

PYRAMID LINES LIMITED
TARIFF NO. 001

ORIGINAL TITLE PAGE

FMC No.: 024243

Non-Vessel Operating Common Carrier

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TARIFF NO. 001

Governing Rules Tariff

NAMING RULES AND REGULATIONS ON CARGO MOVING
IN CONTAINERS / AND BREAKBULK

BETWEEN

U.S. PORTS AND POINTS

AND

WORLD WIDE PORTS AND POINTS

PYRAMID LINES LIMITED is a Non-Vessel Operating Common Carrier (NVOCC) registered with the Federal Maritime Commission (FMC) and operating under FMC organization number 024243.

NOTICE TO TARIFF USERS

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

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Tariff Information

Tariff Details

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Organization Information

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Tariff Rule Information

024243-001:

PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Amendment No.: IR

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 1: Scope

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Rules, regulations and rates published herein apply BETWEEN United States Atlantic, Gulf, Pacific and Great Lakes Ports, U.S. Territories and Possessions, U.S. Inland Points AND Worldwide Ports and Points and in the individual Tariff Line Items (TLI's) of this tariff:

SUBSTITUTED SERVICE AND INTERMODAL SERVICE

A. SUBSTITUTED SERVICE

0This provision shall govern the transfer of cargo by trucking or other means of transportation at the expense of the Ocean Carrier. In no event shall any such transfer arrangements be such as to result directly or indirectly in any lessening or increasing of the cost or expense which the shipper would have borne had the shipment cleared through the port originally intended.

B. INTERMODAL SERVICE

Carrier will provide through intermodal service via all combinations of air, barge, motor and rail service. Intermodal Rates will be shown as single-factor through rates as specified in individual TLI's. Carrier's liability will be determined in accordance with the provisions indicated in their Bill of Lading (Rule 8 Herein). Intermodal rates will apply via US Atlantic, Gulf or Pacific Coast Base Ports as specified in the individual tariff line items of this tariff. Intermodal rates will apply from locations specified in rule 1-B.

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024243-001: PYRAMID LINES LIMITED
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Amendment No.: IR
Rule 1-A: Worldwide Ports and Points

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

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

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Amendment No.: C

Rule 1-B: Intermodal Service

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

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

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

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Rule 2: Application of Rates and Charges

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

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

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

2. Except as otherwise provided, all "Port" (i.e., Port-to-Port) rates published herein apply from/to places where the common carrier originates or terminates its actual ocean carriage of cargo. Tolls, Wharfage, Cost of Landing, and all other expenses beyond the port terminal area are for account of Owner, Shipper or Consignee of the cargo and all such expenses levied in the first instance against the Carrier will be billed in an equal amount to the Owner, Shipper, or Consignee of the Cargo.

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

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

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

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

3. Packages containing articles of more than one description shall be rated on the basis of the rate provided for the highest rated articles contained therein.

4. Rates as published herein do not include Marine Insurance or Consular fees.

5. Description of commodities shall be uniform on all copies of the Bill of Lading and MUST be in conformity with the validated United States Export Declaration covering the shipment. Carrier must verify the Bill of Lading description with the validated United States Export Declaration. Shipper amendments in the description of the goods will only be accepted if validated by United States Customs.

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

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

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

8. Except as otherwise provided, rates published in this Tariff apply only to the specific commodity named and cannot be applied to analogous articles. Unless a commodity is specifically provided for the applicable Cargo, N.O.S. rate shall be applied.

9. Wherever rates are provided for articles named herein, the same rate will also be applicable on parts of such articles where so described in the ocean bill of lading, except where specific rates are provided for such parts.

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

11. When a commodity can properly be carried under more than one tariff item, but which by its nature is clearly influenced by its end use, the freight shall be assessed based on the rate of the end use commodity, eg: Rubber Gloves, Cotton Gloves, etc. would all be rated under "Gloves, N.O.S." rather than Rubber Goods, Textiles, etc.

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

12. When two or more rates may be applicable to a given shipment and one rate is more specific than the others, the most specific rate shall apply. One rate is more specific than another when it describes the commodity being shipped more explicitly, i.e.: Canned Pineapple is more specific than Canned Fruit or Canned Goods, N.O.S.

A rate from/to a specific destination is more specific than a rate to/from a geographic range or zone, (Examples):
A rate from New York, NY is more specific than a rate from Atlantic and Gulf Base Ports (AGBP).
A rate to Yokohama, Japan is more specific than a rate to Japan Base Ports (JBP).

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

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

14. TYPES OF SERVICE PROVIDED

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

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

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

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

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

15. SERVICE OPTIONS:

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

Door (D)

Door Service pertains to the carrier providing inland transportation from/to the shipper's/consignee's designated facilities. Door Service is applicable only where specifically provided in the individual TLI's or where specified in an Inland Rate Table.

Container Yard (Y)

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

Container Freight Station (S)

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

16. ADVANCED CHARGES

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

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024243-001:	PYRAMID LINES LIMITED FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 2-005:	All Inclusive (AI)
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012	

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

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Rule 2-010:	Packing Requirements
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1. Except as otherwise provided herein, articles tendered for transportation will be refused for shipment unless in such condition and so prepared for shipment as to render transportation reasonably safe and practicable. Provisions for the shipment of articles not enclosed in containers does not obligate the Carrier to accept an article so offered for transportation when enclosure in a container is reasonable necessary for protection and safe transportation.
2. Packages must be marked durably and legibly and must show the port of destination. All packages must be numbered, which number together with marks and destination must appear on the shipping receipts and Bill of Lading.
3. Gross weight in pounds and initials of port must be clearly and legibly shown on packages, and on original and copies of dock receipts tendered at time of delivery.
4. Each package, bundle or piece of freight must be plainly marked with the full or initials of consignee, and the destination must be shown in full to insure proper delivery. If necessary, corrections must be made by the shipper or his representative.

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Rule 2-015:	Pass Through Charges
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Carrier may publish with immediate effect changes in charges and additional charges which are not under the control of Carrier and which Carrier passes through to its customers without mark-up. Certain of Carrier’s charges to Shippers are based on rates charged to Carrier by third parties, such as terminals, public authorities and vessel operating carriers. From time to time, these third parties impose charges on the Carrier in a manner that prohibits Carrier from providing a thirty-day notice of the increase. When Carrier passes these charges through to Shippers without mark-up, they will be published in this Tariff with an effective date matching the effective date of the underlying service provider. Although Carrier will endeavor to publish these pass through charges as quickly as possible after it receives notice, they may, in some cases, take effect upon publication.

