any prohibited or banned commodities to or from Myanmar (Burma). The shipper, his affiliates and their designated agents also warrant that there will be no transportation of materials owned or controlled by individuals or entities that are prohibited from engaging in trade to or from the United States. The U.S. department of treasury on the following website:( [www.treasury.gov/resource-center/sanctions/sdn-list](http://www.treasury.gov/resource-center/sanctions/sdn-list) ) maintains a list of specially designated nationals (SDN's) that are prohibited from engaging in trade with the U.S. it is the duty of the shipper, his affiliates and designated agents to ensure that there are no shipments by or on behalf of these SDN's. The SDN list is subject to change by the U.S. Department of Treasury at any time and it is the responsibility of the Shipper, his affiliates and their designated agents to check this list regularly.

The Shipper, his affiliates and their designed agents hereby agree to defend, indemnify and hold the carrier harmless against any claims, suits, legal proceedings or administrative actions brought forth by the U.S. government or any other regulatory body or administrative agency. The payment of any fines, administrative penalties, settlements or additional fees that may be levied against the carrier for violating U.S. or international law shall be the responsibility of the Shipper, his affiliates and designated agents. Hence, the Carrier shall not knowingly quote on nor transport any banned cargo to or from the U.S. and will not knowingly transport any cargo by or on behalf of any SDN's, pursuant to any governmental regulation."

**ONE SERVICE CONTRACT NO. NYC0222B24 AMENDMENT NO. 31**

Effective Date 06 Nov, 2024

**6-1. General Rate**

**[WEST ASIA AND AFRICA - NORTH AMERICA (EB)]**

**171 COMMODITY : WPE1 - FAK Straight (Excluding Garments)**

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**ORIGIN : CHITTAGONG, BANGLADESH(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	4500	5300	5300	6710		
USLAX USOAK				CY	Dry	USD	5840	7300	7300	9240		
LONG BEACH, CA	US			CY	Dry	USD	5840	7300	7300	9240		
NEW YORK, NY	US			CY	Dry	USD	4500	5300	5300	6710		
TACOMA, WA	US			CY	Dry	USD	5840	7300	7300	9240		

**ORIGIN : COCHIN, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	3920	4500	4500	5695		
USLAX USLGB USOAK				CY	Dry	USD	4000	5000	5000	6330		
NEW YORK, NY	US			CY	Dry	USD	3920	4500	4500	5695		
TACOMA, WA	US			CY	Dry	USD	4000	5000	5000	6330		

**ORIGIN : HAZIRA, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USLAX USLGB USOAK				CY	Dry	USD	4800	6000	6000	7595		

**ORIGIN : INKTP INMAA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	3920	4500	4500	5695		
USLAX USLGB USOAK				CY	Dry	USD	4000	5000	5000	6330		
NEW YORK, NY	US			CY	Dry	USD	3920	4500	4500	5695		
TACOMA, WA	US			CY	Dry	USD	4000	5000	5000	6330		

**ORIGIN : INMUN INNSA INHZA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USSAV USCHS				CY	Dry	USD	2430	2700	2700	3420		
JACKSONVILLE, FL	US			CY	Dry	USD	2430	2700	2700	3420		
NEW YORK, NY	US			CY	Dry	USD	2430	2700	2700	3420		
NORFOLK, VA	US			CY	Dry	USD	2430	2700	2700	3420		

**ORIGIN : INNSA INPAV INMUN(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USLAX USLGB USOAK				CY	Dry	USD	4800	6000	6000	7595		
TACOMA, WA	US			CY	Dry	USD	4800	6000	6000	7595		

**ORIGIN : KOLKATA, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	3920	4500	4500	5695		
USLAX USLGB USOAK				CY	Dry	USD	4000	5000	5000	6330		
NEW YORK, NY	US			CY	Dry	USD	3920	4500	4500	5695		
TACOMA, WA	US			CY	Dry	USD	4000	5000	5000	6330		

**ORIGIN : MANGALORE, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	4400	4500	4500	5695		
USLAX USLGB USOAK				CY	Dry	USD	4800	6000	6000	7595		
NEW YORK, NY	US			CY	Dry	USD	4400	4500	4500	5695		
TACOMA, WA	US			CY	Dry	USD	4800	6000	6000	7595		

**ORIGIN : MUHAMMAD BIN QASIM, PAKISTAN(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
JACKSONVILLE, FL	US			CY	Dry	USD	2430	2700	2700	3420		

**ORIGIN : PIPAVAV, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	4400	4500	4500	5695		
NEW YORK, NY	US			CY	Dry	USD	4400	4500	4500	5695		

**ORIGIN : PKBQM PKKHI(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USLAX USLGB USOAK				CY	Dry	USD	3840	4800	4800	6075		
USSAV USCHS				CY	Dry	USD	2430	2700	2700	3420		
NEW YORK, NY	US			CY	Dry	USD	2430	2700	2700	3420		
NORFOLK, VA	US			CY	Dry	USD	2430	2700	2700	3420		
TACOMA, WA	US			CY	Dry	USD	3840	4800	4800	6075		

**ORIGIN : TUTICORIN, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	3920	4500	4500	5695		
USLAX USLGB USOAK				CY	Dry	USD	4000	5000	5000	6330		
NEW YORK, NY	US			CY	Dry	USD	3920	4500	4500	5695		
TACOMA, WA	US			CY	Dry	USD	4000	5000	5000	6330		

**ORIGIN : VISAKHAPATNAM, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	4400	4500	4500	5695		
USLAX USLGB USOAK				CY	Dry	USD	4800	6000	6000	7595		
NEW YORK, NY	US			CY	Dry	USD	4400	4500	4500	5695		
TACOMA, WA	US			CY	Dry	USD	4800	6000	6000	7595		

**< NOTE FOR COMMODITY >**

[Rates are valid from 20241101 to 20241114.](#)

[Rates are valid from 20241101 to 20241107.](#)



