

KOREX INTERNATIONAL INC.	Original/Revision Original	Page Title Page
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TITLE PAGE

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KOREX INTERNATIONAL INC.

1460 MARK ST
ELK GROVE VILLAGE, IL 60007
TEL: +1-201-539-1065

Tariff No.: FMC001

Naming Rules and Regulations
on transportation of commodities in containers and break-bulk
between U.S. Ports and Points
and
World Ports and Points

KOREX INTERNATIONAL INC. is a licensed Non-Vessel Operating Common Carrier (NVOCC)
registered with the United States Federal Maritime Commission,
operating under the FMC organization number 031967.

Published by:
KOREX INTERNATIONAL INC.
1460 MARK ST
ELK GROVE VILLAGE, IL 60007
Tel: 201-539-1065

KOREX INTERNATIONAL INC.	Original/Revision Original	Page 001
ORGANIZATION INFORMATION	Corr: 0	Issued: Jan. 10th, 2023
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TARIFF NO.: FMC001

EFFECTIVE DATE: Jan. 10th, 2023

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PUBLISHED DATE: Jan. 10th, 2023

ISSUANCE DATE: Jan. 10th, 2023

WEIGHT RATING: 1,000 KILOGRAMS (KG)

VOLUME RATING: 1 CUBIC METERS (CBM)

CERTIFICATION: ALL INFORMATION CONTAINED IN THIS TARIFF IS TRUE, AND NO UNLAWFUL ALTERATIONS ARE PERMITTED.

ORGANIZATION INFORMATION

NAME: KOREX INTERNATIONAL INC.

ORGANIZATION NUMBER: 031967

TYPE: NON-VESSEL OPERATING COMMON CARRIER

HEADQUARTER COUNTRY: UNITED STATES OF AMERICA

HOME OFFICE: 1460 MARK ST

ELK GROVE VILLAGE, IL 60007

KOREX INTERNATIONAL INC.	Original/Revision Original	Page 002
RULE 1: Scope	Corr: 0	Issued: Jan. 10th, 2023
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Rules, regulations, and rates published herein apply between United States Atlantic, Gulf, Pacific and Great Lake Ports, U.S. Territories and Possessions, U.S. Inland Points, and Worldwide Ports and Points as indicated in Rule 1.A.:

U.S. ATLANTIC COAST BASE PORTS (ACBP)

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

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

Houston, TX
Galveston, TX
New Orleans, LA
Tampa, FL
Mobile, AL

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

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

U.S. GREAT LAKES AND INLAND WATERWAY PORTS: (GLBP)

Burns Harbor, MI
Cleveland, OH
Chicago, IL
Detroit, MI
Toledo, OH

A. Intermodal Service

Carrier will provide intermodal service via combinations of air, barge, motor, and rail service. Intermodal rates will apply via U.S. Atlantic, Gulf, or Pacific Coast Ports as specified in this Tariff. Intermodal rates will apply from locations provided in Rule 1.B.

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RULE 1.A: Worldwide Ports and Points	Corr: 0	Issued: Jan. 10th, 2023
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Unless otherwise provided, the rates named herein apply between USA Ports and Points and Worldwide Ports and Points. USA Ports are named in Scope Rule 1.

ASIA: Countries and islands bordering the Pacific or Indian Oceans, including all of the People's Republic of China, Mongolia, and that portion of the former Russian Soviet Federated Republic:

Hong Kong, Macau, Mongolia, Japan, Republic of Korea, People's Republic of China, Taiwan, Union of Soviet Socialist Republics, Brunei, Cambodia, Indonesia, Laos, Malaysia, Philippines, Singapore, Thailand, Vietnam, Afghanistan, Bangladesh, Bhutan, Burma (Myanmar), India, Maldives, Pakistan, Nepal, Sri Lanka.

AUSTRALIA, NEW ZEALAND, OCEANIA (SOUTH PACIFIC): Countries and Islands bordering the Pacific and/or Indian Oceans and south of the equator:

American Samoa, Australia, Christmas Island, Cook Islands, Federated States of Micronesia, Fiji, French Polynesia, Guam, Johnston Atoll, Kiribati, Marshall Islands, Midway Islands, Nauru, New Caledonia, New Zealand, Niue, Norfolk Island, Northern Mariana Islands, Papua New Guinea, Pitcairn Islands, Solomon Islands, Tonga, Trust Territory of the Pacific, Tuvalu, Vanuatu, Wake Islands, Wallis and Futuna, Western Samoa.

AFRICA AND MIDDLE EAST: Countries included in the African Continent and countries not specified in the Europe category:

Afghanistan, Algeria, Angola, Bahrain, Benin, Botswana, Burkina, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Cyprus, Djibouti, Egypt, Equatorial Guinea, Ethiopia, Gabon, Gambia The, Ghana, Guinea, Guinea-Bissau, India, Iran, Iraq, Israel, Ivory Coast, Jordan, Kenya, Kuwait, Lebanon, Lesotho, Liberia, Libya, Madagascar, Malawi, Maldives, Mali, Maurintania, Mauritius, Mayotte, Morocco, Mozambique, Namibia, Nepal, Niger, Nigeria, Oman, Pakistan, Qatar, Reunion, Rwanda, Sao Tome And Principe, Saudi Arabia, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Sri Lanka, St Helena, Sudan, Swaziland, Syria, Tanzania United Republic Of, Togo, Tunisia, Uganda, United Arab Emirates, Western Sahara, Yemen, Zaire, Zambia, Zimbabwe.

EUROPE: Countries included in the European Continent, including the adjacent islands, the countries bordering the Atlantic Ocean, the northern coast of the Mediterranean Sea, Turkey, and the portion of the former Russian Soviet Federated Socialist Republic:

Albania, Andorra, Austria, Belgium, Bulgaria, Czechoslovakia, Denmark, Finland, France, Germany, Gibraltar, Greece, Guernsey, Hungary, Iceland, Ireland, Italy, Jersey, Liechtenstein, Luxembourg, Malta, Man Isle Of, Monaco, Netherlands, Norway, Poland, Portugal(Azores Islands), Romania, San Marino, Spain(including Canary Islands), Sweden, Switzerland, Turkey, Ussr Europe (including Armenia, Azerbaijan, Belorussia, Estonia, Georgia, Kazakhstan, Kyrgystan, Latvia, Lithuania, Moldavia, Russian Federation, Tajikistan, Turkmenistan, Ukraine, and Uzbekistan), United Kingdom, Yugoslavia(including Bosnia-Herzegovina, Croatia, Macedonia, Slovakia).

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RULE 1.A: Worldwide Ports and Points	Corr: 0	Issued: Jan. 10th, 2023
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RULE 1.A CONTINUED

NORTH AMERICA AND CARIBBEANS: Countries included in the North American Continent (excluding the USA) and countries bordering the Caribbean Sea including Mexico: Anguilla, Antigua And Barbuda, Aruba, Bahamas The, Barbados, Bermuda, British Virgin Islands, Canada, Cayman Islands, Costa Rica, Cuba, Dominica, Dominican Republic, Greenland, Grenada, Guadeloupe, Haiti, Jamaica, Martinique, Mexico, Montserrat, Netherlands Antilles, St Kitts and Nevis, St Lucia, St Pierre And Miquelon, St. Vincent and The Grenadines, Trinidad And Tobago, Turks And Caicos Islands.

CENTRAL AND SOUTH AMERICAS: Countries included in the Central and South American continent, and countries bordering Central and South America: Argentina, Belize, Bolivia, Brazil, Chile, Colombia, Ecuador, El Salvador, Falkland Islands, French Guiana, Guatemala, Guyana, Honduras, Nicaragua, Panama, Paraguay, Peru, Suriname, Uruguay, Venezuela.

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RULE 1.B: Intermodal Service	Corr: 0	Issued: Jan. 10th, 2023
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Intermodal through rates apply between the U.S. IPI points as listed below:

Alabama, Nebraska, Arizona, Nevada, Arkansas, North Carolina, North Dakota, California, New Hampshire, Colorado, New Jersey, Connecticut, New Mexico, New York, Delaware, Ohio, Florida, Oklahoma, Oregon, Georgia, Pennsylvania, Idaho, Illinois, Rhode Island, Indiana, Iowa, South Carolina, South Dakota, Kansas, Kentucky, Tennessee, Texas, Louisiana, Utah, Maine, Maryland, Vermont, Massachusetts, Virginia, Michigan, Minnesota, Washington Mississippi, West Virginia, Missouri, Wisconsin, Montana, Wyoming

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RULE 2: Application of Rates and Charges	Corr: 0	Issued: Jan. 10th, 2023
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1. Rates published herein are reflected in U.S. Currency and applicable via one (1) cubic meter (M), 1,000 kilograms (W), or per container as indicated, whichever basis yields the greater revenue, except as otherwise stated. Where the word "weight" or letter "W" is stated, rates via weight are applicable. Where the word "measurement" or letter "M" is stated, rates via measurement are applicable. Cargo rated via weight "W" basis will be assessed by the gross weight of the individual pieces or packages in each shipment. Cargo rated via measurement "M" basis will be assessed by the overall measurement of the individual pieces or packages in each shipment. Cargo rated via alternation "weight or measurement" (WM) basis will be assessed by whichever basis that produces the greatest revenue to the Carrier. Cargo rated per container basis will be assessed by the capacity and type of the single container that is applied. The applicable rate for cargo rated per container basis will be determined by multiplying the container rate by 130% and rounding to the nearest whole dollar.
2. Except as otherwise stated, all "Port" (i.e. Port-to-Port) rules herein apply to the port of origin or the port of destination that the common carrier originates or terminates the ocean carriage of cargo. Except as otherwise stated, all rates apply from the ship's tackle at the loading pier, wharf, or anchorage, and all tolls, wharfage, cost of landing, handling charges, delivery charges, and all other expenses beyond the port loading area are for the account of the Owner, Shipper, or Consignee of the Cargo. Rates from and to the U.S. or interior Foreign Points include all charges for drayage or other related transfer service (including handling charges) at intermediate points or ports on through shipments at such intermediate points or ports. Such accessorial charges assessed shall be inclusive in the full charges pertinent to the account of the cargo.
3. As another alternative, at the Shipper's request, the Carrier may arrange for inland transportation for the Shipper. All associated charges and costs will be for the account of the Cargo. Overland carriers will be utilized on the basis of service availability, as the Carrier deems necessary to guarantee efficient transportation of the said Cargo.
4. Any Additional Charges which may be imposed upon the Cargo by any governmental Agency or Authorities will be for the account of the Cargo.
5. Rates published herein do not include any marine or other types of insurance coverage maintained for the Cargo, nor do the rates include any consular fees or taxes.
6. The Carrier shall not be obligated to transport the Cargo in any single type of container or by any particular Vessel, Train, Motor, Barge or Air Carrier, or in time for any particular market or otherwise. 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 Carrier.
7. Except as otherwise stated, cargo that is received by the Carrier at CY or

CFS shall be assessed the receiving charges as specified in Rule 23. Except as otherwise stated, Cargo delivered to the Consignee at the Discharge Port or the Inland Point shall be assessed the delivery charges as specified in Rule 23.

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RULE 2: Application of Rates and Charges	Corr: 0	Issued: Jan. 10th, 2023
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8. 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.
9. Except as otherwise specified, the value of commodities will be determined by the value and net weight as declared in a U.S. Customs entry or Customs declaration.
10. Rates published herein apply only to the specific commodity that is listed and cannot be applied to analogous articles. The N.O.S. general rate, or Cargo, N.O.S. rate will apply unless a commodity is specifically listed.
11. Unless otherwise stated, a shipment as used in this Tariff is to be deemed as a quantity of freight tendered to the Carrier by one Shipper, at one Port or Point of origin, at one instance, on one Bill of Lading, for delivery to one Consignee at one Port or Point of destination.
12. 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."
13. Articles which are not provided for this Tariff will be freighted at the rates named in the commodity classification of "Cargo, N.O.S."
14. Except as otherwise provided, the rates published herein do not include mechanical refrigeration or heated space service prior to, during or after transportation service.
15. Types of service provided:
 CY/CY (YY): Containers packed by Shippers outside of the Carrier's premises, delivered to the Carrier's CY, accepted by the Consignee at the Carrier's CY and unpacked outside the Carrier's premises, all at the risk and expense of the account of the Cargo.
 CY/CFS (YS): Containers packed by Shippers outside of the Carrier's premises, delivered to the Carrier's CY and unpacked by the Carrier at the destination port CFS, all at the risk and expense of the account of the

Cargo.