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Rule 2-020: Diversion By Carrier

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

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

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

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

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Rule 2-030: Mixed Commodity Rates

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Mixed Commodities

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

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Rule 2-040: Container Capacity

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

CONTAINER SIZES, TYPES, TEMPERATURES AND SERVICE TYPES

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

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

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024243-001: PYRAMID LINES LIMITED
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Rule 2-050: Shipper Furnished Containers

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

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

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Rule 2-060: Measurement And Weight

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

1. All packages will be measured in CENTIMETRES and weight in KILOGRAMMES.
2. Rounding off- Dimensions
Where parts of centimeter occur in dimensions, such parts below 0.5 cm. are to be ignored, and those of 0.5 cm. And over are to be rounded off to the centimeter above.
3. Calculating Cubic Measurements
The three dimensions in centimeters (rounded off in accordance with (2)) are to be multiplied together to produce the cube of one package or piece in cubic meters to six decimals.
In case of a single package the decimals are to be rounded off at the second decimal, i.e., if the third decimal is below 5 the second decimal remains unaltered; if the third decimal is 5 or higher the second decimal is to be adjusted upwards.

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

4. OFFICIAL MEASURERS AND WEIGHERS

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

5. MISDESCRIPTION, UNDERWEIGHTS AND UNDERMEASUREMENT

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

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

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Rule 2-070:	Overweight Containers

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 2-080: Shipper's Load And Count

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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

Carrier will not be directly or indirectly responsible for:

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

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

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 2-090: Diversion of Cargo (By Shipper or Consignee)

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

Assessorial attached with application of Optional.

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

A. Definition of Diversion:

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

B. Conditions:

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 2-100: Mixed Shipments

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 2-110: Break Bulk and LCL Rates

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 2-120: Freight All Kinds (FAK)

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 2-130: ALTERNATE RATE/SERVICE LEVELS: ECONOMY, REGULAR, PREMIUM

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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

3. Economy - Shipper/Consignee requests carrier provide economy service, in which case shipments will be delivered not less than 4 days slower than if shipped by carrier's regular service. Rates applicable to economy service will be noted with "Economy Service" in the individual tariff line rate items. Shipper/Consignee requests for economy service must be made at the time of shipment. Shipper/Consignee must instruct carrier to provide economy service for all shipments of a specific tariff line item.

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 2-140: FDA PRIOR NOTICE

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

A. Prior Notice and Registration Requirements:

Pursuant to regulations effective December 12, 2003 (see 21 C.F.R. Parts 1 and 20), the FDA must be provided with notice of food that is imported or offered for import into the United States (i.e., the continental U.S., Alaska, Hawaii and Puerto Rico) by water at least eight (8) hours prior to vessel arrival. The term "food" means: (i) articles used for food or drink for man or other animals; (ii) chewing gum; and (iii) articles used for components of food or chewing gum (see 21 U.S.C. Sec. 321(f)). However, the term does not include meat products, poultry products, and eggs products that are subject to the exclusive jurisdiction of the U.S. Department of Agriculture. In addition to prior notice of food shipments, the new FDA regulations require that U.S. and foreign facilities which are engaged in the manufacturing, processing, packing, or holding of food for consumption in the United States ("subject facilities") register with the FDA.

B. Responsibility for Prior Notice and Registration:

It shall be the responsibility of the shipper and/or consignee named in Carrier's bill of lading (hereinafter collectively referred to as the "Cargo Interests"), to ensure that prior notice of any shipment of food (as that term is defined in Paragraph A) imported or offered for import into the U.S. is provided to the FDA in accordance with applicable regulations and that any subject facility (other than a subject facility of Carrier) which has manufactured, processed, packed or held such food shipment has registered with the FDA in accordance with applicable regulations.

C. Evidence of Compliance:

With respect to any food shipment for which a prior notice confirmation number ("PN Number") is required to be provided to the Bureau of Customs and Border Protection ("CBP"), FDA, or any other government agency upon arrival, it shall be the responsibility of Cargo Interests to ensure that such PN Number has been provided to the required agency(s) and other persons prior to vessel arrival. In addition, Cargo Interests shall be required to provide Carrier with the PN Number immediately upon written request of Carrier.

D. Failure to Comply:

1. In the event that any food shipment is delayed or refused entry into the United States due to the failure to provide adequate prior notice or the failure of a subject facility to register with the FDA, it is expected that notice of refusal will be provided to Carrier by the FDA and/or CBP. Carrier will use best efforts to promptly transmit the notice received from the authorities to the Cargo Interests, who shall be responsible for transmitting such notice to any other persons with an interest in the cargo. Carrier shall not be liable for any delay in the transmission of, or failure to transmit, such notice or any consequences thereof.

2. In the event that any food shipment is delayed or refused entry into the United States due to the failure to provide adequate prior notice or the failure of a subject facility (other than a subject facility of Carrier) to register with the FDA, or if it is determined that cargo which should have been refused entry has been permitted to enter the United States, then the Cargo Interests shall be jointly and severally liable to indemnify, hold harmless, and reimburse Carrier (and by booking a shipment with Carrier do thereby agree to indemnify, hold harmless and reimburse Carrier) for any and all costs, expenses, liabilities, damages, or losses incurred by the Carrier as a result of such non-compliance including, but not limited to, costs of complying with orders and directions of FDA and/or CBP, costs for handling and storing cargo, demurrage, subsequent transport of the cargo by any mode of transportation, and fines and penalties. Carrier shall have a lien on cargo in its possession for amounts due hereunder and may hold cargo until such amounts (and any other unpaid freights or charges) are paid or sell such cargo after a reasonable period. In the event Carrier is forced to take legal action to collect amounts due hereunder, or to defend any action resulting from actions or events covered by this indemnification, Carrier shall be entitled to recover all costs (including attorneys' fees) incurred in connection with such legal action. For purposes of this paragraph, the indemnification provided to Carrier shall also extend to its agents, affiliates, contractors, employees, vessel-sharing partners, slot charterers, vessel owners, and insurers.

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 2-150: DOCUMENTATION FEES

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

1. Documentation Fee: A documentation fee will be assessed per bill of lading pursuant to local rules.
2. AES Fee: When Carrier prepare and file shipper's Export Declarations (SED) with the U.S. government a fee will be charged pursuant to local rules.