**172 COMMODITY : WPE1 - FAK Straight (Excluding Garments)**

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**ORIGIN : COLOMBO, SRI LANKA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	3440	4300	4300	5445		
USLAX USLGB USOAK				CY	Dry	USD	4800	6000	6000	7595		
NEW YORK, NY	US			CY	Dry	USD	3440	4300	4300	5445		
TACOMA, WA	US			CY	Dry	USD	4560	5700	5700	7215		

## &lt; NOTE FOR COMMODITY &gt;

[Rates are valid from 20241101 to 20241114.](#)[Rates are valid from 20241101 to 20241107.](#)**173 COMMODITY : WPE2 - Garments and Mixed Loads (Including Garments)**

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**ORIGIN : CHITTAGONG, BANGLADESH(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	4500	5300	5300	6710		
USLAX USOAK				CY	Dry	USD	5840	7300	7300	9240		
LONG BEACH, CA	US			CY	Dry	USD	5840	7300	7300	9240		
NEW YORK, NY	US			CY	Dry	USD	4500	5300	5300	6710		
TACOMA, WA	US			CY	Dry	USD	5840	7300	7300	9240		

**ORIGIN : COCHIN, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	4000	4600	4600	5822		
USLAX USLGB USOAK				CY	Dry	USD	4080	5100	5100	6457		
NEW YORK, NY	US			CY	Dry	USD	4000	4600	4600	5822		
TACOMA, WA	US			CY	Dry	USD	4080	5100	5100	6457		

**ORIGIN : HAZIRA, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USLAX USLGB USOAK				CY	Dry	USD	4880	6100	6100	7722		

**ORIGIN : INKTP INMAA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	4000	4600	4600	5822		
USLAX USLGB USOAK				CY	Dry	USD	4080	5100	5100	6457		
NEW YORK, NY	US			CY	Dry	USD	4000	4600	4600	5822		
TACOMA, WA	US			CY	Dry	USD	4080	5100	5100	6457		

**ORIGIN : INMUN INNSA INHZA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USSAV USCHS				CY	Dry	USD	2460	2750	2750	3483		
JACKSONVILLE, FL	US			CY	Dry	USD	2460	2750	2750	3483		
NEW YORK, NY	US			CY	Dry	USD	2460	2750	2750	3483		
NORFOLK, VA	US			CY	Dry	USD	2460	2750	2750	3483		

**ORIGIN : INNSA INPAV INMUN(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USLAX USLGB USOAK				CY	Dry	USD	4880	6100	6100	7722		
TACOMA, WA	US			CY	Dry	USD	4880	6100	6100	7722		

**ORIGIN : KOLKATA, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	4000	4600	4600	5822		
USLAX USLGB USOAK				CY	Dry	USD	4080	5100	5100	6457		
NEW YORK, NY	US			CY	Dry	USD	4000	4600	4600	5822		
TACOMA, WA	US			CY	Dry	USD	4080	5100	5100	6457		

**ORIGIN : MANGALORE, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	4480	4600	4600	5822		
USLAX USLGB USOAK				CY	Dry	USD	4880	6100	6100	7722		
NEW YORK, NY	US			CY	Dry	USD	4480	4600	4600	5822		
TACOMA, WA	US			CY	Dry	USD	4880	6100	6100	7722		

**ORIGIN : MUHAMMAD BIN QASIM, PAKISTAN(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
JACKSONVILLE, FL	US			CY	Dry	USD	2430	2700	2700	3420		

**ORIGIN : PIPAVAV, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	4480	4600	4600	5822		
NEW YORK, NY	US			CY	Dry	USD	4480	4600	4600	5822		

**ORIGIN : PKBQM PKKHI(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USLAX USLGB USOAK				CY	Dry	USD	3840	4800	4800	6075		
USSAV USCHS				CY	Dry	USD	2430	2700	2700	3420		
NEW YORK, NY	US			CY	Dry	USD	2430	2700	2700	3420		
NORFOLK, VA	US			CY	Dry	USD	2430	2700	2700	3420		
TACOMA, WA	US			CY	Dry	USD	3840	4800	4800	6075		

**ORIGIN : TUTICORIN, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	4000	4600	4600	5822		
USLAX USLGB USOAK				CY	Dry	USD	4080	5100	5100	6457		
NEW YORK, NY	US			CY	Dry	USD	4000	4600	4600	5822		
TACOMA, WA	US			CY	Dry	USD	4080	5100	5100	6457		

**ORIGIN : VISAKHAPATNAM, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	4480	4600	4600	5822		

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USLAX USLGB USOAK				CY	Dry	USD	4880	6100	6100	7722		
NEW YORK, NY	US			CY	Dry	USD	4480	4600	4600	5822		
TACOMA, WA	US			CY	Dry	USD	4880	6100	6100	7722		

< NOTE FOR COMMODITY >

[Rates are valid from 20241101 to 20241114.](#)

[Rates are valid from 20241101 to 20241107.](#)

**174 COMMODITY : WPE2 - Garments and Mixed Loads (Including Garments)**

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**ORIGIN : COLOMBO, SRI LANKA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
USCHS USJAX USORF USSAV				CY	Dry	USD	3520	4400	4400	5572		
USLAX USLGB USOAK				CY	Dry	USD	4880	6100	6100	7722		
NEW YORK, NY	US			CY	Dry	USD	3520	4400	4400	5572		
TACOMA, WA	US			CY	Dry	USD	4640	5800	5800	7342		

< NOTE FOR COMMODITY >

[Rates are valid from 20241101 to 20241114.](#)

[Rates are valid from 20241101 to 20241107.](#)

**175 COMMODITY : WPE3 - Group Canada**

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**ORIGIN : CHITTAGONG, BANGLADESH(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
HALIFAX, NS	CA			CY	Dry	USD	4500	5300	5300	6710		
VANCOUVER, BC	CA			CY	Dry	USD	5840	7300	7300	9240		