CFS/CFS (SS): Cargo delivered to the Carrier's CFS to be packed by the Carrier into containers and to be unpacked by the Carrier from the containers at the Carrier's destination port CFS, all at the risk and expense of the account of the Cargo.

CFS/CY (SY): Cargo delivered to the Carrier's CFS to be packed by the Carrier into containers and accepted by the Consignee at the Carrier's CY and unpacked by the Consignee outside of the Carrier's premises, all at the risk and expense of the account of the Cargo.

Door (DD): Door Service pertains to the Carrier providing inland transportation from/to the shipper's/consignee's designated facilities.

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RULE 2.A: Packing and Marking Requirements

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1. Unless otherwise specified herein, articles tendered for transportation will not be accepted for shipment unless the articles are in such condition and so prepared for shipment as to render reasonably safe transportation with ordinary care. Provision of the shipment not enclosed in containers does not obligate the Carrier to accept the said article so offered for transportation. Such packing shall at least be the standard for shipping within the boundaries of the United States. Carrier will not assume liability for any damage to the Cargo caused by negligent or improper packing.
2. Except on Full container load shipments subject to "shipper's load and count", all individual pieces, packages, cartons, or units included in a shipment must bear marks and numbers, place of destination including the country, and the name and address of both the Shipper and Consignee. The Carrier will not be liable for the failure to observe the marking regulations of the country of destination, the Customs regulations for marking and packing for both origin and destination, nor for the inaccurate labels used to mark the articles.
3. Each package, bundle, cartons, or piece of freight must be plainly marked with the full or initials of Consignee, and the destination must be shown.

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RULE 2.B: Substitution of Services by Carrier	Corr: 0	Issued: Jan. 10th, 2023
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1. The Carrier may substitute movement via rail, water, or motor carrier equipment for any inland through transportation service in this Tariff upon the Carrier's discretion.
2. When the substitution of movement via rail, water, or motor carrier is performed, the extraneous charges shall be paid by the Carrier.
3. Such substitution shall not affect the Carrier's rates or charges for the account of the Cargo, nor affect the Carrier's liability to the Shipper or the Consignee.
4. The Carrier may forward the cargo to a point designated by the Consignee, provided that the Consignee pays the usual rate that which would have normally incurred by rail, water, or motor to transport the cargo to such point if the cargo has been discharged at the named terminal port in the Bill of Lading.

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RULE 2.C: Application of Measurement and Weight	Corr: 0	Issued: Jan. 10th, 2023
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Weight as denoted by "W" and Measurement as denoted by "M" refer to 1,000 kilograms and one cubic meter, respectively.

1. Weight: cargo freighted on a weight basis shall be assessed by the gross weight of the individual pieces or packages in kilograms (1,000 kilograms equaling one kilo ton). It shall be permissible to round off to the nearest three (3) decimal places.
2. Measurement: unless otherwise stated herein, the three greatest outermost dimensions of depth, width, and length respectively of the package or piece are expressed as a cubic meter by multiplying the three dimension units and rounding to the nearest three (3) decimal places.
3. All fractions under 0.5 centimeters are to be disregarded.
4. All fractions larger than 0.5 centimeters are to be rounded to the next full centimeter.
5. Any protrusions such as locking mechanisms or edges must be included within the cubic measurement.
6. If the gross weights and/or measurements declared by the Shipper are less than the weights and/or measurements ascertained, and outturn reweighing and/or re-measuring indicate that the measurements and/or weights as declared were understated and/or wrongly declared by the Shipper, the resurveying of the Cargo will be held liable by the account of the Cargo.
7. Cargo rated via a weight or measurement basis shall be assessed by whichever yields the greatest revenue to the Carrier.

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RULE 2.D: Container Standards	Corr: 0	Issued: Jan. 10th, 2023
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The following provision will define the charges and conditions by which containers are applied for the carriage of Cargo by the Carrier.

1. A "container" denotes any single, rigid dry cargo, ventilated, insulated, that may be mechanically refrigerated or heated, or designed to hold portable liquid or act as a dry tank, or designed to include a flat rack, vehicle rack, or designed as an open top container, without wheels or chassis underbody attached, having a closure (except racks) or permanently hinged doors, that allow ready access to the interior for loading or unloading of the cargo via safe docking mechanisms to ensure safe operations with access to the interior of the said container. All forms of containers shall be able to withstand, without permanent distortion, the normal stress resulting from the various stages of the transportation process involving, but not limited to, drayage, loading and unloading from the Ports and Points, Container Yards, CFS, or other areas of usual docking and movement of the container. The term "trailer" when used in this Tariff shall be synonymous with and interchangeable with the term "container" in the application of respective rates and conditions set forth.
2. The Shipper and/or Consignee shall be fully liable for the safety and security of any container while the container is in its possession under any provision of the Carrier and Tariff, and any damage, injury, or loss, financial or otherwise, related or resulting from the use, operation, maintenance or possession of such container by the Shipper, Consignee or their related Persons and Operators shall be fully under the liability of the account of the Cargo. The Shipper and/or Consignee shall be liable for the complete removal of all blocking, bracking, strapping, paper, waste or debris from the container, or for any solid, liquid, or gas contamination of any part of the container, residual or otherwise, and shall be further liable for the charges and costs of cleaning and/or deodorization of the container to the satisfaction of the Carrier. All cleaning and/or deodorization of the container must be performed prior to the relinquishment

of the container to the Carrier. Any and all charges for such cleaning services shall be for the account of the Cargo.

3. Empty or loaded containers may be removed from designated container yard and/or railyard by the Shipper or its Persons/Agent for loading, or by the Consignee or its Persons/Agent for unloading, and must be returned by the Shipper or Consignee to the same terminal point from which the said containers were removed except by the specific instructions of the Carrier to return the containers via another terminal. Containers may only be interchanged during regular working hours, unless prior arrangements have been established with the Carrier.
4. When containers are loaded and sealed by the Shipper, Carrier will accept such shipments clausued on the bills of lading, "shipper's load and count", and the Shipper shall be subject to the following provisions:
 - a. Carrier will not be liable, either directly or indirectly, for any damage, loss, or injury resulting from the improper stowage, loading, or mixing of articles in containers, nor for any discrepancy or understated weights and/or measurements in the declaration of the Shipper, nor for any concealed or hidden damage to the cargo.

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RULE 2.D: Container Standards	Corr: 0	Issued: Jan. 10th, 2023
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Rule 2.D CONTINUED

- b. All labor and materials, such as lashing, bulkheads, cross members, platforms, dunnage, pallets, or other similar materials used to block, brace or secure cargo in the container for safe transportation must be supplied by and at the expense of the Shipper. Carrier will not be responsible for the return, replacement, or exchange of such materials after use. Materials used for securing, bracing, lashing, etc. (other than the individual packaging of the articles) shall not be included in the chargeable weight or measurement of the cargo.
- c. Shipper must furnish the Carrier with a complete list of all cargo in each respective container, including a complete description of all articles in each container, and the gross weight and cubic measurement of the cargo by respective container. Upon the failure of the Shipper to provide the gross weights and measurements of the contents of each container, Carrier reserves the right to open, inspect, and resurvey the dimensions of the cargo and verify the contents of any container with the declared descriptions, weights, and/or measurement. When the container is subject to such inspection, the container will be resealed with the seal of the Carrier. Any error in the descriptions, weights, or measurements will result in the full liability of the Shipper for any charges associated to resurveying the container. Upon inspection of the container contents, if the Carrier deems the packing or securing of cargo to be inadequate, the carrier shall, at its discretion, refuse

the transportation of the cargo or repack and/or re-secure the cargo in the container. Any repacking and/or re-securing fees will be for the account of the Cargo. Any costs arising from the refusal of transportation due to the inadequate cargo conditions will be for the account of the Cargo.

- d. Shippers placing locking devices on loaded containers must assume full responsibility for the locks being damaged, dismantled, or other associated costs, penalties, or fees that may arise from the locking mechanism inhibiting access to the cargo, as well as the proper access by the Consignee.
- e. For containers subject to "shipper's load and count", the Consignee and its related Persons must furnish the Carrier with a clean receipt prior to release of the container or contents for delivery.
- f. All pieces, pallets, units, and packages relevant to a single container must all be destined to a single Port or Point. Containers destined to more than one ultimate Consignee must be consigned to a single Consignee.
- g. Carrier will only accept hazardous or dangerous cargo loaded in containers if the Shipper has obtained the prior approval of the Carrier, and only when the Shipper has complied with all packing, labeling, and marking rules provided in Rule 2.1.

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RULE 2.D: Container Standards	Corr: 0	Issued: Jan. 10th, 2023
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Rule 2.D CONTINUED

- 5. All cargo loaded on containers or other equipment may be stowed on-deck or under-deck at the discretion of the Carrier. Bills of lading, certificates, letters of credit or other documents requiring specific stowage shall not be issued and will not be honored by the carrier, except when required by a governmental agency or policy related to a national agency and/or Customs.
- 6. Gross weight of loaded containers cannot exceed governmental restrictions such as highway limitations, unless the cargo is specifically authorized by relevant governmental agencies, and in no event shall the gross weight exceed the maximum weight capacity of the container. Further, without regard to intent, negligence, or any other factor, the Shipper, Consignee or their Persons shall be and will remain jointly, severally and absolutely liable for any fine, penalty or other sanctions imposed by governmental authorities upon the Carrier, its agent, motor/rail carrier, on containers exceeding over-the-road weight limitations when moving in transportation service provided under this Tariff. When the Carrier assumes pays any such fine or penalty arising from such an event, it shall be on behalf of and for the benefit of the Cargo interest, and the Carrier shall be fully reimbursed thereupon from the account of the Cargo. Any charges incurred in re-surveying and/or re-handling the cargo to comply with weight restrictions will be for the account of the Cargo.

7. Should any Customs or governmental authorities order to or require cargo to be discharged or unloaded from the container for inspection or examination, or should any governmental authority impound, seize or detain cargo or container for any reason, all charges and expenses, including any applicable demurrage, detention, or per diem charges, will be for the account of the Cargo. The Carrier will assume no liability for the actions and/or omissions of the Shipper, Consignee, or any of their related Persons.
8. All full container load shipments transported under the provisions of this Tariff must be booked with the Carrier in advance to the shipment. Cargo booking must be made sufficiently in advance of scheduled sailing so that empty containers may be made available for loading for the Shipper, and returned to the terminal port or point. Shipper must specify the cargo to be transported, the quantity and/or weight, and the type of containers desired at the time of booking.

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RULE 2.E: Bill of Lading Standards	Corr: 0	Issued: Jan. 10th, 2023
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Unless otherwise specified, the Shipper must furnish all documentation in export and import, or to transport cargo between the Ports and Points of the Origin and Destination.

1. For cargo that is to be exported from the U.S. to foreign destinations outside of the U.S., the description of the commodities shall be uniform on all copies of the export declaration. The amendments in the description shall be accepted only by the validation from the U.S. Customs. If shipments are not covered by an export declaration, as permitted by export control regulations, the Shipper must insert the applicable Commodity Schedule B number in the line copy of the bill of lading.
2. For cargo that is to be imported into the U.S. from foreign origins outside of the U.S., the description of the commodities shall be uniform on all copies of the bill of lading and must conform to the regulations set forth by the U.S. Customs and the Customs Entry filing. Amendments in the description shall be accepted only via the supporting Customs Entry filing and/or Customs Declaration.
3. Trade names are not acceptable commodity descriptions. Shippers are required to declare their commodities by their generally accepted generic or common description name.
4. Unless otherwise specified, any item described as "Freight All Kinds" shall consist of a minimum of two different commodity items.