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 2-160: AMS CHARGES – DESTINATIONS IN THE USA

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

1. In the event Carrier submits advance cargo declaration data to the U.S. Customs Service for cargo loaded on a vessel at a non- U.S. port, a Cargo Declaration Data Charge shall be payable to Carrier for each bill of lading issued by Carrier or, if the shipper tendering the cargo to

Carrier has issued one or more of its bills of lading for such cargo (sometimes referred to as "house bills of lading"), on each such shipper-issued house bill of lading for which the Carrier submits such data. The amount of the charge shall be:

Cargo Declaration Data Charge: US\$33.75 or EUR 25.00 per bill of lading.

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

Amendment Fee: US\$ 54.00 or EUR 40.00 per correction.

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

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

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

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

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 2-165: AMS CHARGES – ALL OTHER NON-USA COUNTRIES

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

1. In the event Carrier submits advance cargo declaration data to the local Customs Authorities of the above mentioned countries for cargo loaded on a vessel at a U.S. port or Us- territories port, a Cargo Declaration Data Charge shall be

payable to Carrier for each bill of lading issued by Carrier or, if the shipper tendering the cargo to Carrier has issued one or more of its bills of lading for such cargo (sometimes referred to as "house bills of lading"), on each such shipper-issued house bill of lading for which the Carrier submits such data. The amount of the charge shall be: Cargo Declaration Data Charge USD \$33.75 or EUR 25.00 per bill of lading.

2. In the event that Carrier is required to correct cargo declaration information previously submitted to the Customs Service due to an error or omission on the part of shipper or its agent, shipper shall pay Carrier an amendment fee for each submission to the local Customs Authorities of the above mentioned countries that must be corrected. The amendment fee shall be charged each time a submission is corrected and shall be: Amendment Fee US\$ 54.00 or EUR 40.00 per correction.

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

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

5. Carrier is not liable for any charges accrued as a result of failure in providing complete information required by this rule and the local Customs Authorities of the above mentioned countries as follows: If assessed a Civil Penalty or denied permission to unload cargo, then any and all Shippers, Consignees, Cargo Owners that failed to provide the information required by this Rule and/or by the regulations of the local Customs Authorities of the above mentioned countries in a complete and accurate manner shall be jointly and severally liable to indemnify and reimburse Carrier for any such penalty and any all costs incurred by Carrier as a result of the denial of permission to unload cargo. Carrier may have a lien on cargo in its possession for amounts due and may hold cargo until such amounts (and any other unpaid freight charges) are paid or sell such cargo after a reasonable period.

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

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Tariff Rule Information

024243-001:	PYRAMID LINES LIMITED FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 2-170:	SUBMISSION OF CARGO DECLARATION DATA
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012	

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

A1. A precise description of the cargo, or the 6-digit HTS number under which cargo is classified, and weight of the cargo or, for a sealed container, the shipper's declared description and weight of the cargo. The quantity of cargo shall be expressed in the lowest external packaging unit. For example, a container containing 10 pallets with 200 cases shall be described as 200 cases. Generic descriptions such as "Cargo, NOS", "FAK", "Freight, All Kinds", "General Cargo", "Chemicals", "Foodstuffs", and "Said to Contain" are not acceptable descriptions.

A2. Shipper's complete name and address, or the identification number issued to the shipper by the U.S. Customs Service upon implementation of the Automated Commercial Environment ("ACE").

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

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

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

B. Certain Non-Vessel-Operating Common Carriers: Non-vessel-operating common carriers ("NVOCCs") that are licensed by or registered with the FMC and that have obtained U.S. Customs bonds may submit the required inbound cargo declaration data directly to the U.S. Customs Service. For the purpose of this term, an NVOCC is registered with the FMC if it has been issued an Organization Number by the FMC, published a valid and effective tariff, and posted the required financial security with the FMC.

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

Paragraph A above, regardless of the fact that the information has been submitted directly to U.S. Customs.

B2. NVOCC Co-Loading: For purposes of this subparagraph, the term "Master NVOCC" shall mean the NVOCC that is the customer of the VOCC and tenders co-loaded cargo to the VOCC in its name. In the event the Master NVOCC

submits cargo declaration data for co-loaded cargo directly to the U.S. Customs Service, it shall do so for all NVOCCs with which it co-loads. In the event the Master NVOCC does not submit cargo declaration data for co-loaded cargo directly to the U.S. Customs Service, but NVOCCs with which it co-loads transmit cargo declaration data for their cargoes directly to the U.S. Customs Service, it shall be the obligation of the Master NVOCC to provide the VOCC with the information described in paragraph A with respect to all co-loaded cargo tendered to the VOCC by the Master NVOCC.

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

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

C2. Any and all costs incurred by Carrier with respect to cargo in its possession which is not loaded due to the failure to provide information or certification, or which is not loaded pursuant to the instructions of the U.S. Customs Service, regardless of whether or not the required data or certification has been provided for such cargo, including but not limited to inspection, storage and/or re-delivery costs, shall be for the account of the cargo. Carrier shall have a lien on cargo in its possession for amounts due hereunder and may hold cargo until such amounts, and any other unpaid freights or charges, are paid or sell such cargo after a reasonable period. In the event Carrier is forced to take legal action to collect amounts due hereunder, Carrier shall be entitled to recover all costs, including attorneys' fees, incurred in connection with such legal action.