**ORIGIN : COCHIN, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
HALIFAX, NS	CA			CY	Dry	USD	3920	4500	4500	5695		
VANCOUVER, BC	CA			CY	Dry	USD	4000	5000	5000	6330		

**ORIGIN : HAZIRA, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
VANCOUVER, BC	CA			CY	Dry	USD	4800	6000	6000	7595		

**ORIGIN : INKTP INMAA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
HALIFAX, NS	CA			CY	Dry	USD	3920	4500	4500	5695		
VANCOUVER, BC	CA			CY	Dry	USD	4000	5000	5000	6330		

**ORIGIN : INMUN INNSA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
HALIFAX, NS	CA			CY	Dry	USD	3920	4500	4500	5695		

**ORIGIN : INNSA INPAV INMUN(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
VANCOUVER, BC	CA			CY	Dry	USD	4800	6000	6000	7595		

**ORIGIN : INPAV INVTZ(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
HALIFAX, NS	CA			CY	Dry	USD	4400	4500	4500	5695		

**ORIGIN : KOLKATA, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
HALIFAX, NS	CA			CY	Dry	USD	3920	4500	4500	5695		
VANCOUVER, BC	CA			CY	Dry	USD	4000	5000	5000	6330		

**ORIGIN : MANGALORE, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
HALIFAX, NS	CA			CY	Dry	USD	4400	4500	4500	5695		
VANCOUVER, BC	CA			CY	Dry	USD	4800	6000	6000	7595		

**ORIGIN : PKBQM PKKHI(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
HALIFAX, NS	CA			CY	Dry	USD	4400	4500	4500	5695		
VANCOUVER, BC	CA			CY	Dry	USD	3840	4800	4800	6075		

**ORIGIN : TUTICORIN, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
HALIFAX, NS	CA			CY	Dry	USD	3920	4500	4500	5695		
VANCOUVER, BC	CA			CY	Dry	USD	4000	5000	5000	6330		

**ORIGIN : VISAKHAPATNAM, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
VANCOUVER, BC	CA			CY	Dry	USD	4800	6000	6000	7595		

< NOTE FOR COMMODITY >

[Rates are valid from 20241101 to 20241114.](#)

[Rates are valid from 20241101 to 20241107.](#)

**176 COMMODITY : WPE3 - Group Canada**

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**ORIGIN : COLOMBO, SRI LANKA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
HALIFAX, NS	CA			CY	Dry	USD	3440	4300	4300	5445		
VANCOUVER, BC	CA			CY	Dry	USD	4560	5700	5700	7215		

< NOTE FOR COMMODITY >

[Rates are valid from 20241101 to 20241114.](#)

[Rates are valid from 20241101 to 20241107.](#)

**177 COMMODITY : WPE1 - FAK Straight (Excluding Garments)**

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**ORIGIN : CHITTAGONG, BANGLADESH(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4500</a>	<a href="#">5300</a>	<a href="#">5300</a>	<a href="#">6710</a>		
<a href="#">USLAX USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">5840</a>	<a href="#">7300</a>	<a href="#">7300</a>	<a href="#">9240</a>		
<a href="#">LONG BEACH, CA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">5840</a>	<a href="#">7300</a>	<a href="#">7300</a>	<a href="#">9240</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4500</a>	<a href="#">5300</a>	<a href="#">5300</a>	<a href="#">6710</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">5840</a>	<a href="#">7300</a>	<a href="#">7300</a>	<a href="#">9240</a>		

**ORIGIN : COCHIN, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">5000</a>	<a href="#">5000</a>	<a href="#">6330</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">5000</a>	<a href="#">5000</a>	<a href="#">6330</a>		

**ORIGIN : COLOMBO, SRI LANKA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3120</a>	<a href="#">3900</a>	<a href="#">3900</a>	<a href="#">4935</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3840</a>	<a href="#">4800</a>	<a href="#">4800</a>	<a href="#">6075</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3120</a>	<a href="#">3900</a>	<a href="#">3900</a>	<a href="#">4935</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3840</a>	<a href="#">4800</a>	<a href="#">4800</a>	<a href="#">6075</a>		

**ORIGIN : HAZIRA, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4800</a>	<a href="#">6000</a>	<a href="#">6000</a>	<a href="#">7595</a>		

**ORIGIN : INKTP INMAA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">5000</a>	<a href="#">5000</a>	<a href="#">6330</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">5000</a>	<a href="#">5000</a>	<a href="#">6330</a>		

**ORIGIN : INMUN INNSA INHZA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USSAV USCHS JACKSONVILLE, FL</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2070</a>	<a href="#">2300</a>	<a href="#">2300</a>	<a href="#">2910</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2070</a>	<a href="#">2300</a>	<a href="#">2300</a>	<a href="#">2910</a>		
<a href="#">NORFOLK, VA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2070</a>	<a href="#">2300</a>	<a href="#">2300</a>	<a href="#">2910</a>		

**ORIGIN : INNSA INPAV INMUN(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4800</a>	<a href="#">6000</a>	<a href="#">6000</a>	<a href="#">7595</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4800</a>	<a href="#">6000</a>	<a href="#">6000</a>	<a href="#">7595</a>		

**ORIGIN : KOLKATA, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">5000</a>	<a href="#">5000</a>	<a href="#">6330</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">5000</a>	<a href="#">5000</a>	<a href="#">6330</a>		

**ORIGIN : MANGALORE, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4400</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4800</a>	<a href="#">6000</a>	<a href="#">6000</a>	<a href="#">7595</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4400</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4800</a>	<a href="#">6000</a>	<a href="#">6000</a>	<a href="#">7595</a>		

**ORIGIN : MUHAMMAD BIN QASIM, PAKISTAN(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">JACKSONVILLE, FL</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2070</a>	<a href="#">2300</a>	<a href="#">2300</a>	<a href="#">2910</a>		

**ORIGIN : PIPAVAV, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4400</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4400</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		