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RULE 2.F: Change in Service Request by Cargo	Corr: 0	Issued: Jan. 10th, 2023
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A request for any change in the original billed destination that may include a change in Consignee, order party, or both, will be considered as an amendment to the contract of carriage and will be subject to the following provisions:

1. Requests must be received in writing by the Carrier prior to the arrival of the vessel at the Port of Discharge. Carrier will not be liable if such a request for service or substitution is operationally impractical or cannot be provided.
2. Cargo transported under a non-negotiable Bill of Lading may be requested for change by the Consignee or the Shipper. Cargo transported under a negotiable Bill of Lading may be requested for change by any party surrendering the properly endorsed original Bill of Lading. If a new negotiable Bill of Lading is requested by the Consignee or the Shipper, the original Bill of Lading must be surrendered to the Carrier prior to issuance of the new Bill of Lading.
3. This rule is only applicable to full container loads.
4. A shipment may only be requested for the changes elaborated above once. The Shipper may request to cancel the substitution which will result in the delivery of the cargo to the original billed destination, provided that the cancellation request is received before the arrival of the vessel in carriage at the Port of Discharge, and provided that the cancellation fees are paid in full prior to the request being accepted by the Carrier. In no

instance will any refund of the cancellation or change in service request be issued in the event of a cancellation request being made. Any additional charges incurred will be for the account of the Cargo.

5. Cargo that is requested for change in the original billed destination that is within the Scope of this Tariff shall be assessed the actual amount of expense incurred by the Carrier, or as per carrier Tariff, whichever yields higher revenue to the Carrier, plus at the sole discretion of the Carrier, and an administrative fee up to \$50/BL for cargo prior to departure of the vessel, or an administrative fee up to \$300/BL for cargo post the departure of the vessel.
6. All associated fees above are payable by the specific party requesting the change in service and/or cancellation.

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RULE 2.G: Applicability of Penalties and Charges	Corr: 0	Issued: Jan. 10th, 2023
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1. Shippers must comply with all customs and consular regulations. Any fine or penalty imposed by governmental agencies and/or authorities shall be at the expense of the account of the Cargo. Any part of full portion of the shipment may require further investigation from the Customs, and any penalties, charges, or fines arising from the warehousing and transportation of the said shipment in relation to the Customs regulations will be at the expense of the account of the Cargo. The rates published in this Tariff are not inclusive of any Customs related charges such as, but not limited to, Customs clearance inspections, USDA/FDA/US Customs examination, X-ray exams, insurance, bonds, forwarding charges, bonded warehousing, storage, drayage, demurrage, open container examinations, formal customs entry, taxes, duties, and other fees regulated by governmental agencies or policies. Any such accrued fees shall be at the expense of the account of the Cargo.
2. The Carrier shall have a general lien on any and all property (and documents relating thereto) of the account of the Cargo including the Shipper and/or Consignee, in its possession, custody or control or en route, for all claims for charges, outstanding balances, expenses, or advances incurred by the Carrier in connection with any shipments for the account of the Cargo, and if such claim remains unsatisfied for thirty (30) days after demand for payment is made, the Carrier may sell at public auction or private sale, upon ten (10) days of written notice to the payable party, the

Goods, wares and/or merchandise to satisfy such lien, and apply the net proceeds of such sale to the remaining balance payable by the account of the Cargo. Any surplus from such sale shall be transmitted to the respective party of ownership of the sold goods, and the payable party shall be fully liable for any deficiency in the sales.

3. Carrier will require complete and accurate shipping instructions by the documentation submission deadline provided to the Shipper. If such pertinent documentations are not received by the documentation deadline, the cargo will be rolled/postponed to the next available vessel sailing date, and all costs incurred and associated with such postponement such as, but not limited to, handling charges, storage, demurrage, etc. will be fully billed to the account of the Cargo to the respective payable party.
4. The Shipper, Consignee, holder hereof, and owner of the goods shall be jointly and severally liable to the Carrier for the payment of all detention, demurrage, or storage charges before, during, and after the carriage of the cargo to and from the Ports and Points as listed in this Tariff and the services as listed in this Tariff. Any charges for storage, detention, or demurrage of freight or containers, as a result of being in excess of the free time prescribed, or agreements, assessed by vessel operators on whose vessel cargo is or was transported, or terminal operator at the origin port or destination port due to some default or oversight of Shipper or Consignee or holder of bill of lading is for the account of the Cargo, and the Carrier is not liable for any charges listed above.
5. All shipments imported into the U.S. shall be subjected to a Destination Documentation Handling Charge of USD \$35.00 per B/L and this charge shall be made payable by the Consignee in the U.S.

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RULE 2.H: Restricted Articles	Corr: 0	Issued: Jan. 10th, 2023
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Except as otherwise stated, the following articles will not be accepted as cargo for transportation:

1. Cargo, loose on platforms or pallets, except by prior established agreement with the Carrier.
2. Cargo, by its inherent characteristics, is likely to impregnate or otherwise damage Carrier's containers or cargo.
3. Bank bills, coins or currency, deeds, drafts, notes, or valuable paper of any kind
4. Jewelry including costume novelty jewelry, except where otherwise specifically provided
5. Revenue stamps, postage stamps or letters and packets of letters with or without postage stamps affixed
6. Precious metals or articles manufactured therefrom, precious stones
7. Works of art, antiques or other related or unrelated old, rare, or precious articles of extraordinary value except by prior established agreement
8. Corpses or cremated remains

9. Animals, livestock, birds, or fish
10. Poultry or any other fowl or birds
11. Silver articles or ware, sterling
12. Except as otherwise stated or in Tariffs making reference hereto, articles tendered for transportation will be refused for shipment unless in such condition and so prepared for shipment as to render reasonably safe and practicable transportation.
13. Shipments containing cargo likely to contaminate or injure other cargo, including green salted hides.

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RULE 2.I: AES Documentation	Corr: 0	Issued: Jan. 10th, 2023
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The Carrier requires complete and accurate Automated Export System (AES)/Shipper's Letter of Instructions no later than 48 hours prior to port cut-off date. Description of commodities shall be uniform on all copies of the Bill of Lading and must be in conformity with a validated U.S. Export Declaration, EEI filings to the AES, and/or Consular Documents covering the shipment. The Carrier reserves the right to verify the information listed in the Bill of Lading with any of the aforementioned shipping documentations for accuracy. Any amendments or corrections in the commodity description will be accepted only if presented with the supporting validation provided by the U.S. Customs and in conformity with all other pertinent shipping documents. If shipments are not covered by a Shipper's Export Declaration, the Shipper must insert the applicable commodity Schedule B number in the Line Copy in the Bill of Lading.

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RULE 3: Rate Applicability Rule	Corr: 0	Issued: Jan. 10th, 2023
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The rates, rules, and charges applicable to a given shipment must be those published and in effect when the cargo is received by the Carrier or its Agent, including originating carriers in the case for rates for through transportation. A shipment will be considered as "Received" when the full quantity has been received.

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RULE 4: Heavy Lift	Corr: 0	Issued: Jan. 10th, 2023
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This Tariff is not applicable with heavy lift operations unless otherwise specified.

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RULE 5: Extra Length	Corr: 0	Issued: Jan. 10th, 2023
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This Tariff is not applicable with operations involving extra length commodities unless otherwise specified.

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RULE 6: Bill of Lading Rates	Corr: 0	Issued: Jan. 10th, 2023
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The following provision is the minimum charge billed to the Shipper per Bill of Lading, unless otherwise specified:

1. Exportation from the United States
 - a. From West coast: \$125.00
 - b. From Atlantic and Gulf: \$135.00
 - c. From IPI: \$155.00
 - d. From Puerto Rico/Virgin Islands: \$155.00
2. Importation into the United States
 - a. To West Coast: \$125.00
 - b. To Atlantic and Gulf: \$135.00
 - c. To IPI: \$155.00
 - d. To Puerto Rico/Virgin Islands: \$155.00

The above rates are applicable per one (1) Bill of Lading, unless otherwise specified, and are subject to additional charges set forth in this Tariff.

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RULE 7: Payment of Freight Charges	Corr: 0	Issued: Jan. 10th, 2023
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1. Currency: Rates and rules are quoted in the 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, the 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.
2. Payment in U.S. Dollars: Except as otherwise provided, freight and charges shall be paid in U.S. Dollars.
3. Methods of Payment: Payments for freight or charges due to the Carrier must be Payable in legal tender or, at the Carrier's agreement, by check or bank draft acceptable by the Carrier's bank for immediate credit without charges.
4. Prepaid Freight: When freight 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. When freight and charges are billed prepaid, they may be paid in U.S. Dollars, or at the option of the Carrier, paid in the currency acceptable to the Carrier, provided such

currency shall be unblocked, freely convertible and freely remittable, free of tax into U.S. Dollars. When freight and charges are paid in other than U.S. Currency, conversion to U.S. Dollars shall be at the highest telegraphic transfer selling rate in effect on the date cargo is received by the Carrier or its Agent.

5. Freight Collect: All freight and charges which are billed on a Freight Collect basis must be paid in full in U.S. Dollars for the complete originally issued bill of Lading quantity prior to release of cargo and any portion thereof. When freight and charges are billed Collect, the charges may be paid in U.S. Dollars or, at the option of the Carrier, paid in the currency acceptable to the Carrier, provided such currency shall be unblocked, freely convertible and freely remittable and free of tax into U.S. Dollars. When freight and charges are paid by other than the U.S. Currency, conversion to U.S. Dollars shall be at the highest telegraphic transfer selling rate in effect on the date the cargo is received by the Carrier or its Agent.

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RULE 8: Bill of Lading	Corr: 0	Issued: Jan. 10th, 2023
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The Bill of Lading clauses are as follows:
 Received for shipment, in apparent good order and condition unless otherwise noted herein, the number of containers or other package or pieces shown in the "Carrier's receipt" and said by the Shipper to hold goods described in the "particulars furnished by Shipper". The Carrier shall have the right at its sole discretion to use feeder ships, ferries, lighters, trucks, trains or planes, in addition to the ocean vessel or its substitute, to accomplish said carriage. If the goods are shipped from or are consigned to a port or place not directly served by Carrier's own vessel, or in case of a through shipment, or transshipment, the Carrier will, acting only as the Shipper's agent, arrange for transportation of the shipment by other carriers from the place of shipment to the port of loading on Carrier's vessel and from the port of discharge from Carrier's vessel to ultimate destination, and during such segments of transportation, the carriage, handling, or storage of the goods shall be subject to the freight contracts and tariffs of such other carriers. However, this Carrier guarantees the performance of the obligation of such previous carriers or on-carriers under their freight documents. The liability of this Carrier as a carrier shall commence when the shipment is received into its exclusive custody and shall terminate when the goods are ready for delivery to Consignee or on-carrier, and the Carrier shall not be

liable for damage or losses not occurring on its own segment of the overall carriage. The Carrier shall hold for the benefit of the owner of the goods all bills of lading, freight documents or receipts issued by other carriers or bailees. The receipt, bailment, carriage, delivery and transshipment of the goods are subject to all the terms, conditions and limitations of this bill of lading and of the Carrier's regularly filed freight tariffs and regulations, which are deemed incorporated herein as if set forth at length, and shall govern the relations, whatsoever they may be, between the Shipper, Consignee or holder and the carrier master, ocean vessel, feeder ship, ferry, lighter or any other means of transport owned or operated by the Carrier and whether the Carrier be acting as carrier or bailee.

1. This bill of lading shall have effect subject to the Carriage of Goods by Sea Act of the United States of America, approved April 16, 1936, which shall be deemed to be incorporated herein, and nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or limitations or an increase of its responsibilities or liabilities under said Act. The Provisions stated in said Act (except as otherwise specifically provided herein) shall govern before the shipment is loaded on and after it is discharged from the vessel and throughout the entire time the goods are in the exclusive custody of the Carrier until made ready for delivery. The Carrier shall not be liable in any capacity whatsoever for any delay, non-delivery or mis-delivery, or loss of or damage to the goods occurring while the goods are not in the actual custody of the Carrier. If this bill of lading is issued or delivered in a locality where there is in force a Carriage of Goods by Sea Act or Ordinance or Statute of a nature similar to the International Convention for the Unification of Certain Rules Relating to Bills of Lading dated at Brussels of August 25, 1924, it is subject to the provisions stated in such Act. Ordinance and rules thereto annexed which may be in effect where this Bill of Lading is issued.