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Amendment No.: IR

Rule 2-175: LOCAL OR NATIONAL TAXES

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

LOCAL OR NATIONAL TAXES:

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Amendment No.: C

Rule 2-180: JAPAN 24 HOUR ADVANCE FILING RULES â€ JAPAN / JAPANESE TERRITORIES

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

JAPAN 24 HOUR ADVANCE FILING RULES â€ JAPAN / JAPANESE TERRITORIES

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

1. In the event Carrier submits advance cargo declaration data to the local Customs Authorities of the above mentioned countries for cargo loaded on a vessel at a U.S. port or U.S.-territories port, a Cargo Declaration Data Charge shall be payable to Carrier for each bill of lading issued by Carrier or, if the shipper tendering the cargo to Carrier has issued one or more of its bills of lading for such cargo (sometimes referred to as "house bills of lading"), on each such shipper-issued house bill of lading for which the Carrier submits such data. The amount of the charge shall be: Cargo Declaration Data Charge EUR 25.00 or USD \$33.75 (or equivalent in local currency) per bill of lading

2. In the event that Carrier is required to correct cargo declaration information previously submitted to the Customs

Service due to an error or omission on the part of shipper or its agent, shipper shall pay Carrier an amendment fee for each submission to the local Customs Authorities of the above mentioned countries that must be corrected. The amendment fee shall be charged each time a submission is corrected and shall be:
Amendment Fee EUR 40.00 or USD \$54.00 (or equivalent in local currency) per bill of lading

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

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

5. Carrier is not liable for any charges accrued as a result of failure in providing complete information required by this rule and the local Customs Authorities of the above mentioned countries as follows: If assessed a Civil Penalty or denied permission to unload cargo, then any and all Shippers, Consignees, Cargo Owners that failed to provide the information required by this Rule and/or by the regulations of the local Customs Authorities of the above mentioned countries in a complete and accurate manner shall be jointly and severally liable to indemnify and reimburse Carrier for any such penalty and any all costs incurred by Carrier as a result of the denial of permission to unload cargo. Carrier may have a lien on cargo in its possession for amounts due and may hold cargo until such amounts (and any other unpaid freight charges) are paid or sell such cargo after a reasonable period.

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

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Tariff Rule Information

024243-001:	PYRAMID LINES LIMITED FMC Tariff No. 001 - Between (US and World)
Amendment No.: C	
Rule 2-185:	VERIFIED GROSS MASS (VGM) FEE - ALL COUNTRIES
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012	

VERIFIED GROSS MASS (VGM) FEE - ALL COUNTRIES

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

1. In the event Carrier submits Verified Gross Mass (VGM) data to the local Government Authorities or third-party authorities of the above mentioned countries for cargo loaded on a vessel at an origin port or transshipment port, a VGM FEE shall be payable to Carrier for each bill of lading issued by Carrier or, if the shipper tendering the cargo to Carrier has issued one or more of its bills of lading for such cargo (sometimes referred to as "house bills of lading"), on each such shipper-issued house bill of lading for which the Carrier submits such data. The amount of the charge shall be:

FCL VGM Fee 9.50 USD per Container

LCL VGM Fee 25.00 USD per Shipment

2. In the event that Carrier is required to correct cargo declaration information previously submitted to the local Government Authorities or third-party authorities due to an error or omission on the part of shipper or its agent, shipper shall pay Carrier an amendment fee for each submission to the local Government Authorities or third-party authorities of the above mentioned countries that must be corrected. The amendment fee shall be charged each time a submission is corrected and shall be:

VGM Amendment Fee 9.50 USD per correction.

3. The charges in paragraphs 1 and 2 of this rule shall not apply to shipper-issued bills of lading for which shipper or its authorized agent provides the advance cargo declaration data directly to the local Government Authorities or third-party authorities of the above mentioned countries.

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

5. Carrier is not liable for any charges accrued as a result of failure in providing complete information required by this rule and the local Government Authorities of the above mentioned countries as follows: If assessed a Civil Penalty or denied permission to unload cargo, then any and all Shippers, Consignees, Cargo Owners that failed to provide the information required by this Rule and/or by the regulations of the local Government Authorities of the above mentioned countries in a complete and accurate manner shall be jointly and severally liable to indemnify and reimburse Carrier for any such penalty and any all costs incurred by Carrier as a result of the denial of permission to unload cargo. Carrier may have a lien on cargo in its possession for amounts due and may hold cargo until such amounts (and any other unpaid freight charges) are paid or sell such cargo after a reasonable period.

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 3: Rate Applicability Rule
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 4: Heavy Lift
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

Not Applicable.

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 5: Extra Length
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 6: Minimum Bill of Lading Charges
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Amendment No.: IR

Rule 7: Payment of Freight Charges

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

A. CURRENCY

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

B. PAYMENT IN U.S. DOLLARS

Except as otherwise provided, freight and charges shall be prepaid in the United States in U.S. dollars.

C. METHODS OF PAYMENT

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

D. PREPAID FREIGHT

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

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

E. FREIGHT COLLECT

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

F. CURRENCY CONVERTABILITY:

1. Conversion Provisions:

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Amendment No.: IR

Rule 8: Bill(s) of Lading

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Amendment No.: IR

Rule 9: Freight Forwarder Compensation

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

NOT APPLICABLE

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024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Amendment No.: IR

Rule 10: Surcharges and Arbitraries

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

See following sub-rules

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024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Amendment No.: IR

Rule 10-05: Chassis Usage Charge (CUC)

Effective: 24JUL2020 Thru: NONE Expires: NONE Publish: 23JUL2020

Chassis Usage Charge will be assessed for all chassis out-gated anywhere in the USA pursuant to the following: First 2 days - USD 75.00 flat fee: Extended use USD 35.00 per day per chassis.

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Amendment No.: IR

Rule 11: Minimum Quantity Rates

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Amendment No.: IR

Rule 12: Ad Valorem Rates

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Amendment No.: IR

Rule 13: Transshipment

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

Not Applicable.

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Amendment No.: IR

Rule 14: Co-Loading in Foreign Commerce

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

- A. DEFINITION: For the purpose of this Rule "Co-Loading means the combining of cargo, in the import or export foreign commerce of the United States, by two or more NVOCC's for tendering to the ocean carrier under the name of one or more of the NVOCCs.
- B. Carrier engages in co-loading by tendering cargo and/or receiving cargo from other NVOCC's from time to time.

C. When shipper's cargo is tendered for co-loading to other NVOCCs the tendering NVOCC shall be liable to the shipper to the full extent provided in its Bill of Lading (See Rule No. 8) and such Bill of Lading liability shall not be altered by co-loading.

D. Shippers are responsible for payment of rates and charges only to the extent that such rates and charges are provided in this tariff.

E. The carrier shall notify shippers that their cargo has been co-loaded by annotating each applicable Bill of Lading with the following statement:

"Cargo covered by this Bill of Lading has been co-loaded with cargo of (Name(s) of other NVOCC's)."

F. Carrier-to-Carrier Co-loading - Carrier engages in co-loading under agreement(s) with one or more other NVOCC's.

G. Shipper-to-Carrier Co-loading - When carrier engages in co-loading on a shipper-to-carrier basis, carrier is responsible for the payment of all charges assessed by the NVOCC to which cargo was tendered. Shipper is responsible for freight and charges only to the extent that such are set forth in this tariff.