**ORIGIN : PKBQM PKKHI(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3840</a>	<a href="#">4800</a>	<a href="#">4800</a>	<a href="#">6075</a>		
<a href="#">USSAV USCHS</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2070</a>	<a href="#">2300</a>	<a href="#">2300</a>	<a href="#">2910</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2070</a>	<a href="#">2300</a>	<a href="#">2300</a>	<a href="#">2910</a>		
<a href="#">NORFOLK, VA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2070</a>	<a href="#">2300</a>	<a href="#">2300</a>	<a href="#">2910</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3840</a>	<a href="#">4800</a>	<a href="#">4800</a>	<a href="#">6075</a>		

**ORIGIN : TUTICORIN, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">5000</a>	<a href="#">5000</a>	<a href="#">6330</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">5000</a>	<a href="#">5000</a>	<a href="#">6330</a>		

**ORIGIN : VISAKHAPATNAM, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4400</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4800</a>	<a href="#">6000</a>	<a href="#">6000</a>	<a href="#">7595</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4400</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4800</a>	<a href="#">6000</a>	<a href="#">6000</a>	<a href="#">7595</a>		

< NOTE FOR COMMODITY >

Rates are valid from 20241108 to 20241114.

**178 COMMODITY : WPE2 - Garments and Mixed Loads (Including Garments)**

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**ORIGIN : CHITTAGONG, BANGLADESH(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4500</a>	<a href="#">5300</a>	<a href="#">5300</a>	<a href="#">6710</a>		
<a href="#">USLAX USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">5840</a>	<a href="#">7300</a>	<a href="#">7300</a>	<a href="#">9240</a>		
<a href="#">LONG BEACH, CA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">5840</a>	<a href="#">7300</a>	<a href="#">7300</a>	<a href="#">9240</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4500</a>	<a href="#">5300</a>	<a href="#">5300</a>	<a href="#">6710</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">5840</a>	<a href="#">7300</a>	<a href="#">7300</a>	<a href="#">9240</a>		

**ORIGIN : COCHIN, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4080</a>	<a href="#">5100</a>	<a href="#">5100</a>	<a href="#">6457</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4080</a>	<a href="#">5100</a>	<a href="#">5100</a>	<a href="#">6457</a>		

**ORIGIN : COLOMBO, SRI LANKA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3200</a>	<a href="#">4000</a>	<a href="#">4000</a>	<a href="#">5062</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4900</a>	<a href="#">4900</a>	<a href="#">6202</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3200</a>	<a href="#">4000</a>	<a href="#">4000</a>	<a href="#">5062</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4900</a>	<a href="#">4900</a>	<a href="#">6202</a>		

**ORIGIN : HAZIRA, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4880</a>	<a href="#">6100</a>	<a href="#">6100</a>	<a href="#">7722</a>		

**ORIGIN : INKTP INMAA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4080</a>	<a href="#">5100</a>	<a href="#">5100</a>	<a href="#">6457</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4080</a>	<a href="#">5100</a>	<a href="#">5100</a>	<a href="#">6457</a>		

**ORIGIN : INMUN INNSA INHZA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USSAV USCHS</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2100</a>	<a href="#">2350</a>	<a href="#">2350</a>	<a href="#">2973</a>		
<a href="#">JACKSONVILLE, FL</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2100</a>	<a href="#">2350</a>	<a href="#">2350</a>	<a href="#">2973</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2100</a>	<a href="#">2350</a>	<a href="#">2350</a>	<a href="#">2973</a>		
<a href="#">NORFOLK, VA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2100</a>	<a href="#">2350</a>	<a href="#">2350</a>	<a href="#">2973</a>		

**ORIGIN : INNSA INPAV INMUN(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4880</a>	<a href="#">6100</a>	<a href="#">6100</a>	<a href="#">7722</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4880</a>	<a href="#">6100</a>	<a href="#">6100</a>	<a href="#">7722</a>		

**ORIGIN : KOLKATA, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4080</a>	<a href="#">5100</a>	<a href="#">5100</a>	<a href="#">6457</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4080</a>	<a href="#">5100</a>	<a href="#">5100</a>	<a href="#">6457</a>		

**ORIGIN : MANGALORE, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4480</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4880</a>	<a href="#">6100</a>	<a href="#">6100</a>	<a href="#">7722</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4480</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4880</a>	<a href="#">6100</a>	<a href="#">6100</a>	<a href="#">7722</a>		

**ORIGIN : MUHAMMAD BIN QASIM, PAKISTAN(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">JACKSONVILLE, FL</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2070</a>	<a href="#">2300</a>	<a href="#">2300</a>	<a href="#">2910</a>		

**ORIGIN : PIPAVAV, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4480</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4480</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		

**ORIGIN : PKBQM PKKHI(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3840</a>	<a href="#">4800</a>	<a href="#">4800</a>	<a href="#">6075</a>		
<a href="#">USSAV USCHS</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2070</a>	<a href="#">2300</a>	<a href="#">2300</a>	<a href="#">2910</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2070</a>	<a href="#">2300</a>	<a href="#">2300</a>	<a href="#">2910</a>		
<a href="#">NORFOLK, VA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">2070</a>	<a href="#">2300</a>	<a href="#">2300</a>	<a href="#">2910</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3840</a>	<a href="#">4800</a>	<a href="#">4800</a>	<a href="#">6075</a>		

**ORIGIN : TUTICORIN, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4080</a>	<a href="#">5100</a>	<a href="#">5100</a>	<a href="#">6457</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4080</a>	<a href="#">5100</a>	<a href="#">5100</a>	<a href="#">6457</a>		

**ORIGIN : VISAKHAPATNAM, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">USCHS USJAX USORF USSAV</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4480</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		
<a href="#">USLAX USLGB USOAK</a>				<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4880</a>	<a href="#">6100</a>	<a href="#">6100</a>	<a href="#">7722</a>		
<a href="#">NEW YORK, NY</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4480</a>	<a href="#">4600</a>	<a href="#">4600</a>	<a href="#">5822</a>		
<a href="#">TACOMA, WA</a>	<a href="#">US</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4880</a>	<a href="#">6100</a>	<a href="#">6100</a>	<a href="#">7722</a>		

< NOTE FOR COMMODITY >

Rates are valid from 20241108 to 20241114.