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(a) The carrier shall be entitled to the full benefit of, and right to, all limitations of, or exemption from, liability authorized by any provisions of sections 4281 to 4286 of the Revised Statutes of the United States and amendments thereto and of any other provisions of the law of the United States or of any other country whose laws shall apply. The terms of this bill of lading constitute the contract of carriage, which is between the Shipper, Consignee and Owner of the goods, and the Owner or demise charterer of the vessel designated to carry the shipment. It is understood and agreed that other than the said ship owner or demise charterer, no person, firm, or corporation or other legal entity whatsoever (including the master, officers, and crew of the vessel, all agents, employees, representative, and all terminal operator, stevedores, watchmen and other independent contractors whatsoever) is, or shall be deemed to be liable with respect to the goods as Carrier, Bailee or otherwise howsoever, in contract or in tort. If, however, it shall be adjudged that any other than said ship owner or demise charterer is carrier or bailee of the goods or under any responsibility

with respect thereto, all limitations of and exonerations from liability provided by law or by the terms hereof shall be available to such other. In contracting for the foregoing exemptions, limitations and exonerations from liability, the Carrier is acting as Agent and Trustee for the other above mentioned.

2. In this bill of lading the word "vessel" shall include the vessel to be used for ocean crossing, named on the face hereof or any substitute ocean vessel actually used, also any feeder ship, ferry, lighter, or any other watercraft used by the Carrier in the performance of this Contract; the word "Carrier", with capital "C", shall include the Carrier named on the front side hereof, the vessel, her owner, demise charterer, if bound hereby, the time charterer, and any substituted ocean carrier, whether the owner or charterer shall be acting as carrier or bailee; the word "Shipper" shall include the party for whose account the goods are shipped as well as the party named as such in this bill of lading; the word "Consignee" shall include the holder of this bill of lading, properly endorsed and the receiver and/or the Goods; the word "charges" shall include freight and all expenses and money obligations incurred and payable by the owner of the goods. Shipper, Consignee or any of the parties, the words "risk and expense of the goods" shall mean also at the risk and expense of the Shipper. Consignee, Holder or Owner; the word "goods" shall include the contents of the container(s); the words "government" and "authorities" shall each include the United Nations or any similar international organizations and also persons purporting to exercise control of a governmental nature; "on board" shall mean on board any means of transport used by the Carrier to accomplish the carriage covered by the bill of lading; "port of loading" shall mean the place where the transport begins and "port of discharge" shall mean the place where the goods are to be delivered to the Consignee or on-carrier.

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3. The scope of the sea voyage herein contracted for shall include usual or customary ports of call whether named in this contract or not, also ports in or out of the advertised, geographical, usual route or order, even though in proceeding thereto the vessel may sail beyond the port of discharge named herein or in a direction or in a direction contrary thereto, or return to the original port, or depart from the direct or customary route, and includes all canals, straits, and other waters. The vessel may call at any port for the purpose of the current voyage, or of a prior or subsequent voyage. The vessel may omit calling at any port whether scheduled or not, and may call at the same port more than once; may discharge the goods at the first or subsequent call at the port of discharge; may for matters occurring before or after loading and either with or without the goods on board, and before or after proceeding towards the port of discharge, adjust compasses, dry dock with or without cargo on board, stop for repairs, shift berths, make trial trips or tests, take fuel or stores, remain in port, lie on bottom, aground or at anchor, sail with or without pilots, tow and be towed, and

save or attempt to save life or property; and all of the foregoing are included in the contract voyage. The vessel may carry contraband, explosives, munitions, war-like store, hazardous cargo, and sail armed or unarmed, and with or without convoy. The Carrier's sailing schedules are subject to change without notice, both as to sailing date and date of arrival. If this is a through bill of lading, no carrier is bound to transport the shipment by any particular train, truck, aircraft, or vessel, or in time for any particular market or otherwise than with reasonable dispatch, no carrier shall be liable for delay and any carrier shall have the right to forward the goods by substitute carrier.

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4. In any situation whatsoever and whatsoever occurring and whether existing or anticipated before commencement of or during the voyage, which in the judgment of the Carrier or the master is likely to give rise to the risk of capture, seizure, detention, damage, delay, or disadvantage to or loss of the vessel or any part of her cargo, to make it unsafe, imprudent, or unlawful for any reason to receive, keep, or load the goods, or commence or proceed on or continue the voyage, or to enter or discharge the goods, disembark passengers at the port of discharge, or the usual or agreed or intended place of discharge in such port, or to give rise to delay or difficulty in proceeding by the usual or intended route, the Carrier or the master may decline to receive, keep, or load the goods or may devan container(s) and their contents or any part thereof and may require the Shipper, or other persons entitled thereto, to take delivery of the goods at the port of shipment and upon failure to do so, may warehouse the goods at the risk and expense of the goods, or the vessel, whether or not proceeding toward or entering or attempting to enter a port of discharge, or attempting to reach a usual place

of discharge therein or attempting to discharge the shipment, may discharge the goods and/or devan the contents of any container(s) at another port, in depot, lighter, craft, or other place, or may forward or trans-ship them as provided in this bill of lading; or the Carrier or the master may retain the goods vanned or unvanned, on board until the return of the vessel to the port of loading or to the port of discharge or until such time as the Carrier or the master thinks advisable to discharge the goods at any place whatsoever as herein provided. The Carrier or the master is not required to give notice of such devanning or of discharge of the goods or of the forwarding thereof as herein provided. When the goods are discharged from the ship, as herein provided, they shall be at their risk and expense; such discharging shall constitute delivery and performance under this contract and the Carrier shall be freed from any further responsibility, unless it be shown that any loss or damage to the goods arose from Carrier's negligence in the discharge and delivery as herein provided, the burden of establishing such negligence being on the owner of the goods, for any service rendered to the goods as hereinabove provided or for any delay or expense to the vessel caused as a result thereof, the Carrier shall be entitled to a reasonable extra compensation, and shall have lien on the goods for such charge. Notice of disposition of the goods shall be mailed to the Shipper or Consignee. Goods shut out from the vessel named herein for any cause may be forwarded on a subsequent vessel of this line or, at Carrier's option, on a vessel of another line.

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5. The Carrier shall not be responsible for the safe and proper stowing of goods in containers if such containers are loaded with goods by the Shipper, consolidator or inland carrier, and no responsibility shall attach to the Carrier for any loss or damage caused to contents by shifting. Overloading or improper packing of the container, containers loaded by the Shipper, consolidator or inland carrier shall be properly sealed and the seal identification reference, as well as the container reference, shall be shown herein. The Shipper, consolidator or inland carrier shall inspect containers before loading them and loading of the containers shall be prima facie evidence that the containers were sound and suitable for use. The Carrier will not be liable in any event for the particulars, or other packages or pieces as shown in the Carrier's receipt on the face of this bill of lading. The Carrier makes no representation as to the quantity, weight, or description in the particulars furnished by the Shipper. The Shipper, Consignee and/or holder hereof agree to be liable for, and shall indemnify the Carrier for any injury, loss or damage, including fines, arising from the Shipper's failure to

stow the goods properly in containers or to declare correctly herein any of the particulars furnished by him, including marks, quantity and description of the goods, weight and cubic measurement of goods, and the exact total gross weight of container, also for any kind of damage or injury caused by the contents of said container(s) to any other property or to persons.

6. The Carrier shall have the right to store goods in containers and to stow containers on deck unless this bill of lading is claused "stowed under deck" on the face hereof by the Carrier. Containers stowed on deck shall be deemed for all purposes to be stowed under deck, including general average and Carriage of Goods by Sea Act. Special container(s) or cargo space with refrigeration or heating units shall not be furnished unless contracted for in writing at time of booking and freight is charged on the basis of the rates for cargo requiring such special container(s) or space as provided in the Tariff. Shipper shall advise Carrier of desired temperature range when delivering goods to the Carrier, and Carrier shall exercise due diligence to maintain the desired range within plus or minus 2 degrees F while the containers are in its custody and control. The Carrier does not warrant refrigerating or heating machinery of containers and shall not be responsible for its operation or maintenance except while the containers are in the actual custody and control at which time the Carrier shall exercise reasonable care in operation or maintenance of such machinery.

7. Deck cargo (except goods carried in containers on deck) and live animals, if accepted by the Carrier, are received and carried solely at Shipper's and Consignee's risk (including accidents or mortality of animals), and the Carrier shall not in any event be liable for any loss or damage thereto arising or resulting from any matters mentioned in section 4, inclusive of the United States Carriage of Goods by Sea Act, or from any other cause whatsoever not due to the fault of the Carrier, any warranty of seaworthiness in the premise being hereby waived, and the burden of proving liability being in all respects upon the Shipper or Consignee. Except as provided, such shipments as above shall be deemed goods, and shall be subject to all items and provisions in this bill of lading relating to goods.

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8. If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the ship, the Owners of the goods carried hereunder, will indemnify the Carrier against all loss or liability to the other or non-carrying ship or her Owners in so far as such loss or liability represents loss of, or damage to or any claim whatsoever of the Owners of the said Goods, paid or payable by the other or non-carrying vessel or her Owners to the Owners of said goods and set-off, recouped or recovered by the other or non-carrying vessel or her Owners as part of their claim against the carrying vessel or Carrier.

9. General average shall be adjusted, stated, and settled according to York-Antwerp Rules of 1974, except rule XXII thereof, at such port or place as may be selected by the Carrier, and as to matters not provided for these rules, according to the laws and usage at the port of New York, average agreement or bond and such additional security as may be required by the Carrier must be furnished before delivery of the goods. The adjustment shall be made by an Adjuster selected by the Carrier for the Association Average Adjusters of the U.S.A. and his adjustment shall be prima facie evidence as against all interests. In the event of accident, danger, damage, or disaster, before or after commencement of the voyage resulting from any cause whatsoever, whether, due to negligence or not, for which, the Carrier is not responsible, by statute, contract or otherwise, the goods, the Shipper and Consignee shall contribute with the Carrier in general average to the payment any sacrifices, losses or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the Goods. If a salvaging ship is owned or operated by the Carrier, salvage shall be paid for as fully and in the same manner as if such a salvaging ship be longed to strangers. Contribution to general average by all interests be paid to the Owners even when such average is the result of fault, neglect or error of the master, pilot or crew. The Shippers and Consignees expressly renounce any and all codes, statutes, laws or regulations which might otherwise apply.

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10. Whenever the Carrier or master may deem it advisable, or in any case where goods are destined for port(s) or place(s) at which the ship will not call, the Carrier may, without notice, forward the whole or any part of the shipment, before or after loading at the original port of shipment, or any other place or places even though outside the scope of the voyage or the route to or beyond the port of discharge or the destination of the goods, by water, by land or by air any combination thereof, whether operated by the Carrier or others and whether departing or arriving or scheduled to depart or arrive before or after the ship expected to be used for the transportation of the shipment. The Carrier may delay forwarding awaiting a vessel or conveyance in its own service or with which it has

established connections, in all cases where the shipment is delivered to another Carrier, or to a lighter, port authority, warehouseman, or bailee, for trans-shipment, the liability of this Carrier shall absolutely cease when the goods are out of its exclusive possession and shall not resume until the goods again come into its exclusive possession; and the responsibility of this Carrier during any such period shall be that of an agent of the Shipper and/or Consignee, and this Carrier shall be without any other responsibility whatsoever. The carriage by any trans-shipment or on-carrier and all trans-shipment or forwarding shall be subject to all the terms whatsoever in the regular form of bill of lading, consignment note, contract, or other shipping document used at the time by such Carrier.