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024243-001:	PYRAMID LINES LIMITED FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 15:	Open Rates in Foreign Commerce
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012	
Not Applicable.	

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024243-001:	PYRAMID LINES LIMITED FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 16:	Hazardous Cargo
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012	

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

A) All commodities which the office of the Federal Register in their publication entitled "Code of Federal Regulations (46 CFR 146.01-1) - Transportation or Storage of Explosives or other Dangerous Articles or Substances, and Combustible Liquids on board Vessels" prescribed to be carried on cargo vessels on deck only, either in the open or under cover, shall be charged the Dangerous or Hazardous Cargo rate; except where a specific rate is provided for in this tariff.

B) Shipments of inflammable and hazardous cargo referred to in this rule are subject to special booking and shall be delivered at destination in accordance with regulations promulgated by Port Authorities and at the risk and expense of the consignee and/or owners of the goods.

C) The transportation of explosives, will be governed by the United States Code of Federal Regulations, i.e. CFR Titles 49, Shipping Parts 100-199 as revised or superseding regulations, and to the extent applicable, the International Maritime Dangerous Goods Code (IMCO) published by the Inter-Governmental Maritime Consultative Organization 101-103 Piccadilly, London, W1V, OAE, England as listed below:

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

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024243-001:	PYRAMID LINES LIMITED FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	

Rule 17: Green Salted Hides in Foreign Commerce

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

Not Applicable.

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**024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)**

Amendment No.: IR

Rule 18: Returned Cargo in Foreign Commerce

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

Not Applicable.

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Tariff Rule Information

**024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)**

Amendment No.: IR

Rule 19: Shippers Requests in Foreign Commerce

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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Tariff Rule Information

**024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)**

Amendment No.: IR

Rule 20: Overcharge Claims

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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

1. Claims must contain the following original or certified documents:

- (a) Bill of Lading
- (b) Packing List
- (c) Commercial Invoice
- (d) Custom Entry Permit/Import Declaration, as applicable
- (e) Customs Export Declaration as applicable

2. If claim is presented to the carrier in writing, cargo may be inspected at port of loading or at destination:

- (a) By carrier's agent
- (b) Jointly by shipper or consignee and carrier's agent, or
- (c) By a marine surveyor when requested by carrier's agent.

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

D. Claims seeking the refund of freight overcharges may be filed in the form of a complaint with the Federal Maritime Commission, Washington, D.C. 20573, pursuant to Section 11 (g) of the Shipping Act of 1984. Such claims must be filed within three years of the date the cause of action accrues.

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

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Tariff Rule Information

**024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)**

Amendment No.: IR

Rule 21: Use of Carrier Equipment

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

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

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024243-001:	PYRAMID LINES LIMITED FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 22:	Automobile Rates in Domestic Offshore Commerce
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012	
Not Applicable.	
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024243-001:	PYRAMID LINES LIMITED FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 23:	Carrier Terminal Rules and Charges
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012	
Not Applicable.	
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Tariff Rule Information

024243-001:	PYRAMID LINES LIMITED FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 24:	NVOCCs in Foreign Commerce: Bonds and Agents
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012	

A. Bonding of NVOCC

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

2. Bond No.: 7990119

Issued By: Great American Alliance Insurance Company
150 Northwest Point Blvd
Elk Grove Village, IL 60007

B. RESIDENT AGENT:

1. Carrier's legal agent for the service of judicial and administrative process, including subpoenas is as shown in Paragraph 3 below. In any instance in which the designated legal agent cannot be served because of death, disability or unavailability, the Secretary, Federal Maritime Commission will be deemed to be the Carrier's legal agent for service of process.
2. Service of administrative process, other than subpoenas, may be affected upon the legal agent by mailing a copy of the documents to be served by certified or registered mail, return receipt requested.
3. Name and Address of Resident Agent:
CEVA Freight LLC
15350 Vickery Drive
Houston, Texas 77032

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Tariff Rule Information

024243-001:	PYRAMID LINES LIMITED FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR	
Rule 25:	Certification of Shipper Status in Foreign Commerce
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012	

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

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

Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 26: Time/Volume Rates in Foreign Commerce
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012
Time-Volume Rates (TVR) are subject to the following conditions:

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 27: Loyalty Contracts in Foreign Commerce
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012
Not Applicable.

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)
Amendment No.: IR
Rule 28: Definitions
Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

- CARGO, N.O.S.** - means cargo (articles) not otherwise more specifically described in or provided for in this tariff.
CARRIER - means publishing carrier and/or inland U.S. Carriers.
CONSIGNOR, CONSIGNEE OR SHIPPER - include the authorized representatives or agents of such "consignor," "consignee," or "shipper."
CONTAINER FREIGHT STATION (CFS) - (Service Code S) -
a) At Origin - The location designated by the carrier where the carrier will receive cargo to be packed into containers by the carrier, or his agent.
b) At Destination - The location designated by the carrier for the delivery of containerized cargo to be unpacked from said containers.
CONTAINER LOAD - (CL) - Means all cargo tendered to carrier in shipper-loaded containers.
CONTAINER YARD - The term "Container Yard" (CY) (Service Code Y), means the location where carrier receives or delivers cargo in containers.

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

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

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

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

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

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

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

MIXED SHIPMENT - means a shipment consisting of articles described in and rated under two or more rate items of this tariff.

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

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

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

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

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

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

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

PUBLISHING CARRIER - means Pyramid Lines Limited, a Non-Vessel Operating Common Carrier (NVOCC) registered with the U.S. Federal Maritime Commission under FMC Organization No. 024243

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

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

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

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

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024243-001: PYRAMID LINES LIMITED
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Rule 29: ABBREVIATIONS, CODES AND SYMBOLS

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

EXPLANATION OF ABBREVIATIONS

A	Increase	CAF	Currency Adjustment Factor
AC	Atmosphere Controlled	CBM, CM or M3	Cubic Meter
Ad. Val.	Ad Valorem	CC	Cubic Centimeter
AI	All Inclusive	CFS	Container Freight Station
AQ	Any Quantity	CFT	Cubic Foot or Cubic Feet
BF	Board Foot or Board Feet	CLD	Chilled
B/L	Bill of Lading	CM	Centimeter
BAF	Bunker Adjustment Factor	CU	Cubic
BM	Board Measurement	CWT	Cubic Weight
C	Change in tariff Item	CY	Container Yard
		D	Door

