

NORTHWEST AIRLINES, INC.

Northwest Airlines Cargo Tariff Rules for International Freight

NOTICE

All rules, rates and charges shown in this publication for NORTHWEST AIRLINES, INC. are for information only, and are subject to change without notice.

For additional information and specific details, call or visit any NORTHWEST AIRLINES, INC. freight office.

Rates and charges in this tariff do not include the U.S. Transportation Tax.

NORTHWEST AIRLINES, INC.

CARGO INTERNATIONAL RULES TARIFF
CONTAINING LOCAL AND JOINT RULES AND REGULATIONS:
EXCEPTION RATINGS
TO GENERAL COMMODITY RATES

APPLICABLE TO THE
TRANSPORTATION OF AIR FREIGHT
VIA NORTHWEST AIRLINES

BETWEEN POINTS IN THE
UNITED STATES/CANADA
AND
POINTS IN AFRICA, ASIA, THE CARIBBEAN, EUROPE, MICRONESIA AND THE
MIDDLE EAST

NORTHWEST AIRLINES, INC.

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1 GOVERNING RULES AND REGULATIONS

This tariff is governed, except as otherwise provided herein, by International Civil Aviation Organization technical instructions, IATA Dangerous Goods Regulations, IATA Live Animals Regulations and by supplements or revisions to and successive issues of said publications.

2 APPLICATION OF TARIFF

- (A) (1) The rates and charges named in this tariff apply between points named herein from airport-to-airport unless otherwise specified.
- (2) The rates and charges pursuant to Rule No. 125 apply only when the consignor indicates in writing on the air waybill the type of container(s) and/or pallet(s) in the shipment and that the shipment or part thereof is subject to the conditions named in this tariff.
- (B) The rules, rates, and charges in this tariff apply locally via the services of Northwest Airlines, Inc. or jointly with the other carriers participating in this tariff

3 DEFINITIONS - Unless otherwise specifically indicated, the following definitions shall apply:

ADVANCED ARRANGEMENT means that the shipper is required to contact Carrier prior to tender of the shipment.

AFRICA means the area composed of Angola, Botswana, Brazzaville, Burundi, Cameroon, Cape Verde Islands, Central African Republic, Chad, Comoro Islands, Dahomey, Equatorial Guinea, Ethiopia, French Somaliland, Gabon, Gambia, Ghana, Guinea, Ivory Coast, Kenya, Kinshasa, Losotho, Liberia, Libya, Malagasy, Malawi, Mali, Mauritania, Mauritius, Mozambique, Niger, Nigeria, Portuguese Guinea, Republic of Zaire, Reunion Island, Rwanda, Rhodesia, Sao Tome, Senegal, Seychelles Islands, Sierra Leone, Somalia, South Africa, South West Africa, Spanish Sahara, Swaziland, Tanzania, Togo, Uganda, Upper Volta and Zambia.

AIRPORT means a landing area used regularly by aircraft for receiving or discharging cargo, and premises adjacent thereto which are designated by Carrier for acceptance, delivery and customs clearance of shipments.

AIR WAYBILL which is equivalent to the term air consignment note, means the document entitled "Air Waybill/Consignment Note" made out by or on behalf of the shipper which evidences the contract between the shipper and Carrier for carriage of cargo over routes of Carrier.

ALASKAN POINTS means the points of Aniak, Annette Island, Bethel, Cold Bay, Cordova, Dillingham, Dutch Harbor, Fort Yukon, Galena, Homer, Juneau, Kenai, Ketchikan, King Cove, King Salmon, Kodiak, Kotzebue, Petersburg, Port Heiden, Sand Point, St. Marys, St. Paul., Sitka, Unalakleet, Wrangell and Yakutat.

ARBITRARY means an amount published for use only in combination with other rates for the construction of through rates.

AREA NO. 1 means all of the North and South American Continents: Greenland, Bermuda, Cuba, Haiti, Dominican Republic, Puerto Rico, Jamaica, Netherlands Antilles, Trinidad, Bahamas, Leeward, Virgin and Windward Islands, the State of Hawaii, Midway Island and Palmyra Island.