11. The Carrier's responsibility as Carrier for the goods shall not commence until the goods are safely secured to the vessel's loading gear at the port of loading. Immediately upon arrival of the ship at the port of discharge, the Carrier may, without giving notice either of arrival or discharge, deliver the container(s) and/or goods onto any wharf, craft, or place that the Carrier or port authorities may select and continuously, Sundays and holidays included, in daytime or nighttime, no matter what the state of the weather or custom of the port may be. All use of craft in loading and discharging shall be at the risk and expense of the goods. It is agreed that delivery by the Carrier in any event shall take place upon discharge from vessel to a safe lighter or dock and the responsibility of the Carrier in any capacity shall altogether cease when the goods have been discharged and possession is received or taken by Customs or other authorities, or by the operator or person in charge of any lighter, craft, wharf, store, warehouse, elevator or other facilities, whether selected by the Shipper, Consignee or Owner of the goods, or by port authorities or by the Carrier, unless it be shown that any loss or damage to the goods was caused by the Carrier's negligence in selecting the lighter or dock. The burden of establishing such negligence shall be placed on the Shipper or Consignee.

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12. Carrier shall not be liable for any consequential or special damages and shall have the option of replacing lost goods or repairing damaged goods.

13. The Shipper, Consignee or Owner shall be liable for and shall indemnify the Carrier and vessel, and the Carrier shall have a lien on the goods, for all expenses of operating, repairing or reconditioning the goods, also all expenses for repairing containers damaged while in the possession of the Shipper or Consignee and demurrage on containers, also Shipper's or Consignee's failure to supply information or otherwise comply with laws and regulations in connection with the goods. The Carrier's lien shall survive delivery and be enforced by private or public sale and without notice.

14. Since freight is calculated on the basis of particulars furnished by the Shipper, the Carrier may at any time inspect the contents of container(s) and examine the contents of the packages, weight, measure and value the goods, in case Shipper's particulars are found to be erroneous and additional freight is payable, the Shipper, Consignee and goods shall be liable for all expense incurred for examining, weighing, measuring, and valuing the goods. Full freight to destination shall be considered completely earned on shipment, whether the freight be stated or intended to be prepaid or to be collected at destination and the Carrier shall be entitled to all freight and charges due hereunder, whether actually paid or not, and to receive and retain them irrevocably under all circumstances whatsoever, vessel and/or goods lost or not lost or the voyage broken up or abandoned. All unpaid charges shall be paid in full and without any offset, counterclaim, or deduction, in the currency of the United States, or at Carrier's option, its equivalent in foreign currency. The said Carrier shall have a lien on the goods, which lien shall survive delivery, for all freight and charges due under this bill of lading and under any contract preliminary hereto, including dead freight and for the cost of receiving such freight and demurrage, and may enforce this line by public or private sale and without notice. The Shipper, Consignee and Owner of the goods shall be jointly and severally liable to the Carrier for the payment of all freight and charges and the performance of the obligation of each of the obligation of each of them hereunder.

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RULE 8: Bill of Lading	Corr: 0	Issued: Jan. 10th, 2023
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Rule 8 CONTINUED

15. Neither the Carrier nor its terminal operator or stevedore shall be liable to answer for or remedy any loss or damage to goods occurring at any time and even before loading on or after discharge from the vessel, by means of any fire whatsoever, unless such fire shall be caused by their design or neglect.

16. In case or any loss or damage to or in connection with goods exceeding in actual value with the equivalent of \$500 lawful money of the United States, per package, or in case of goods not shipped in package, per shipping unit, the value of the goods shall be deemed to be \$500 per package or per shipping unit. The Carrier's liability, if any, shall be determined on the basis of a value of \$500 per package or per shipping unit or pro rata in case of partial loss or damage,

unless the nature of the goods and a valuation higher than \$500 per package or shipping unit shall have been declared in writing by the shipper upon delivery to the Carrier and inserted in this bill of lading and extra charges were paid. In such a case where the actual value of the goods per package or per shipping unit shall exceed such declared value shall nevertheless be deemed to be of the declared value, and the Carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value. The word "shipping unit" shall mean each physical unit or piece of cargo not shipped in a package, including articles or things of any description whatsoever, except goods shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight charges.

17. The Carrier and the vessel shall be discharged from all liability in respect of loss, damage, mis-delivery or in respect of any other breach of this contract, whether occurring before loading, on board, or after discharge, unless a suit is brought within six (6) months after the delivery of the shipment or the date when the shipment should have been delivered. Suit shall not be deemed brought unless jurisdiction shall have been obtained over the Carrier and/or the vessel by service of process or by an agreement to appear. The Shipper, Consignee, holder hereof or Owner of the goods and their assignees, surrogates, or representatives shall file any and all claims directly with the Carrier or other party responsible for any loss, damage, injury, expense, it being specifically agreed that this Carrier shall not be responsible for any loss, damage, injury, expense not occurring on its own ocean route, nor while the goods are not in its actual custody and control. Upon written request, the Carrier will furnish Shipper, Consignee, holder hereof and/or Owner of the goods with original bills of lading, receipts, consignment notes or other documents being held for their benefit which may be required to file claim against any other Carriers or parties.

18. Any booking, freight engagements, dock receipts, boat notes, interchanges or other agreements relating to the shipment previously made are superseded by this bill of lading and by the Carrier's freight Tariff rules and regulations, which shall be deemed incorporated herein as if set forth at length. The Carrier's freight Tariff rules and regulations are filed with the Federal Maritime Commission, Washington, D.C. and are also available at any of the Carrier's office.

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RULE 8: Bill of Lading	Corr: 0	Issued: Jan. 10th, 2023
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Rule 8 CONTINUED

19. Nothing in this bill of lading shall operate the carrier of any statutory protection or exemption from, or limitation of liability contained in the laws of the United States, or in the laws of any other country which may be applicable. This bill of lading shall be construed according to the laws of the United States and the Shipper, Consignee and holder hereof agree that any suits against the Carrier shall be brought in the federal courts of the United States in the city of New York. The terms of this bill of lading shall be separable, and if

any part or term hereof shall be held invalid, such holding shall not affect the validity or enforceability of any other part or term hereof.

20. If this is a through bill of lading covering a U.S. land bridge movement, all claims shall be filed with this Carrier, which will be responsible for their processing (a) in accordance with term of the land carriers' contracts and tariffs, where loss or damage occurs while goods are in custody of a U.S. land carrier, or (b) in accordance with terms of this bill of lading where goods are lost or damaged while in the custody of this Carrier. All claims and suits must be commenced within time limits of applicable contracts and statutes in the event this Carrier pays a claim. It shall be subrogated to Claimant's rights against participating carriers. When it cannot be established in whose custody the goods were when the loss or damage occurred, the loss or damage shall be deemed to have occurred during the sea voyage while in the custody of this Carrier.

KOREX INTERNATIONAL INC.	Original/Revision Original	Page 034
RULE 9: Freight Forwarder Compensation	Corr: 0	Issued: Jan. 10th, 2023
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The following provisions are only applicable to Export shipments originating from the United States.

1. Compensation to be paid only to freight forwarders that are licensed with the Federal Maritime Commission, and has certified in writing that it holds a valid FMC issued forwarder license (including the number thereof).
2. Compensation to be paid only if the freight forwarder has performed the following:
 - (a) Engaged, booked, secured, reserved, or contracted directly with the Carrier or its agent for Carrier's service or confirmed the

availability of that service.

- (b) Prepared and processed the bill of lading, dock receipt, consular documents, export declarations, or other similar documentation with respect to the shipment.
- (c) The coordination of the movement of the cargo to shipside, except otherwise agreed and arranged.
- (d) The payment of the ocean freight charges, except otherwise agreed and arranged.

- 3. Compensation shall be paid upon the presentation of a duly certified invoice and may not be deducted from ocean freight and other charges due in accordance with rates and rules in this Tariff.
- 4. The Carrier will not pay compensation for services described in point 2 above more than once on a single shipment.
- 5. Bills for compensation will not be honored unless presented to the Carrier within sixty (60) days of the date of clearance of vessel.
- 6. Carrier will not knowingly pay compensation on a shipment in which the freight forwarder has a direct or indirect beneficial interest against the Carrier.
- 7. Compensation will not be paid on through bill of lading cargo originating at port of loading beyond the application of this Tariff.
- 8. Compensation will not be paid on any per-carriage, on-carriage, or advanced charges. The amount of compensation will be a percentage of the basic ocean freight (exclusive of additional charges, arbitraries, or surcharges) as specified below:
 - (a) 1.25% (one and quarter percent) of basic ocean freight
- 9. No compensation shall be paid to anyone at port or ports destination.
- 10. Brokerage commissions may be paid to an ocean freight broker as defined in 46 CFR section 510.21(f) for the performance of the service described therein. Freight forwarder compensation and brokerage commissions may not be paid on the same shipment.

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RULE 10: Surcharges and Arbitraries	Corr: 0	Issued: Jan. 10th, 2023
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Each surcharge, arbitrary or differential, expressed in terms of a percentage, published to apply in this Tariff, will be computed separately in accordance with the applicable Tariff provisions. Each surcharge or arbitrary will be noted separately on the bill of lading. At no time will any two or more surcharges or arbitraries, expressed in terms of a percentage, be combined or compounded in any manner.

- 1. Unless otherwise stated, a currency surcharge, if applicable, is included within the rates.
- 2. Unless otherwise stated, bunker surcharge, if applicable, is included

within the rates.

KOREX INTERNATIONAL INC.	Original/Revision Original	Page 036
RULE 11: Minimum Quantity Rates	Corr: 0	Issued: Jan. 10th, 2023
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When two or more freight rates are named for carriage of goods of the same description, over the same route and under similar conditions and the application is dependent upon the quantity of the goods shipped, the total freight charges assessed against the shipment shall not exceed the total charges computed for a larger quantity, if the rate is noted with a qualification specifying a required minimum quantity (either weight or measurement per container or in containers) will be applicable to the contents of the container(s), 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 rate if the weight or measurement

declared for rating purposes is increased to the minimum level.

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RULE 12: Ad Valorem Rates	Corr: 0	Issued: Jan. 10th, 2023
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1. The liability of the Carrier as to the value of shipments shall be in accordance with the clauses of the Carrier's Bill of Lading form. If the Shipper desires to be covered for valuation in excess of that allowed by the Carrier's regular bill of lading form, the Shipper must so stipulate in the Carrier's bill of lading covering such shipments and such additional liability only will be assumed to be the Carrier's at the request of the Shipper and upon payment of additional charge of 5.0% Ad Valorem charge of the total declared FOB valuation in addition to the stipulated rate

specified on the commodities shipped.

2. For commodities for which the rate is ad valorem, the market value of the commodity in question at place and time of the shipment declared on the commercial invoice shall be used.

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RULE 13: Transshipment	Corr: 0	Issued: Jan. 10th, 2023
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Not applicable

KOREX INTERNATIONAL INC.	Original/Revision Original	Page 039
RULE 14: Co-loading in Foreign Commerce	Corr: 0	Issued: Jan. 10th, 2023
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For the purposes of the provisions below, pursuant to 46 CFR 520.2, the term "co-loading" means the combining of cargo by two or more NVOCCs for tendering to an ocean common carrier under the name of one or more of the NVOCCs.

1. The Carrier participates in co-loading with other carriers, by tendering or receiving cargo to or from such carriers, and the Carrier may also form carrier-to-carrier relationship via participating in agreements.
2. The Carrier may enter into a Shipper-to-Carrier relationship, in which the tendering NVOCC for carriage of the co-loaded cargo is issued a bill of lading by the Carrier.

3. In the case of co-loading, under a Shipper-to-Carrier arrangement, the Carrier shall annotate the bill of lading with the identity of any other NVOCC with which its shipment has been co-loaded. Such notation shall be shown on the face of the bill of lading issued by the Carrier.
4. The Carrier's liability to the Shipper shall be as specified in the Carrier's bill of lading to all co-loading NVOCCs tendering cargo to Carrier as a Shipper.

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RULE 15: Open Rates in Foreign Commerce	Corr: 0	Issued: Jan. 10th, 2023
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Not applicable.