DDC	Destination Delivery Charge	Max.	Maximum
E	Expiration	MBF or MBM	1,000 Feet Board Measure
FAK	Freight All Kinds	Min	Minimum
FAS	Free Alongside Ship	MM	Millimeter
FB	Flat Bed	N/A	Not Applicable
FCL	Full Container Load	NHZ	Non-Hazardous
FEU	Forty Foot Equivalent Unit	NOS	Not otherwise specified
FI	Free In	OT	Open Top
FIO	Free In and Out	P	Pier
FIOS	Free In, Out and Stowed	Pkg. or Pkgs.	Package or Packages
FO	Free Out	PRC	People's Republic of China
FOB	Free On Board	PRVI	Puerto Rico and U.S. Virgin Islands
FMC	Federal Maritime Commission	R	Reduction
FR	Flat Rack	RE	Reefer / Refrigerated
FRZ	Frozen	R/T	Revenue Ton
FT	Feet or Foot	RY	Rail Yard
GOH	Garment on Hanger	SL&C	Shipper's Load and Count
H	House	Sq. Ft.	Square Foot or Square Feet
HAZ	Hazardous	S/T	Short Ton (2000 lbs.)
I	New or Initial Tariff Matter	SU or S/U	Set Up
ID	Inside Diameter	T	Terminal
IN	Insulated	TEU	Twenty Foot Equivalent Unit
I&S	Iron or Steel	THC	Terminal Handling Charge
K/D	Knocked Down	TLI	Tariff Line Item
KDF	Knocked Down Flat	TRC	Terminal Receiving Charge
Kilos	Kilograms	TRI	Tariff Rate Item, same as TLI
K/T	Kilo Ton	USA	United States of America
Lb	Pound or Pounds	USD	United States Dollars
LCL or LTL	Less than Container Load	VEN	Ventilated
L/S	Lump-sum	VIZ	Namely
L/T	Long Ton (2240 Lbs)	VOL	Volume
LT/40	Long Ton (2240 lbs.) or 40	W	Weight
Cubic Feet		W/M	Weight/Measure
M	1 Cubic Meter		

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024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 1

Amendment No.: IR

Rule 30: Access to Tariff Information

Effective: 02NOV2012 **Thru:** NONE **Expires:** NONE **Publish:** 02NOV2012

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

Interested parties should contact carrier by email at E-mail: info@pyramidlines.com for information concerning access to and cost for use of the tariff. Please refer to the tariff profile or title page for additional contact information.

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Rule 31: Seasonal Discontinuance

Effective: 02NOV2012 **Thru:** NONE **Expires:** NONE **Publish:** 02NOV2012

Not Applicable

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
FMC Tariff No. 001 - Between (US and World)

Rule 32: Reserved for Future Use

Effective: 02NOV2012 **Thru:** NONE **Expires:** NONE **Publish:** 02NOV2012

Reserve for future use

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: C FMC Tariff No. 001 - Between (US and World)
Rule 33: Reserved For Future Use

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

Reserved for future use

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: IR FMC Tariff No. 001 - Between (US and World)
Rule 34: Terminal Tariffs

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

Not Applicable

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: IR FMC Tariff No. 001 - Between (US and World)
Rule 35-101: Reserved For Future Use

Effective: 02NOV2012 Thru: NONE Expires: NONE Publish: 02NOV2012

Reserved for future use

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: IRE FMC Tariff No. 001 - Between (US and World)
Rule 36: MISDECLARATION FEE (MAERSK)

Effective: 19SEP19 Thru: NONE Expires: NONE Publish: 19SEP19

Hazardous Cargo Misdeclaration

Carrier is a Non-Vessel-Operating Common Carrier (“NVOCC”) that assumes responsibility for the transportation of Merchant’s cargo and uses the services of Vessel Operating Common Carriers (“VOCCs”) to physically transport the cargo. Certain VOCCs assess penalties when hazardous cargo is not properly declared, marked or packaged in accordance with applicable IMO, US Department of Transportation or other applicable laws or conventions or when requests are made to amend prior cargo descriptions and declarations after cargo is booked. These penalties involve situations including, but not limited to: incorrectly declaring cargo as “hazardous” when it is non-hazardous, declaring an incorrect IMO Class or UN number, failing to properly declare cargo as “hazardous”, requests to amend the descriptions or declarations of cargo, and improperly packing and/or marking of hazardous goods. Any penalties assessed by the VOCC carrying Merchant’s cargo (whether in the VOCC’s tariff, service contract or otherwise) will be paid on Merchant’s behalf by Carrier and passed through to Merchant without mark-up.

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: IRE FMC Tariff No. 001 - Between (US and World)
Rule 104-37: BAF - PYRAMID LINES NORTH AMERICA EXPORT

Effective: 01OCT2020 Thru: 31DEC2020 Expires: NONE Publish: 30SEP2020

The Bunker (BAF) levels for North America Exports will be changing for Q4 2020 effective October 1st, 2020 - December 31st 2020 for Dry Vans (For Reefer, add 50%) as follows:

Pyramid Lines - Master Trade Lane Per teu / contr New BAF (USD)

North America EC Africa EC	/teu	\$218
North America WC Africa EC	/teu	\$218
North America EC Africa South	/teu	\$100
North America WC Africa South	/teu	\$96
North America EC Africa WC	/teu	\$153
North America WC Africa WC	/teu	\$153
North America EC Caribbean	/teu	\$130
North America WC Caribbean	/teu	\$130
North America EC CENTAM EC	/teu	\$130
North America EC CENTAM WC	/teu	\$130
North America WC CENTAM EC	/teu	\$163
North America WC CENTAM WC	/teu	\$211
North America EC Indian Sub Continent	/teu	\$209
North America WC Indian Sub Continent	/teu	\$38
North America EC Middle East	/teu	\$65
North America WC Middle East	/teu	\$33
North America EC North Asia	/teu	\$75
North America WC North Asia	/teu	\$38
North America EC North Europe	/teu	\$65
North America WC North Europe	/teu	\$130
North America EC Oceania	/teu	\$374
North America WC Oceania	/teu	\$228
North America EC South America EC	/teu	\$163
North America WC South America EC	/teu	\$163
North America EC South America WC	/teu	\$130
North America WC South America WC	/teu	\$211
North America EC South East Asia	/teu	\$75