**179 COMMODITY : WPE3 - Group Canada**



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**ORIGIN : CHITTAGONG, BANGLADESH(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">HALIFAX, NS</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4500</a>	<a href="#">5300</a>	<a href="#">5300</a>	<a href="#">6710</a>		
<a href="#">VANCOUVER, BC</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">5840</a>	<a href="#">7300</a>	<a href="#">7300</a>	<a href="#">9240</a>		

**ORIGIN : COCHIN, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">HALIFAX, NS</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">VANCOUVER, BC</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">5000</a>	<a href="#">5000</a>	<a href="#">6330</a>		

**ORIGIN : COLOMBO, SRI LANKA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">HALIFAX, NS</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3120</a>	<a href="#">3900</a>	<a href="#">3900</a>	<a href="#">4935</a>		
<a href="#">VANCOUVER, BC</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3840</a>	<a href="#">4800</a>	<a href="#">4800</a>	<a href="#">6075</a>		

**ORIGIN : HAZIRA, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">VANCOUVER, BC</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4800</a>	<a href="#">6000</a>	<a href="#">6000</a>	<a href="#">7595</a>		

**ORIGIN : INKTP INMAA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">HALIFAX, NS</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">VANCOUVER, BC</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">5000</a>	<a href="#">5000</a>	<a href="#">6330</a>		

**ORIGIN : INMUN INNSA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">HALIFAX, NS</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		

**ORIGIN : INNSA INPAV INMUN(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">VANCOUVER, BC</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4800</a>	<a href="#">6000</a>	<a href="#">6000</a>	<a href="#">7595</a>		

**ORIGIN : INPAV INVTZ(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">HALIFAX, NS</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4400</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		

**ORIGIN : KOLKATA, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">HALIFAX, NS</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">VANCOUVER, BC</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">5000</a>	<a href="#">5000</a>	<a href="#">6330</a>		

**ORIGIN : MANGALORE, INDIA(CY)**

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">HALIFAX, NS</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4400</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">VANCOUVER, BC</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4800</a>	<a href="#">6000</a>	<a href="#">6000</a>	<a href="#">7595</a>		

**ORIGIN** : [PKBQM PKKHI\(CY\)](#)

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">HALIFAX, NS</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4400</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">VANCOUVER, BC</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3840</a>	<a href="#">4800</a>	<a href="#">4800</a>	<a href="#">6075</a>		

**ORIGIN** : [TUTICORIN, INDIA\(CY\)](#)

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">HALIFAX, NS</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">3920</a>	<a href="#">4500</a>	<a href="#">4500</a>	<a href="#">5695</a>		
<a href="#">VANCOUVER, BC</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4000</a>	<a href="#">5000</a>	<a href="#">5000</a>	<a href="#">6330</a>		

**ORIGIN** : [VISAKHAPATNAM, INDIA\(CY\)](#)

Destination	Cntry	Destination Via	Cntry	Term	Type	Cur	20'	40'	40HC	45'	Direct Call	Note
<a href="#">VANCOUVER, BC</a>	<a href="#">CA</a>			<a href="#">CY</a>	<a href="#">Dry</a>	<a href="#">USD</a>	<a href="#">4800</a>	<a href="#">6000</a>	<a href="#">6000</a>	<a href="#">7595</a>		

**< NOTE FOR COMMODITY >**

[Rates are valid from 20241108 to 20241114.](#)

See Term 12 for Additional Provisions/Notes/Exceptions

**6-4. Destination Arbitrary**

**[WEST ASIA AND AFRICA - NORTH AMERICA (EB)]**

**RATE APPLICABLE OVER : CHARLESTON, SC, UNITED STATES Rate**

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
CHARLOTTE, NC	US	CY						Dry	USD		810	900	900	1140			1
CRANDALL, GA	US	CY						Dry	USD		1935	2150	2150	2720			8
DALLAS, TX	US	CY						Dry	USD		2212.56	2458.4	2458.4	3110			6
<del>GREER, SC</del>	<del>US</del>	<del>CY</del>						<del>Dry</del>	<del>USD</del>		<del>850.27</del>	<del>944.74</del>	<del>944.74</del>	<del>1195</del>			<del>4</del>
<del>GREER, SC</del>	<del>US</del>	<del>CY</del>						<del>Dry</del>	<del>USD</del>		<del>1260</del>	<del>1400</del>	<del>1400</del>	<del>1780</del>			<del>7</del>
<del>GREER, SC</del>	<del>US</del>	<del>CY</del>						<del>Dry</del>	<del>USD</del>		<del>850.27</del>	<del>944.74</del>	<del>944.74</del>	<del>1195</del>			<del>6</del>
<a href="#">GREER, SC</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">996</a>	<a href="#">1245</a>	<a href="#">1245</a>	<a href="#">1576</a>			<a href="#">9</a>
NASHVILLE, TN	US	CY						Dry	USD		1350	1500	1500	1900			6
NASHVILLE, TN	US	CY						Dry	USD		1530	1700	1700	2160			7

**NOTE 8 :** Valid 2024-10-09 to 2025-04-30

**NOTE 9 :** [Valid 2024-11-06 to 2025-04-30](#)

**RATE APPLICABLE OVER : HALIFAX, NS, CANADA Rate**

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
EDMONTON, AB	CA	CY						Dry	USD		3240	3600	3600	4560			8

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
MONTREAL, QC	CA	CY						Dry	USD		1575	1750	1750	2215			1
TORONTO, ON	CA	CY						Dry	USD		1575	1750	1750	2215			1