KOREX INTERNATIONAL INC.	Original/Revision Original	Page 041
RULE 16: Hazardous Cargo	Corr: 0	Issued: Jan. 10th, 2023
Effective: Jan. 10th, 2023 Published: Jan. 10th, 2023	Thru: Amend: dc	Expires:

1. Explosive, flammable, dangerous, or objectionable cargo will be accepted for transportation under the rules, rates, and charges published herein only after prior agreements have been established and accepted by the Carrier, and only when the handling, loading, and unloading of such cargo is permissible by the local regulations, ordinances, and lawful authorities at origin, destination, or transshipment ports/points. The Carrier reserves the right to refuse cargo which is deemed by the Carrier as objectionable or likely to injure the vessel, docks, rail cars, trucks, or other cargo, or for which the Carrier cannot reasonably acquire safe and suitable stowage

for the said dangerous cargo. The Carrier reserves the right to refuse any shipment of explosive, flammable, dangerous, or objectionable cargo when shipping containers, marking and packing or stowage of such cargo is not in accordance and strict compliance with the permits, rules, regulations, and provisions prescribed herein.

2. All commodities required to be carried on-deck of transporting vessel, either in the open or under cover, or which if stowed below-deck must be stowed in a magazine, or which cannot be loaded or unloaded without a permit from the U.S. Coast Guard, shall be considered as hazardous or dangerous cargo, and will be rated accordingly.
3. The transportation of explosive, flammable, dangerous, or objectionable cargo, when accepted by the Carrier, must be packed, labeled, marked, and delivered in strict accordance with:
 - (a) the U.S. Coast Guard regulations, U.S. Department of Transportation, and the International Maritime Dangerous Goods Code (IMCO);
 - (b) applicable local, municipal, state, or foreign governments and/or authorities;
 - (c) all certifications, as required by law, must be annotated on the bill of lading, shipping order, and cargo receipt;
 - (d) the Shipper's attestation that the shipment contains no mix of non-compatible hazardous materials as defined herein.
4. The hazardous cargo named below will not be accepted for transportation by the Carrier or its connecting Carriers for transportation under the rules governed by this Tariff:
 - (a) Class A and B Explosives
 - (b) Radioactive Substances (IMCO Class 7)
5. When booking hazardous cargo, Shipper and/or his agent must inform Carrier accurately and completely of the true character of the cargo together with the information noted below in writing:
 - (a) The proper shipping name, including trade/popular name, of the commodity followed by the technical name of its materials;
 - (b) The hazardous class, IMCO Code Number and UN Number (if any);
 - (c) The flash point or flash point range (when applicable);
 - (d) The applicable label(s) or placard(s) that must be placed on each package or container, including labels communicating secondary and tertiary hazards (when required);
 - (e) The Harmonized Code, SITC or BTN number of the commodity;
 - (f) The types of certifications and Emergency Response Data required by the regulations named in the publications listed above.

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RULE 16: Hazardous Cargo	Corr: 0	Issued: Jan. 10th, 2023
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6. When a shipment has been accepted by the Carrier for transportation and subsequently an error is found in the required certifications, packaging,

labeling, placarding or other required notice or marking requirement(s) and regulation(s), all damages, fines or penalties, actual or consequential, shall be for the account of the party required to provide such certifications, packaging, labels, placards as defined herein.

7. At the time hazardous cargo is tendered for transportation, all documentation, certifications, transfer shipping papers (as required by 49 CFR §§100-199 when applicable), and the Bill of Lading annotations required under the regulations and provisions noted in the publications listed above must be furnished to originating carrier. It is the sole responsibility of the Shipper to ensure that all such documentation is correct and complete. Further, it is the Shipper's responsibility to ensure that all pieces, packages and units in the shipment are clearly and properly marked with the required labels and placards.
8. When required by law or governmental regulations, it is necessary to forward hazardous cargo separately from non-hazardous cargo, the non-hazardous cargo will be considered and handled as a separate shipment and rated accordingly. When a shipment contains two or more hazardous articles which, by law or regulation, are prohibited from being loaded or stored together, each article or group of incompatible articles in the shipment will be considered and handled as a separate shipment and rated accordingly.

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RULE 17: Green Salted Hides in Foreign Commerce	Corr: 0	Issued: Jan. 10th, 2023
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Carrier will not accept green salted hides and skins for transportation.

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RULE 18: Returned Cargo in Foreign Commerce	Corr: 0	Issued: Jan. 10th, 2023
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The account of the Cargo shall be liable for any return freight and/or charges on the goods if the goods are refused export or import by any governmental agency or for any other reason whatsoever.

KOREX INTERNATIONAL INC.	Original/Revision Original	Page 045
RULE 19: Shipper's Requests in Foreign Commerce	Corr: 0	Issued: Jan. 10th, 2023
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2. Any requests or complaints by the Shipper or the Consignee must be made in writing and addressed to the Carrier as it is published herein.
2. Any request for establishment or alteration of Tariff rates must be submitted in writing containing the commodity, value, packing, weight and/or

measurement ratio, prospective volume, proposed rate, origin, and destination and any pertinent details regarding the commodity.

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RULE 20: Overcharge claims	Corr: 0	Issued: Jan. 10th, 2023
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1. All claims for adjustment shall be determined by the description of commodities on all bills of lading. The bill of lading description shall be subject to correction in the event of incorrectly declared commodity.
2. For the purpose of uniformity in handling claims for adjustment of freight

charges based on alleged errors in cargo description, piece count or weight/measurement, adjustments will only be considered as follows:

- (a) All claims must be presented to the Carrier in writing, and must contain the following original or certified documents before any consideration:
 - (i) Bill of lading
 - (ii) Packing list
 - (iii) Commercial invoice
 - (iv) Customs entry permit/import declaration where applicable
 - (v) Customs export declaration, where applicable
- (b) For purposes of uniformity, refunds/adjustments will only be made as follows:
 - (i) Where an error has been made by the dock in measurements
 - (ii) Against re-measurement at port of loading prior to departure
 - (iii) Against re-measurement by vessel's agent at destination
 - (iv) By joint re-measurement of vessel's agent and Consignee
 - (v) By re-measurement or a marine surveyor appointed by vessel
 - (vi) Re-measurement fees and expenses to be paid by party at fault
 - (vii) If no error is found, the Claimant pays all related charges
- (c) Claims for adjustment involving other than errors in weight, piece count, measurement, or description must be accompanied by documentary evidence as set above.
- (d) Claims filed in writing shall be acknowledged by the Carrier in twenty days of receipt by written notice. A claim seeking refund of charges may be filed in the form of a complaint with the FMC within three years of the date of cause of action occurs.
- (e) Any refunds approved under the above procedures will only be paid to the party paying the original freight bill and if the original full amount has been paid to the Carrier.

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RULE 21: Use of Carrier Equipment	Corr: 0	Issued: Jan. 10th, 2023
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Shipments tendered to or delivered by the Carrier loaded in or on underlying vessel operating common carrier supplied containers or other transportation equipment will be subject to all of the applicable equipment detention or demurrage charges assessed, in accordance with its applicable Tariff and equipment

interchange agreement. Such charges and provisions will be for the account of the Cargo.

KOREX INTERNATIONAL INC.	Original/Revision Original	Page 048
RULE 22: Automobile Rates in Domestic Offshore Commerce	Corr: 0	Issued: Jan. 10th, 2023
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Not applicable.

KOREX INTERNATIONAL INC.	Original/Revision Original	Page 049
RULE 23: Carrier Terminal Rules and Charges	Corr: 0	Issued: Jan. 10th, 2023
Effective: Jan. 10th, 2023	Thru:	Expires:
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Except as otherwise provided, the following charges are included in the rates.

1. CFS Receiving Service Charges
 - (a) Containerized cargo received from Shippers on other than a CY basis is subject to the following CFS receiving charges. The minimum CFS charge

shall be based on one revenue ton per bill of lading.

(b) Commodities which are calculated by other than weight/measurement will be assessed on a revenue ton of 1,000 kilograms or one cubic meter, whichever yields the greater revenue.

(c) Origin Ports CFS Charge

(i) Republic of South Korea Ports: 6,000 WON R/T

2. CY Receiving Charges

(a) Reserved for future use

3. Destination Delivery Charges

(a) The following, unless otherwise specified, are included in the rates.

(b) CFS Delivery Charges

(i) U.S. West Coast: US\$23.10 per revenue ton

(ii) U.S. Atlantic/Gulf: US\$26.00 per revenue ton

(iii) U.S. IPI: US\$23.10 per revenue ton

(c) CY Delivery Charges

(i) U.S. West Coast:

1. 20ft container: US\$520

2. 40'x8'6" container: US\$640

3. 40'x9' container: US\$680

4. 40'x9'6" container: US\$720

5. 45ft container: US\$810

(ii) U.S. Atlantic/Gulf Coast:

6. 20ft container: US\$685

7. 40'x8'6" container: US\$970

8. 40'x9' container: US\$1,030

9. 40'x9'6" container: US\$1,090

10. 45ft container: US\$1,230

(iii) U.S. IPI:

11. 20ft container: US\$520

12. 40'x8'6" container: US\$640

13. 40'x9' container: US\$680

14. 40'x9'6" container: US\$720

15. 45ft container: US\$810

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RULE 23: Carrier Terminal Rules and Charges

Corr: 0

Issued: Jan.
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Rule 23 CONTINUED

4. Unless otherwise specified, the following services are included:

(a) CFS Receiving Service: The service performed at the loading port in

receiving and packing cargo into containers at the CFS and transporting such containers from the CFS to CY or docks. The CFS receiving charges are provisioned by the following:

- (i) Moving empty containers from CY to CFS
- (ii) Drayage of loaded containers from CFS to CY and/or ship's tackle
- (iii) Tallying
- (iv) Issuing dock receipt/shipping order
- (v) Physical movement of cargo into, out of and within CFS
- (vi) Stuffing, sealing and marking containers
- (vii) Storage
- (viii) Ordinary sorting and stacking
- (ix) Preparing Carrier's internal container load plan

(b) Delivery Service: The service performed to move the cargo from ship's tackle to place of rest in the terminal. On cargo delivered as break-bulk via vessel, delivery is accomplished by making the cargo available at the first place of rest beyond the ship's tackle. On cargo delivered as break-bulk via container, delivery is accomplished by making the cargo available at Carrier's container freight station. On cargo delivered in containers, delivery is accomplished by making the container available at Carrier's container yard. Except as otherwise provided, wharfage is included in the delivery charge.

(c) Destination Freight Station Service: The following provisions are included:

- (i) Drayage of containers between the destination container yard and the destination freight station
- (ii) Unstuffing containers
- (iii) Ordinary sorting and stacking of cargo
- (iv) Tallying and obtaining of delivery receipt from consignee or its agent
- (v) In destination countries where destination handling charges at the terminal are required to be prepaid, the Carrier shall require the same prior to shipment.

(d) Unless otherwise specified, the loading to trucks or other vehicle is not included in the CFS service charge. If there is such a charge for such loading service in the terminal tariff, then the cost of such service must be debited to and paid by the account of the Cargo.

5. Terminal charges may be shown on the bill of lading and may be Prepaid or Collect either in U.S. Dollars or its equivalent in local currency at the Carrier's option in accordance with the provisions for payment of freight contained in this Tariff.

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RULE 24: NVOCCs in Foreign Commerce	Corr: 0	Issued: Jan. 10th, 2023
Effective: Jan. 10th, 2023 Published: Jan. 10th, 2023	Thru: Amend: dc	Expires:

Carrier has posted a surety bond in the amount required by 46 CFR Part 515 to

ensure the financial responsibility of the Carrier for the payment of any judgment for damages or settlement arising from its transportation related activities or any order for reparations issued pursuant to Section 11 of the Shipping Act, 1984, or penalty assessed pursuant to Section 13 of the Act.

1. Bond Number: NJ5251041
2. Issued by: Merchants Bonding Company
 PO Box 14498
 Des Moines, IA 50306
3. Agent for Service
 - (a) Carrier's legal agent for the service of judicial and administrative process, including subpoenas are not applicable as the Carrier is domiciled in the U.S.
 - (b) If the designated legal agent cannot be served because of death, disability or unavailability, the Secretary of the Federal Maritime Commission will be deemed to be the legal agent for service of process.
 - (c) Service of administrative process, other than subpoenas, may be effected upon the legal agent by mailing a copy of the documents to be served by certified or registered mail, return receipt requested.