North America WC South East Asia /teu \$38

North America EC South Europe, North Africa & Red Sea /teu \$65

North America WC South Europe, North Africa & Red Sea /teu \$130

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: IRE FMC Tariff No. 001 - Between (US and World)
Rule 104-38: BAF - PYRAMID LINES NORTH AMERICA IMPORT
Effective: 01OCT2020 Thru: 31OCT2020 Expires: NONE Publish: 30SEP2020

The Bunker (BAF) levels for North America Imports will be changing for Q4 2020 effective October 1st, 2020 - December 31st 2020 for Dry Vans (For Reefer, add 50%) as follows:

Pyramid Lines - Master Trade Lane	Per teu / Contr	New BAF (USD)
Africa EC North America EC	/teu	\$78
Africa EC North America WC	/teu	\$78
Africa South North America EC	/teu	\$78
Africa South North America WC	/teu	\$78
Africa WC North America EC	/teu	\$143
Africa WC North America WC	/teu	\$143
Caribbean North America EC	/teu	\$130
Caribbean North America WC	/teu	\$130
CENTAM EC North America EC	/teu	\$146
CENTAM EC North America WC	/teu	\$163
CENTAM WC North America EC	/teu	\$211
CENTAM WC North America WC	/teu	\$211
Indian Sub Continent North America EC	/20/40/40HC/45	\$947/1052/1184/1332
Indian Sub Continent North America WC	/20/40/40HC/45	\$583/647/727/819
Middle East North America EC	/20/40/40HC/45	\$515/572/644/724
Middle East North America WC	/20/40/40HC/45	\$316/351/395/444
North Asia North America EC	/20/40/40HC/45	\$947/1052/1184/1332
North Asia North America IPI	/20/40/40HC/45	\$809/900/1014/1143
North Asia North America WC	/20/40/40HC/45	\$583/647/727/819
North Europe North America EC	/teu	\$163
North Europe North America WC	/teu	\$293
Oceania North America EC	/teu	\$374
Oceania North America WC	/teu	\$228
South America EC North America EC	/teu	\$163
South America EC North America WC	/teu	\$163
South America WC North America EC	/teu	\$130
South America WC North America WC	/teu	\$130
South East Asia North America EC	/20/40/40HC/45	\$947/1052/1184/1332
South East Asia North America IPI	/20/40/40HC/45	\$809/900/1014/1143
South East Asia North America WC	/20/40/40HC/45	\$583/647/727/819
South Europe, North Africa & Red Sea North America EC	/teu	\$163
South Europe, North Africa & Red Sea North America WC	/teu	\$293

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: C FMC Tariff No. 001 - Between (US and World)
Rule 106-001: TRI-AXLE CHASSIS SERVICE (TRS) SURCHARGE
Effective: 27FEB2019 Thru: NONE Expires: NONE Publish: 27FEB2019

TRI-AXLE CHASSIS SERVICE (TRS) SURCHARGE

Tri-Axle Chassis Service surcharge for all cargo inbound (importing) and outbound (exporting) to/from/via North America with a cargo weight exceeding legal state road weight limits with or without permits as will be billed as follows:

\$ 175.00

Additional \$100.00 flip fee applies to Rail destinations, Applies to 20` overweight USA door moves only

Scope:

Virgin Islands (US), United States, Guam, Canada to/from World

Scope:

Virgin Islands (US), United States, Guam, Canada to/from World

Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: C FMC Tariff No. 001 - Between (US and World)
Rule 106-002: WAIT TIME
Effective: 09JUN2020 Thru: NONE Expires: NONE Publish: 09JUN2020

USD 95.00/per hour, Applies per hour over standard 2 hour live un/load, Applies to USA Door moves only

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: C FMC Tariff No. 001 - Between (US and World)
Rule 106-003: PIER PASS
Effective: 09JUN2020 Thru: NONE Expires: NONE Publish: 09JUN2020

USD 32.00/ USD 64.00 per 20`STD/40`STD-HC
Applies for local drayage moves from/to Los Angeles, CA/Long Beach, CA, Applies to USA Door moves only

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: C FMC Tariff No. 001 - Between (US and World)
Rule 106-004: OAKLAND, CA GATE FEE
Effective: 09JUN2020 Thru: NONE Expires: NONE Publish: 09JUN2020

USD 35.00 per container

Applies for local drayage moves in/out of Oakland, CA, Applies to USA Door moves only

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: C FMC Tariff No. 001 - Between (US and World)
Rule 106-005: SEATTLE EXTENDED GATE FEE
Effective: 09JUN2020 Thru: NONE Expires: NONE Publish: 09JUN2020

USD 38.00 per container

Applies for US FCL containers receiving via truck to Seattle T46 & T18 wef 05Aug19, Applies to USA Door moves only

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: C FMC Tariff No. 001 - Between (US and World)
Rule 106-006: CHASSIS SPLIT
Effective: 25JUL2020 Thru: NONE Expires: NONE Publish: 27JUL2020

USD 100.00 PER CONTAINER

Applies should the container not be located in the same place as the chassis. In this case, additional cost is incurred in order to bring the chassis to the container location, Applies to USA Door moves only

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Tariff Rule Information

024243-001:	PYRAMID LINES LIMITED
Amendment No.: C	FMC Tariff No. 001 - Between (US and World)
Rule 106-007:	PRE-PULL FEE

Effective: 09JUN2020 Thru: NONE Expires: NONE Publish: 09JUN2020

USD 125.00 per container Applies should the container need to be pulled from a CY location and stored at the trucker's yard, Applies to USA Door moves only.