**NOTE 1 :** Valid 2024-05-20 to 2025-04-30

**NOTE 8 :** Valid 2024-10-09 to 2025-04-30

**RATE APPLICABLE OVER : LONG BEACH, CA, UNITED STATES Rate**

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
CHICAGO, IL	US	CY						Dry	USD		2115	2350	2350	2975			1
CINCINNATI, OH	US	CY						Dry	USD		2385	2650	2650	3355			1
CLEVELAND, OH	US	CY						Dry	USD		2385	2650	2650	3355			1
COLUMBUS, OH	US	CY						Dry	USD		2385	2650	2650	3355			1
DALLAS, TX	US	CY						Dry	USD		2025	2250	2250	2850			1
DENVER, CO	US	CY						Dry	USD		2745	3050	3050	3860			8
EL PASO, TX	US	CY						Dry	USD		1845	2050	2050	2595			1
MEMPHIS, TN	US	CY						Dry	USD		2250	2500	2500	3165			1
OMAHA, NE	US	CY						Dry	USD		2745	3050	3050	3860			1
SALT LAKE CITY, UT	US	CY						Dry	USD		2025	2250	2250	2850			1

**NOTE 1 :** Valid 2024-05-20 to 2025-04-30

**NOTE 8 :** Valid 2024-10-09 to 2025-04-30

**RATE APPLICABLE OVER : LOS ANGELES, CA, UNITED STATES Rate**

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
CHICAGO, IL	US	CY						Dry	USD		2115	2350	2350	2975			1
CINCINNATI, OH	US	CY						Dry	USD		2385	2650	2650	3355			1
CLEVELAND, OH	US	CY						Dry	USD		2385	2650	2650	3355			1
COLUMBUS, OH	US	CY						Dry	USD		2385	2650	2650	3355			1
DALLAS, TX	US	CY						Dry	USD		2025	2250	2250	2850			1
DENVER, CO	US	CY						Dry	USD		2745	3050	3050	3860			8
OMAHA, NE	US	CY						Dry	USD		2745	3050	3050	3860			1
SALT LAKE CITY, UT	US	CY						Dry	USD		2025	2250	2250	2850			1

**NOTE 1 :** Valid 2024-05-20 to 2025-04-30

**NOTE 8 :** Valid 2024-10-09 to 2025-04-30

**RATE APPLICABLE OVER : NEW YORK, NY, UNITED STATES Rate**

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
BOSTON, MA	US	CY						Dry	USD		2025	2250	2250	2850			1
<del>CHICAGO, IL</del>	<del>US</del>	<del>CY</del>						<del>Dry</del>	<del>USD</del>		<del>720</del>	<del>800</del>	<del>800</del>	<del>1015</del>			<del>6</del>
<del>CHICAGO, IL</del>	<del>US</del>	<del>CY</del>						<del>Dry</del>	<del>USD</del>		<del>1170</del>	<del>1300</del>	<del>1300</del>	<del>1655</del>			<del>7</del>
<u>CHICAGO, IL</u>	<u>US</u>	<u>CY</u>						<u>Dry</u>	<u>USD</u>		<u>880</u>	<u>1100</u>	<u>1100</u>	<u>1393</u>			<u>9</u>
<del>CINCINNATI, OH</del>	<del>US</del>	<del>CY</del>						<del>Dry</del>	<del>USD</del>		<del>1350</del>	<del>1500</del>	<del>1500</del>	<del>1905</del>			<del>7</del>
<del>CINCINNATI, OH</del>	<del>US</del>	<del>CY</del>						<del>Dry</del>	<del>USD</del>		<del>990</del>	<del>1100</del>	<del>1100</del>	<del>1395</del>			<del>6</del>