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RULE 25: Certification of Shipper Status	Corr: 0	Issued: Jan. 10th, 2023
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1. The Carrier shall identify and ascertain the status of the Shipper

tendering the cargo, to identify the Shipper as the Owner of the goods, NVOCC, or other specified designation. In the event that the Shipper is a NVOCC, the Carrier may refuse the cargo if the NVOCC cannot or refuse to provide documentation that the NVOCC has a tariff and a bond on file with the FMC.

2. The Carrier shall state the Shipper's status in a clear and legible manner in the bill of lading, or other record of carriage.
3. If any NVOCC provides a false or misleading certification to the Carrier, it shall be liable to the Carrier for any fines, penalties, losses, or damages sustained by the Carrier due to the Carrier transporting cargo in violation of public law.

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RULE 26: Time Volume Rates in Foreign Commerce	Corr: 0	Issued: Jan. 10th, 2023
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Not applicable.		

KOREX INTERNATIONAL INC.	Original/Revision Original	Page 054
RULE 27: Loyalty Contracts in Foreign Commerce	Corr: 0	Issued: Jan. 10th, 2023
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Not applicable.		

KOREX INTERNATIONAL INC.	Original/Revision Original	Page 055
RULE 28: Definitions	Corr: 0	Issued: Jan. 10th, 2023
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All-in: unless otherwise specified under a particular Tariff rule or rate item, the term "all-in" is defined as including CY or CFS destination delivery charge,

the bunker, and/or currency adjustment factors if applicable.

Bulk cargo: means an aggregate of material without shape or outline and capable of flowing or fluctuating, not subject to piece count.

Cargo, N.O.S.: means articles not otherwise specified in individual commodity items of this Tariff.

Container: the term "container" means a single 20-foot, 6.10 meters, 40-foot 12.19 meters ocean carrier's containers and/or a participating rail/motor carrier's container, as described in the official Chassis Equipment Register or the International Registry of Trailer and Containers and Chassis Equipment, and shall include ventilated, insulated, reefer, flat rack, vehicle rack, portable liquid rack, or open top container. Except as otherwise provided, the term "trailer" is interchangeable with "container" and shall have the same meaning.

Container freight station (CFS): 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 containers by the Carrier or his authorized agent.

CFS receiving services: the term "CFS receiving services" means the service performed at loading port in receiving and packing cargo into containers at CFS and transporting such containers from CFS to CY or shipside. "CFS receiving services" referred herein are restricted to the following: 1) moving empty containers from CY to CFS, 2) drayage of loaded containers from CFS to CY and/or ship's tackle, 3) tallying, 4) issuing dock receipt/shipping order, 5) physical movement of cargo into, out of and within CFS, 6) stuffing, sealing, and marking, containers, 7) storage, 8) ordinary sorting and stacking, 9) preparing Carrier's internal container load plan.

Container yard (CY): the term "container yard" (CY) means the location designated by the Carrier where (1) the Carrier assembles, holds or stores containers, and (2) where containers loaded with goods are received or delivered.

Container depot (CD): the term "container depot" (CD) means a place for receiving or pick up, and storage of empty containers and chassis. Such equipment may be released to shippers at no greater cost than equipment released to shippers from designated CYs. No loaded containers may be received at container depots and such locations may not be owned or controlled by a shipper or his agent.

Container services: the term "container services" means the service performed by the Carrier or loading port in receiving and stuffing cargo into containers at CFS and transporting such containers from CFS to CY.

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Rule 28 CONTINUED

Destination rail yard (DRY)/destination motor yard (DMY):

(a) For the purpose of this Tariff, when reference is made to the destination rail yard (DRY), it will be understood that the destination rail yard (DRY) also refers to and includes the destination motor yard (DMY) and destination container yard (DCY).

(b) The place where stuffed containers are delivered by rail/motor carrier and where empty containers will be returned by consignees.

(c) The place where rail/motor carrier assembles, holds, or stores ocean carrier's containers.

Discharge ports: means any port of call at which a vessel of water carrier party to the tariff discharges cargo or makes cargo available for delivery at the CY/CFS, or discharges cargo for interchange with an inland carrier.

Dry cargo: means cargo other than that requiring temperature control.

Explosive cargo: means cargo falling within class A, B, and C explosives as defined in bureau of explosives tariff and other applicable publications.

Holidays: means national, state, or local holidays observed at origin or destination.

In packages: shall include any shipping form other than "in bulk," "loose," "in glass or earthenware, not further packed in other "containers" or "skids".

Knock down: knock down (KD) means that an article must be taken apart or telescoped in such a manner as to reduce its bulk form its normal shipping cubage when set up or assembled.

Label(ed) cargo: means cargo requiring white, yellow, red, red gas, green gas, poison, poison gas and terra gas labels as shown in bureau of explosives tariff and/or IMCO classification.

Less than container load: all cargo not in shipper-loaded/stuffed containers.

Mixed shipment: means a shipment consisting of articles described in and rated under two or more rate items of this Tariff.

Motor carrier: in-land motor carriers or motor carriers as named in this Tariff.

Nested: means that three or more different sizes of the article or commodity must be enclosed where 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.

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Rule 28 CONTINUED

Non-hazardous cargo: non-hazardous means non-labeled cargo which is permitted stowage between "decks or under deck" (other than magazine) under Title 46, shipping, as amended from time to time, and as set forth above, and rule covering governing publications, such cargo will be rated in accordance with the rates applicable therefor as provided in the tariff item.

One commodity: means any or all of the articles described in any one rate item in this Tariff.

Rail carrier: means inland rail carrier or rail carriers as named in this Tariff.

Revenue ton: means 1,000 kilos or 1 cubic meter as freight charges are assessed.

Shipment: except as otherwise provided in specific rules or rates in this Tariff, means a quantity of goods, tendered by or on one bill of lading at one port of origin at one time in one or more containers from one consignee at one point of destination.

Stuffing, unstuffing: means the physical, placing of cargo into or the physical removal of cargo from Carrier's containers.

Water carrier terminal: means the CFS and CY at origins where water carrier assembles, holds, or stores its containers.

Working day/business day: means that period of each calendar day, except Saturdays, Sundays, and holidays, (in the USA/Canada) from 9:00 a.m. to 6:00 p.m., and except Sundays and holidays only in the Far East.

Nothing above is to be construed to prohibit carriers at shippers request from stowing cargo in containers in such a manner as to attempt to facilitate CY delivery at destinations of all or part of the cargo therein nor to preclude Carrier from supplying relevant information regarding the cargo stowed in each container.

Destination Rail/motor freight station (DRFS/DMFS): the facility maintained by the destination rail or motor carrier, or its agent, at which the service of unstuffing is available along with the sorting of less than container load shipments and making such shipments available to consignees.

For the purpose of this Tariff, when reference is made to the destination rail freight station (DRFS), it will be understood that the destination rail freight station also refers to and includes the destination motor freight station (DMFS) and destination container freight station (DCFS).

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RULE 29: Symbols

Corr: 0

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RULE 30: Access to Tariff Information	Corr: 0	Issued: Jan. 10th, 2023
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This Tariff is published on the Internet website of korexint.com

Interested parties may contact the above website for information concerning access to and cost for use of the Tariff.

Please refer to the title page for additional information.

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RULE 31: Seasonal Discontinuance	Corr: 0	Issued: Jan. 10th, 2023
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Not applicable.

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RULE 32: Military Cargo Terms	Corr: 0	Issued: Jan. 10th, 2023
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Reserved for future use.

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RULE 33: Project Rates	Corr: 0	Issued: Jan. 10th, 2023
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Rates named in this Tariff referenced as "project rates" or "project cargo" apply only to materials and equipment to be employed in the construction or development

of a named facility used for a major governmental, charitable, manufacturing, resource exploitation, public utility or public service purposes, and also apply to disaster relief projects. A statement that only proprietary materials actually employed in the project are eligible for the project rate is needed. For the use of a bill of lading clause on all project rate cargo, the clause shall state: all materials included in this bill of lading are of a wholly proprietary nature and shall not be resold or otherwise commercially distributed at destination.

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RULE 34: Terminal Tariffs	Corr: 0	Issued: Jan. 10th, 2023
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Not applicable.

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RULE 34-200: Reserved for Future Use	Corr: 0	Issued: Jan. 10th, 2023
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Rules 34-200 reserved for future use.

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Rates by Commodity	Corr: 0	Issued: Jan. 10th, 2023
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1. ATLANTA, GA, USA to BUSAN, KOREA REPUBLIC OF

RATE:

155

CURRENCY: USD
PUBLICATION DATE: 01/10/2023
EFFECTIVE DATE: 01/10/2023
EXPIRE DATE:
THRU DATE:
SPECIAL CASE NUMBER:
BASIS: WM
SERVICE: SS
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A
FROM: ATLANTA, GA, USA
TO: BUSAN, KOREA REPUBLIC OF
ORIGINATION VIA: LONG BEACH, CA, USA
DESTINATION VIA:
NOTES: ORIGIN MAY BE THRU SAVANNAH

2. ATLANTA, GA, USA to SEOUL, KOREA REPUBLIC OF

RATE: 160
CURRENCY: USD
PUBLICATION DATE: 01/10/2023
EFFECTIVE DATE: 01/10/2023
EXPIRE DATE:
THRU DATE:
SPECIAL CASE NUMBER:
BASIS: WM
SERVICE: SS
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A
FROM: ATLANTA, GA, USA
TO: SEOUL, KOREA REPUBLIC OF
ORIGINATION VIA: LONG BEACH, CA, USA
DESTINATION VIA: BUSAN, KOREA REPUBLIC OF

NOTES: ORIGIN MAY BE THRU SAVANNAH

3. LOS ANGELES, CA, USA to BUSAN, KOREA REPUBLIC OF

RATE: 140
CURRENCY: USD
PUBLICATION DATE: 01/10/2023
EFFECTIVE DATE: 01/10/2023
EXPIRE DATE:
THRU DATE:
SPECIAL CASE NUMBER:
BASIS: WM
SERVICE: SS
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A
FROM: LOS ANGELES, CA, USA
TO: BUSAN, KOREA REPUBLIC OF
ORIGINATION VIA: LONG BEACH, CA, USA
DESTINATION VIA:
NOTES:

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4. LOS ANGELES, CA, USA to SEOUL, KOREA REPUBLIC OF

RATE: 155
CURRENCY: USD
PUBLICATION DATE: 01/10/2023
EFFECTIVE DATE: 01/10/2023
EXPIRE DATE:
THRU DATE:

SPECIAL CASE NUMBER:

BASIS: WM
SERVICE: SS
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A
FROM: LOS ANGELES, CA, USA
TO: SEOUL, KOREA REPUBLIC OF
ORIGINATION VIA: LONG BEACH, CA, USA
DESTINATION VIA: BUSAN, KOREA REPUBLIC OF
NOTES:

5. CHICAGO IL, USA to BUSAN, KOREA REPUBLIC OF

RATE: 155
CURRENCY: USD
PUBLICATION DATE: 01/10/2023
EFFECTIVE DATE: 01/10/2023
EXPIRE DATE:
THRU DATE:

SPECIAL CASE NUMBER:

BASIS: WM
SERVICE: SS
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A
FROM: CHICAGO, IL, USA
TO: BUSAN, KOREA REPUBLIC OF
ORIGINATION VIA: LONG BEACH, CA, USA
DESTINATION VIA:
NOTES:

6. CHICAGO IL, USA to SEOUL, KOREA REPUBLIC OF

RATE: 165
CURRENCY: USD

PUBLICATION DATE: 01/10/2023
 EFFECTIVE DATE: 01/10/2023
 EXPIRE DATE:
 THRU DATE:
 SPECIAL CASE NUMBER:
 BASIS: WM
 SERVICE: SS
 CONTAINER SIZE: N/A
 CONTAINER TYPE: N/A
 FROM: CHICAGO, IL, USA
 TO: SEOUL, KOREA REPUBLIC OF
 ORIGINATION VIA: LONG BEACH, CA, USA
 DESTINATION VIA: BUSAN, KOREA REPUBLIC OF
 NOTES: DEST MAY BE THROUGH INCHEON