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Tariff Rule Information

024243-001:	PYRAMID LINES LIMITED
Amendment No.: C	FMC Tariff No. 001 - Between (US and World)
Rule 106-008:	HAZARDOUS SURCHARGE - DRAYAGE

Effective: 09JUN2020 Thru: NONE Expires: NONE Publish: 09JUN2020

USD 150.00 per container, Applies over a standard dry container Rate and subject to acceptance, Applies to USA Door moves only

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Tariff Rule Information

024243-001:	PYRAMID LINES LIMITED
Amendment No.: C	FMC Tariff No. 001 - Between (US and World)
Rule 106-009:	BOOKING CANCELLATION FEE

Effective: 11DEC2020 Thru: NONE Expires: NONE Publish: 17NOV2020

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

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Tariff Rule Information

024243-001:	PYRAMID LINES LIMITED
Amendment No.: IR	FMC Tariff No. 001 - Between (US and World)
Rule 107-001:	LOW SULPHUR SURCHARGE

Effective: 01JAN2015 Thru: NONE Expires: NONE Publish: 01DEC2014

LOW SULPHUR SURCHARGE (LSS)

Pyramid Lines Limited ("Carrier") will introduce a new Low Sulphur Surcharge (LSS) to offset additional costs incurred by switching to cleaner vessel fuels in Emission Control Areas (ECA), as required by international environmental regulation and guidelines effective from 1 January 2015. This charge will be passed through without mark-up by Carrier and will be assessed in the same amount as assessed by the underlying vessel operator providing service to Carrier for each respective shipment.

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: C FMC Tariff No. 001 - Between (US and World)
Rule 108-001: ORIGIN TERMINAL RECEIVING SURCHARGE
Effective: 01JAN2015 **Thru:** NONE **Expires:** NONE **Publish:** 01DEC2014

ORIGIN TERMINAL RECEIVING SURCHARGE (OTRS)

Pyramid Lines Limited ("Carrier") will introduce a new Origin Terminal Receiving Surcharge (OTRS) to offset additional expenses incurred by rising terminal costs from North American origins effective from 01 January 2015. All contract and tariff rates are subject to OTRS, will be passed through without mark-up by Carrier and will be assessed in the same amount as imposed upon by the underlying vessel operator providing service to Carrier for each respective shipment as published in Pyramid Lines Tariff Rule 002-015. Carrier will not pass through OTRS if not billed by a third party.

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: IR FMC Tariff No. 001 - Between (US and World)
Rule 109-001: ORIGIN EQUIPMENT HANDOVER CHARGE
Effective: 01JAN2015 **Thru:** NONE **Expires:** NONE **Publish:** 01DEC2014

ORIGIN EQUIPMENT HANDOVER CHARGE (OEHC)

Pyramid Lines Limited ("Carrier") will introduce a new Origin Equipment Handover Charge (OEHC) to offset additional expenses incurred by rising terminal costs for movement of cargo to/from/via (inbound/outbound) North American ports effective from 01 January 2015.

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

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

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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: C FMC Tariff No. 001 - Between (US and World)
Rule 110-001: MAF - TRANSPACIFIC EAST BOUND
Effective: 26FEB2019 **Thru:** 25FEB2021 **Expires:** NONE **Publish:** 26FEB2019
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Tariff Rule Information

024243-001: PYRAMID LINES LIMITED
Amendment No.: IR FMC Tariff No. 001 - Between (US and World)
Rule 112-03: DET - PYRAMID LINES DETENTION
Effective: 27SEP2019 **Thru:** NONE **Expires:** NONE **Publish:** 27SEP2019

Detention charges will be levied when the Merchant holds equipment outside the terminal, port, or depot longer than the agreed free time. It is applicable throughout the duration of Merchants possession of container(s) in his custody, and until its safe return to terminal, port or depot.

Dry / Standard Equipment

Merchant benefit four Calendar days Detention. If empty container is not returned on or before the fourth day the following tariffs will be assessed :

4 Calendar Days Free (included)

Days 5 - 8 US\$ 250.- per Container & Calendar day

Days 9-12 US\$ 275.- per Container & Calendar day

Days 13+ US\$ 300.- per Container & Calendar day

Refrigerated Equipment

Merchant to benefit two calendar days Detention. If empty container is not returned on or before the second day the following tariffs will be assessed:

2 Calendar Days Free (included)

Days 3 - 5 US\$ 550.- per Container & Calendar day

Days 6 - 8 US\$ 700.- per Container & Calendar day

Days 9 + US\$ 760.- per Container & Calendar day

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Tariff Rule Information

024243-001:	PYRAMID LINES LIMITED
Amendment No.: IR	FMC Tariff No. 001 - Between (US and World)
Rule 112-04:	DEM - PYRAMID LINES DEMURRAGE

Effective: 27SEP2019 Thru: NONE Expires: NONE Publish: 27SEP2019

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

Dry / Standard / Refrigerated Equipment

Merchant to benefit from respective steam ship line published tariff. Free time and charge per day thereafter are a direct passed thru.

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Tariff Rule Information

024243-001:	PYRAMID LINES LIMITED
Amendment No.: IR	FMC Tariff No. 001 - Between (US and World)
Rule 112-05:	DEMURRAGE ADMINISTRATION FEE

Effective: 26OCT2019 Thru: NONE Expires: NONE Publish: 08OCT2019

Due to administrative costs any container in which demurrage is incurred will be assessed 10% of total demurrage outlay, minimum of US\$ 75.

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Tariff Rule Information

024243-001:	PYRAMID LINES LIMITED
Amendment No.: IR	FMC Tariff No. 001 - Between (US and World)
Rule 113-01:	GOH - GARMENT ON HANGERS - TRANSPACIFIC EASTBOUND

Effective: 2MAY2019 Thru: NONE Expires: NONE Publish: 2MAY2019

Garment On Hangers (GOH) surcharge to be applied upon customer request for safely and conveniently transporting garments, textiles, & apparel on hangers.

The amount and scope will be as follow:

Effective: May 2nd, 2019

FCL: Dry Containers

Commodities: Apparel, Garments, Wearing Textiles

Trade Scope: Transpacific / India Sub-Continent / East Asia Eastbound to USA & Canada

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

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

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Tariff Rule Information

024243-001:	PYRAMID LINES LIMITED
Amendment No.: IR	FMC Tariff No. 001 - Between (US and World)
Rule 113-02:	PCS - PANAMA CANAL SURCHARGE
Effective: 8APR2020 Thru: NONE Expires: NONE Publish: 8APR2020	

The Panama Canal Authority has announced new fees to protect the water environment and maintain services and reliability of the Canal passage.

As a result, CEVA will introduce a Panama Canal Surcharge (PCS) for ALL cargo that is moving via the Panama Canal, effective April 8, 2020.

The tariff levels will apply as follow:

USD 30 per 20` container and reefer container

USD 30 per 40` container

USD 30 per 40` high-cube container and reefer container

USD 30 per 45` high-cube container

The above rates are also applicable for special equipment.

SECTION – 2

NVOCC SERVICE ARRANGEMENT (NSA)

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

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End of Rule Text