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
<a href="#">CINCINNATI, OH</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1120</a>	<a href="#">1400</a>	<a href="#">1400</a>	<a href="#">1772</a>			<a href="#">9</a>
<a href="#">CLEVELAND, OH</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">990</a>	<a href="#">1100</a>	<a href="#">1100</a>	<a href="#">1395</a>			<a href="#">6</a>
<a href="#">CLEVELAND, OH</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1350</a>	<a href="#">1500</a>	<a href="#">1500</a>	<a href="#">1905</a>			<a href="#">7</a>
<a href="#">CLEVELAND, OH</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1120</a>	<a href="#">1400</a>	<a href="#">1400</a>	<a href="#">1772</a>			<a href="#">9</a>
<a href="#">COLUMBUS, OH</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1350</a>	<a href="#">1500</a>	<a href="#">1500</a>	<a href="#">1905</a>			<a href="#">7</a>
<a href="#">COLUMBUS, OH</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">990</a>	<a href="#">1100</a>	<a href="#">1100</a>	<a href="#">1395</a>			<a href="#">6</a>
<a href="#">COLUMBUS, OH</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1120</a>	<a href="#">1400</a>	<a href="#">1400</a>	<a href="#">1772</a>			<a href="#">9</a>
<a href="#">DETROIT, MI</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">810</a>	<a href="#">900</a>	<a href="#">900</a>	<a href="#">1150</a>			<a href="#">6</a>
<a href="#">DETROIT, MI</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1080</a>	<a href="#">1200</a>	<a href="#">1200</a>	<a href="#">1525</a>			<a href="#">7</a>
<a href="#">DETROIT, MI</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>			<a href="#">1200</a>	<a href="#">1200</a>				<a href="#">7</a>
<a href="#">DETROIT, MI</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>			<a href="#">900</a>	<a href="#">900</a>				<a href="#">6</a>
<a href="#">DETROIT, MI</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">960</a>			<a href="#">1512</a>			<a href="#">9</a>
<a href="#">INDIANAPOLIS, IN</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>				<a href="#">1700</a>	<a href="#">2150</a>			<a href="#">4</a>
<a href="#">INDIANAPOLIS, IN</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>				<a href="#">1950</a>	<a href="#">2410</a>			<a href="#">5</a>
<a href="#">INDIANAPOLIS, IN</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1710</a>	<a href="#">1950</a>	<a href="#">1950</a>	<a href="#">2410</a>			<a href="#">6</a>
<a href="#">INDIANAPOLIS, IN</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">2430</a>	<a href="#">2700</a>	<a href="#">2700</a>	<a href="#">3430</a>			<a href="#">7</a>
<a href="#">INDIANAPOLIS, IN</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">2040</a>	<a href="#">2550</a>	<a href="#">2550</a>	<a href="#">3228</a>			<a href="#">9</a>
<a href="#">KANSAS CITY, KS</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1350</a>	<a href="#">1500</a>	<a href="#">1500</a>	<a href="#">1900</a>			<a href="#">4</a>
<a href="#">KANSAS CITY, KS</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1620</a>	<a href="#">1800</a>	<a href="#">1800</a>	<a href="#">2290</a>			<a href="#">7</a>
<a href="#">KANSAS CITY, KS</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1350</a>	<a href="#">1500</a>	<a href="#">1500</a>	<a href="#">1900</a>			<a href="#">6</a>
<a href="#">KANSAS CITY, KS</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>			<a href="#">1800</a>	<a href="#">1800</a>				<a href="#">7</a>
<a href="#">KANSAS CITY, KS</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>			<a href="#">1500</a>	<a href="#">1500</a>				<a href="#">6</a>
<a href="#">KANSAS CITY, KS</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>			<a href="#">1500</a>	<a href="#">1500</a>				<a href="#">1</a>
<a href="#">KANSAS CITY, KS</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1440</a>			<a href="#">2278</a>			<a href="#">9</a>
<a href="#">MINNEAPOLIS, MN</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">2295</a>	<a href="#">2550</a>	<a href="#">2550</a>	<a href="#">3230</a>			<a href="#">4</a>
<a href="#">MINNEAPOLIS, MN</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">2295</a>	<a href="#">2550</a>	<a href="#">2550</a>	<a href="#">3230</a>			<a href="#">6</a>
<a href="#">MINNEAPOLIS, MN</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">2565</a>	<a href="#">2850</a>	<a href="#">2850</a>	<a href="#">3620</a>			<a href="#">7</a>
<a href="#">MINNEAPOLIS, MN</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>			<a href="#">2850</a>	<a href="#">2850</a>				<a href="#">7</a>
<a href="#">MINNEAPOLIS, MN</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>			<a href="#">2550</a>	<a href="#">2550</a>				<a href="#">6</a>
<a href="#">MINNEAPOLIS, MN</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>			<a href="#">2550</a>	<a href="#">2550</a>				<a href="#">1</a>
<a href="#">MINNEAPOLIS, MN</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">2280</a>			<a href="#">3608</a>			<a href="#">9</a>
<a href="#">OMAHA, NE</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">2295</a>	<a href="#">2550</a>	<a href="#">2550</a>	<a href="#">3230</a>			<a href="#">4</a>
<a href="#">OMAHA, NE</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">2295</a>	<a href="#">2550</a>	<a href="#">2550</a>	<a href="#">3230</a>			<a href="#">6</a>
<a href="#">OMAHA, NE</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">2700</a>	<a href="#">3000</a>	<a href="#">3000</a>	<a href="#">3810</a>			<a href="#">7</a>
<a href="#">OMAHA, NE</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">2280</a>	<a href="#">2850</a>	<a href="#">2850</a>	<a href="#">3608</a>			<a href="#">9</a>
<a href="#">PHILADELPHIA, PA</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1360</a>			<a href="#">2152</a>			<a href="#">9</a>
<a href="#">PITTSBURGH, PA</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">2025</a>	<a href="#">2250</a>	<a href="#">2250</a>	<a href="#">2850</a>			<a href="#">1</a>
<a href="#">SAINT LOUIS, MO</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">990</a>	<a href="#">1100</a>	<a href="#">1100</a>	<a href="#">1395</a>			<a href="#">4</a>
<a href="#">SAINT LOUIS, MO</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1125</a>	<a href="#">1250</a>	<a href="#">1250</a>	<a href="#">1600</a>			<a href="#">5</a>
<a href="#">SAINT LOUIS, MO</a>	<a href="#">US</a>	<a href="#">CY</a>						<a href="#">Dry</a>	<a href="#">USD</a>		<a href="#">1620</a>	<a href="#">1800</a>	<a href="#">1800</a>	<a href="#">2290</a>			<a href="#">7</a>

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
SAINT LOUIS, MO	US	CY						Dry	USD		1125	1250	1250	1600			6
SAINT LOUIS, MO	US	CY						Dry	USD		1240	1550	1550	1962			9

NOTE 4 : [Valid 2024-05-22 to 2024-05-31](#)

NOTE 5 : [Valid 2024-06-01 to 2025-04-30](#)

NOTE 9 : [Valid 2024-11-06 to 2025-04-30](#)