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7. ATLANTA, GA, USA to BUSAN, KOREA REPUBLIC OF

RATE: 170
 CURRENCY: USD
 PUBLICATION DATE: 01/10/2023
 EFFECTIVE DATE: 01/10/2023
 EXPIRE DATE:
 THRU DATE:
 SPECIAL CASE NUMBER:
 BASIS: WM
 SERVICE: DD
 CONTAINER SIZE: N/A
 CONTAINER TYPE: N/A
 FROM: ATLANTA, GA, USA

TO: BUSAN, KOREA REPUBLIC OF
ORIGINATION VIA: LONG BEACH, CA, USA
DESTINATION VIA:
NOTES: ORIGIN MAY BE THRU SAVANNAH

8. ATLANTA, GA, USA to SEOUL, KOREA REPUBLIC OF

RATE: 180
CURRENCY: USD
PUBLICATION DATE: 01/10/2023
EFFECTIVE DATE: 01/10/2023
EXPIRE DATE:
THRU DATE:
SPECIAL CASE NUMBER:
BASIS: WM
SERVICE: DD
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A
FROM: ATLANTA, GA, USA
TO: SEOUL, KOREA REPUBLIC OF
ORIGINATION VIA: LONG BEACH, CA, USA
DESTINATION VIA: BUSAN, KOREA REPUBLIC OF
NOTES: ORIGIN MAY BE THRU SAVANNAH

9. LOS ANGELES, CA, USA to BUSAN, KOREA REPUBLIC OF

RATE: 160
CURRENCY: USD
PUBLICATION DATE: 01/10/2023
EFFECTIVE DATE: 01/10/2023
EXPIRE DATE:
THRU DATE:
SPECIAL CASE NUMBER:
BASIS: WM

SERVICE: DD
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A
FROM: LOS ANGELES, CA, USA
TO: BUSAN, KOREA REPUBLIC OF
ORIGINATION VIA: LONG BEACH, CA, USA
DESTINATION VIA:
NOTES:

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10. LOS ANGELES, CA, USA to SEOUL, KOREA REPUBLIC OF

RATE:	170
CURRENCY:	USD
PUBLICATION DATE:	01/10/2023
EFFECTIVE DATE:	01/10/2023
EXPIRE DATE:	
THRU DATE:	
SPECIAL CASE NUMBER:	
BASIS:	WM
SERVICE:	DD
CONTAINER SIZE:	N/A
CONTAINER TYPE:	N/A
FROM:	LOS ANGELES, CA, USA
TO:	SEOUL, KOREA REPUBLIC OF
ORIGINATION VIA:	LONG BEACH, CA, USA
DESTINATION VIA:	BUSAN, KOREA REPUBLIC OF
NOTES:	

11. CHICAGO IL, USA to BUSAN, KOREA REPUBLIC OF

RATE: 175
CURRENCY: USD
PUBLICATION DATE: 01/10/2023
EFFECTIVE DATE: 01/10/2023
EXPIRE DATE:
THRU DATE:
SPECIAL CASE NUMBER:
BASIS: WM
SERVICE: DD
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A
FROM: CHICAGO, IL, USA
TO: BUSAN, KOREA REPUBLIC OF
ORIGINATION VIA: LONG BEACH, CA, USA
DESTINATION VIA:
NOTES:

12. CHICAGO IL, USA to SEOUL, KOREA REPUBLIC OF

RATE: 185
CURRENCY: USD
PUBLICATION DATE: 01/10/2023
EFFECTIVE DATE: 01/10/2023
EXPIRE DATE:
THRU DATE:
SPECIAL CASE NUMBER:
BASIS: WM
SERVICE: DD
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A
FROM: CHICAGO, IL, USA
TO: SEOUL, KOREA REPUBLIC OF
ORIGINATION VIA: LONG BEACH, CA, USA

DESTINATION VIA: BUSAN, KOREA REPUBLIC OF

NOTES: DEST MAY BE THROUGH INCHEON

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13. BUSAN, KOREA REPUBLIC OF to ATLANTA, GA, USA

RATE:	4450
CURRENCY:	USD
PUBLICATION DATE:	01/10/2023
EFFECTIVE DATE:	01/10/2023
EXPIRE DATE:	
THRU DATE:	
SPECIAL CASE NUMBER:	
BASIS:	PC
SERVICE:	SS
CONTAINER SIZE:	N/A
CONTAINER TYPE:	N/A
FROM:	BUSAN, KOREA REPUBLIC OF
TO:	ATLANTA, GA, USA
ORIGINATION VIA:	
DESTINATION VIA:	SAVANNAH, GA, USA
NOTES:	DEST MAY BE THRU LONG BEACH

14. SEOUL, KOREA REPUBLIC OF to ATLANTA, GA, USA

RATE: 4600

CURRENCY: USD

PUBLICATION DATE: 01/10/2023

EFFECTIVE DATE: 01/10/2023

EXPIRE DATE:

THRU DATE:

SPECIAL CASE NUMBER:

BASIS: PC

SERVICE: SS

CONTAINER SIZE: N/A

CONTAINER TYPE: N/A

FROM: SEOUL, KOREA REPUBLIC OF

TO: ATLANTA, GA, USA

ORIGINATION VIA: BUSAN, KOREA REPUBLIC OF

DESTINATION VIA: SAVANNAH, GA, USA

NOTES: ORIGIN MAY BE THROUGH INCHEON

15. BUSAN, KOREA REPUBLIC OF to LOS ANGELES, CA, USA

RATE: 4200

CURRENCY: USD

PUBLICATION DATE: 01/10/2023

EFFECTIVE DATE: 01/10/2023

EXPIRE DATE:

THRU DATE:

SPECIAL CASE NUMBER:

BASIS: PC

SERVICE: SS

CONTAINER SIZE: N/A

CONTAINER TYPE: N/A

FROM: BUSAN, KOREA REPUBLIC

TO: LOS ANGELES, CA, USA

ORIGINATION VIA:

DESTINATION VIA: LONG BEACH, CA, USA

NOTES:

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16. SEOUL, KOREA REPUBLIC OF to LOS ANGELES, CA, USA

RATE:	4450
CURRENCY:	USD
PUBLICATION DATE:	01/10/2023
EFFECTIVE DATE:	01/10/2023
EXPIRE DATE:	
THRU DATE:	
SPECIAL CASE NUMBER:	
BASIS:	PC
SERVICE:	SS
CONTAINER SIZE:	N/A
CONTAINER TYPE:	N/A
FROM:	SEOUL, KOREA REPUBLIC OF
TO:	LOS ANGELES, CA, USA
ORIGINATION VIA:	BUSAN, KOREA REPUBLIC OF
DESTINATION VIA:	LONG BEACH, CA, USA
NOTES:	ORIGIN MAY BE THROUGH INCHEON

17. BUSAN, KOREA REPUBLIC OF to CHICAGO IL, USA

RATE: 4550
CURRENCY: USD
PUBLICATION DATE: 01/10/2023
EFFECTIVE DATE: 01/10/2023
EXPIRE DATE:
THRU DATE:
SPECIAL CASE NUMBER:
BASIS: PC
SERVICE: SS
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A

FROM: BUSAN, KOREA REPUBLIC OF
 TO: CHICAGO, IL, USA
 ORIGINATION VIA:
 DESTINATION VIA: LONG BEACH, CA, USA
 NOTES:

18. SEOUL, KOREA REPUBLIC OF to CHICAGO IL, USA

RATE: 4700
 CURRENCY: USD
 PUBLICATION DATE: 01/10/2023
 EFFECTIVE DATE: 01/10/2023
 EXPIRE DATE:
 THRU DATE:
 SPECIAL CASE NUMBER:

BASIS: PC
 SERVICE: SS
 CONTAINER SIZE: N/A
 CONTAINER TYPE: N/A

FROM: SEOUL, KOREA REPUBLIC OF
 TO: CHICAGO, IL, USA
 ORIGINATION VIA: BUSAN, KOREA REPUBLIC OF
 DESTINATION VIA: LONG BEACH, CA, USA
 NOTES: ORIGIN MAY BE THROUGH INCHEON

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19. BUSAN, KOREA REPUBLIC OF to ATLANTA, GA, USA

RATE: 4650
 CURRENCY: USD
 PUBLICATION DATE: 01/10/2023

EFFECTIVE DATE: 01/10/2023
EXPIRE DATE:
THRU DATE:
SPECIAL CASE NUMBER:
BASIS: PC
SERVICE: DD
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A
FROM: BUSAN, KOREA REPUBLIC OF
TO: ATLANTA, GA, USA
ORIGINATION VIA:
DESTINATION VIA: SAVANNAH, GA, USA
NOTES:

20. SEOUL, KOREA REPUBLIC OF to ATLANTA, GA, USA

RATE: 4800
CURRENCY: USD
PUBLICATION DATE: 01/10/2023
EFFECTIVE DATE: 01/10/2023
EXPIRE DATE:
THRU DATE:
SPECIAL CASE NUMBER:
BASIS: PC
SERVICE: DD
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A
FROM: SEOUL, KOREA REPUBLIC OF
TO: ATLANTA, GA, USA
ORIGINATION VIA: BUSAN, KOREA REPUBLIC OF
DESTINATION VIA: SAVANNAH, GA, USA
NOTES: ORIGIN MAY BE THROUGH INCHEON

21. BUSAN, KOREA REPUBLIC OF to LOS ANGELES, CA, USA

RATE: 4400
 CURRENCY: USD
 PUBLICATION DATE: 01/10/2023
 EFFECTIVE DATE: 01/10/2023
 EXPIRE DATE:
 THRU DATE:
 SPECIAL CASE NUMBER:
 BASIS: PC
 SERVICE: DD
 CONTAINER SIZE: N/A
 CONTAINER TYPE: N/A
 FROM: BUSAN, KOREA REPUBLIC
 TO: LOS ANGELES, CA, USA
 ORIGINATION VIA:
 DESTINATION VIA: LONG BEACH, CA, USA
 NOTES:

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22. SEOUL, KOREA REPUBLIC OF to LOS ANGELES, CA, USA

RATE: 4650
 CURRENCY: USD
 PUBLICATION DATE: 01/10/2023
 EFFECTIVE DATE: 01/10/2023
 EXPIRE DATE:
 THRU DATE:
 SPECIAL CASE NUMBER:
 BASIS: PC

SERVICE: DD
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A
FROM: SEOUL, KOREA REPUBLIC OF
TO: LOS ANGELES, CA, USA
ORIGINATION VIA: BUSAN, KOREA REPUBLIC OF
DESTINATION VIA: LONG BEACH, CA, USA
NOTES: ORIGIN MAY BE THROUGH INCHEON

23. BUSAN, KOREA REPUBLIC OF to CHICAGO IL, USA

RATE: 4750
CURRENCY: USD
PUBLICATION DATE: 01/10/2023
EFFECTIVE DATE: 01/10/2023
EXPIRE DATE:
THRU DATE:
SPECIAL CASE NUMBER:
BASIS: PC
SERVICE: DD
CONTAINER SIZE: N/A
CONTAINER TYPE: N/A
FROM: BUSAN, KOREA REPUBLIC OF
TO: CHICAGO, IL, USA
ORIGINATION VIA:
DESTINATION VIA: LONG BEACH, CA, USA
NOTES:

24. SEOUL, KOREA REPUBLIC OF to CHICAGO IL, USA

RATE: 4900
CURRENCY: USD
PUBLICATION DATE: 01/10/2023
EFFECTIVE DATE: 01/10/2023

EXPIRE DATE:

THRU DATE:

SPECIAL CASE NUMBER:

BASIS: PC

SERVICE: DD

CONTAINER SIZE: N/A

CONTAINER TYPE: N/A

FROM: SEOUL, KOREA REPUBLIC OF

TO: CHICAGO, IL, USA

ORIGINATION VIA: BUSAN, KOREA REPUBLIC OF

DESTINATION VIA: LONG BEACH, CA, USA

NOTES: ORIGIN MAY BE THROUGH INCHEON