**RATE APPLICABLE OVER : NORFOLK, VA, UNITED STATES Rate**

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
BALTIMORE, MD	US	CY						Dry	USD		1395	1550	1550	1960			1
CHICAGO, IL	US	CY						Dry	USD		720	800	800	1015			6
CHICAGO, IL	US	CY						Dry	USD		1170	1300	1300	1655			7
CHICAGO, IL	US	CY						Dry	USD		880	1100	1100	1393			9
CINCINNATI, OH	US	CY						Dry	USD		1350	1500	1500	1905			7
CINCINNATI, OH	US	CY						Dry	USD		990	1100	1100	1395			6
CINCINNATI, OH	US	CY						Dry	USD		1120	1400	1400	1772			9
CLEVELAND, OH	US	CY						Dry	USD		1350	1500	1500	1905			7
CLEVELAND, OH	US	CY						Dry	USD		990	1100	1100	1395			6
CLEVELAND, OH	US	CY						Dry	USD		1120	1400	1400	1772			9
COLUMBUS, OH	US	CY						Dry	USD		1350	1500	1500	1905			7
COLUMBUS, OH	US	CY						Dry	USD		990	1100	1100	1395			6
COLUMBUS, OH	US	CY						Dry	USD		1120	1400	1400	1772			9
DETROIT, MI	US	CY						Dry	USD		810	900	900	1150			6
DETROIT, MI	US	CY						Dry	USD		810	900	900	1150			5
DETROIT, MI	US	CY						Dry	USD		720	800	800	1015			4
DETROIT, MI	US	CY						Dry	USD		1080	1200	1200	1525			7
DETROIT, MI	US	CY						Dry	USD			900	900				6
DETROIT, MI	US	CY						Dry	USD			900	900				5
DETROIT, MI	US	CY						Dry	USD			800	800				4
DETROIT, MI	US	CY						Dry	USD			1200	1200				7
DETROIT, MI	US	CY						Dry	USD		960			1512			9
LOUISVILLE, KY	US	CY						Dry	USD		1035	1150	1150	1470			6
LOUISVILLE, KY	US	CY						Dry	USD		1035	1150					5
LOUISVILLE, KY	US	CY						Dry	USD		900	1000					4
LOUISVILLE, KY	US	CY						Dry	USD		1620	1800	1800	2290			7
LOUISVILLE, KY	US	CY						Dry	USD		1240	1550	1550	1962			9
OMAHA, NE	US	CY						Dry	USD		2295	2550	2550	3230			6
OMAHA, NE	US	CY						Dry	USD		2700	3000	3000	3810			8
SAINT LOUIS, MO	US	CY						Dry	USD		990	1100	1100	1395			4
SAINT LOUIS, MO	US	CY						Dry	USD		1125	1250	1250	1600			5
SAINT LOUIS, MO	US	CY						Dry	USD		1125	1250	1250	1600			6
SAINT LOUIS, MO	US	CY						Dry	USD		1620	1800	1800	2290			7
SAINT LOUIS, MO	US	CY						Dry	USD		1240	1550	1550	1962			9

NOTE 1 : Valid 2024-05-20 to 2025-04-30

NOTE 8 : Valid 2024-10-09 to 2025-04-30

NOTE 9 : [Valid 2024-11-06 to 2025-04-30](#)

**RATE APPLICABLE OVER : OAKLAND, CA, UNITED STATES Rate**

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
DENVER, CO	US	CY						Dry	USD		2745	3050	3050	3860			8
SALT LAKE CITY, UT	US	CY						Dry	USD		2025	2250	2250	2850			1

NOTE 1 : Valid 2024-05-20 to 2025-04-30

NOTE 8 : Valid 2024-10-09 to 2025-04-30

**RATE APPLICABLE OVER : SAVANNAH, GA, UNITED STATES Rate**

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
ATLANTA, GA	US	CY						Dry	USD		630	700	700	885			1
CHARLOTTE, NC	US	CY						Dry	USD		810	900	900	1140			1
CRANDALL, GA	US	CY						Dry	USD		1935	2150	2150	2720			8
DALLAS, TX	US	CY						Dry	USD		2212.56	2458.4	2458.4	3110			6
MEMPHIS, TN	US	CY						Dry	USD		990	1100	1100	1395			1
MIAMI, FL	US	CY						Dry	USD		990	1100	1100	1210			6
MIAMI, FL	US	CY						Dry	USD		1260	1400	1400	1780			7
MIAMI, FL	US	CY						Dry	USD			1100	1100				6
MIAMI, FL	US	CY						Dry	USD			1400	1400				7
MIAMI, FL	US	CY						Dry	USD		1120			1772			9
NASHVILLE, TN	US	CY						Dry	USD		1350	1500	1500	1900			6
NASHVILLE, TN	US	CY						Dry	USD		1530	1700	1700	2160			7
NEW ORLEANS, LA	US	CY						Dry	USD		855	950	950	1205			1

NOTE 1 : Valid 2024-05-20 to 2025-04-30

NOTE 8 : Valid 2024-10-09 to 2025-04-30

NOTE 9 : [Valid 2024-11-06 to 2025-04-30](#)

**RATE APPLICABLE OVER : TACOMA, WA, UNITED STATES Rate**

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
CHICAGO, IL	US	CY						Dry	USD		2115	2350	2350	2975			8
DETROIT, MI	US	CY						Dry	USD		2115	2350	2350	2975			8

NOTE 8 : Valid 2024-10-09 to 2025-04-30

**RATE APPLICABLE OVER : VANCOUVER, BC, CANADA Rate**

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
CALGARY, AB	CA	CY						Dry	USD		765	850	850	1075			1
EDMONTON, AB	CA	CY						Dry	USD		1360	1511	1511	1915			8
MONTREAL, QC	CA	CY						Dry	USD		2430	2700	2700	3420			1
TORONTO, ON	CA	CY						Dry	USD		2430	2700	2700	3420			1
WINNIPEG, MB	CA	CY						Dry	USD		2610	2900	2900	3670			8

NOTE 1 : Valid 2024-05-20 to 2025-04-30

NOTE 8 : Valid 2024-10-09 to 2025-04-30

**RATE APPLICABLE OVER : WILMINGTON, NC, UNITED STATES Rate**

Point	Cntry	Term	Via	Cntry	Service Lane	Trunk Lane	Mode	Type	Cur	Box	20'	40'	40HC	45'	CMDT	Direct Call	Note
CHARLOTTE, NC	US	CY						Dry	USD		810	900	900	1140			1

NOTE 1 : Valid 2024-05-20 to 2025-04-30

**7. LIQUIDATED DAMAGES FOR NON-PERFORMANCE, IF ANY**

See ONE Essential Terms tariff ONEY-010 Rule 105 and Contract Boiler Plate.

**11. CONTRACT RECORDS:**

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**\*GLOSSARY**

Code	Definition
D2	20'
D4	40'
D5	40' High Cube
D7	45' High Cube
F2	20' Flat Rack
F4	40' Flat Rack
O2	20' Open Top
O4	40' Open Top
R2	20' Reefer
R5	40' Reefer High Cube
T2	20' Tank
T4	40' Tank