AREA NO. 2 means all of Albania, Austria, Azores, Belgium, Bulgaria, Canary Islands, Czechoslovakia, Denmark, Finland, France, French North Africa, Germany, Gibraltar, Greece, Hungary, Iceland, Iran, Ireland, Italy, Lichtenstein, Luxembourg, Madeira, Malta, Monaco, Netherlands, Norway, Poland, Portugal, Romania, San Marino, Spain, Spanish Morocco, Sweden, Switzerland, Tangier, Turkey (in Europe and Asia), the Union of the Soviet Socialist Republics (west of the Urals), United Kingdom, and Yugoslavia; all of Africa, Madagascar, Ascension Island, Reunion Island and that part of Asia lying west of Iran.

AREA NO. 3 means all of Asia except that portion included in Area No. 2; all of the East Indies, Australia, New Zealand, all Islands of Indonesia, Melanesia, Micronesia and Polynesia (except Midway and Palmyra Islands), Caroline Islands, Society Islands; Fiji Islands; Samoa Islands; New Caledonia; Norfolk Islands and Tasmania.

ARTICLES OF EXTRAORDINARY VALUE means Valuable Cargo (see CARGO definition).

ATLANTIC SERVICES means the service operated by any participating Carrier(s) named herein between points in Canada, Puerto Rico and the United States, on the one hand, and points in Areas No. 2 or 3 on the other, via flights over the Atlantic Ocean.

AUSTRALASIA means Australia, New Caledonia, New Zealand, New Hebrides, Fiji, Samoa, Cook Islands, Tahiti and the Islands adjacent thereto.

BAGGAGE means personal effects of a passenger consisting of wearing apparel, cosmetics, toilet articles, articles worn by an individual, portable musical instruments, portable typewriters and portable sports equipment, used and not for resale.

CARGO which is equivalent to the term goods, means anything carried or to be carried in an aircraft, other than mail or baggage; provided, that unaccompanied baggage moving under an air waybill is cargo.

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CARIBBEAN AREA means the area comprising Anguilla, Antigua, Barbados, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Martinique, Montserrat, Netherlands Antilles, Nevis, St. Kitts, St. Lucia, St. Martin, St. Vincent, Trinidad and Tobago.

CARRIAGE, which is equivalent to transportation, means carriage of shipment by air.

- (A) International Carriage means (except when the Warsaw Convention is applicable) carriage in which according to the contract of carriage, the place of departure and any place of landing are situated in more than one State. As used in this definition, the term "State" includes all territory subject to any sovereignty, suzerainty, mandate, authority, or trusteeship thereof. International carriage as defined by the Warsaw Convention means any carriage in which, according to the contract of carriage, the place of departure and the place of destination, whether or not there be a break in the carriage or transshipment, are situated either within the territories of two High Contracting Parties, or within the territory of a single High Contracting Party, if there is an agreed stopping place within a territory subject to the sovereignty, suzerainty mandate or authority of another State, even though that State is not a part to the Convention
- (B) Domestic Carriage means, (except as otherwise specified) carriage in which according to the contract of carriage, the place of departure, the place of destination, and the entire transportation are within one sovereign State.

CARRIER includes the air Carrier issuing the air waybill and all air Carriers that carry or undertake to carry the cargo under such air waybill or to perform any other services related to such air carriage.

CENTRAL AMERICA means the area comprising Belize, Canal Zone, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and Panama.

CHARGEABLE WEIGHT FOR CONTAINER/PALLET means the gross weight of a Container/Pallet including the actual weight of each container or pallet, less the actual tare weight allowance for each container or pallet as indicated on the container or pallet.

CHARGES COLLECT means the charges entered on the air waybill for collection from the consignee.

CITY TERMINAL SERVICE means the surface carriage of a shipment between Carrier's city handling station and the airport of departure or destination, as the case may be.

C.O.D. (Collect on Delivery) means an arrangement between the shipper and Carrier whereby the latter, upon delivery of the shipment, is to collect from the consignee the amount indicated on the air waybill as payable to the shipper.

CONSIGNEE means the person whose name appears on the air waybill as the party to whom the shipment is to be delivered by the Carrier.

CONSIGNMENT – See "Shipment"

CONSOLIDATOR means any person who holds himself out to the general public to engage in foreign air transportation by assembling and consolidating shipments of property from two or more shippers.

CONTINENTAL UNITED STATES OR CONTINENTAL U.S.A. means the District of Columbia and all States of the United States of America other than Alaska and Hawaii.

CONVENTION means, unless the context requires otherwise, the convention for the Unification of Certain Rules relating to International Carriage by Air, signed at Warsaw, October 12, 1929, or that Convention as amended by the Hague Protocol, 1955, whichever may be applicable to carriage hereunder.

CUSTOMS CONSIGNEE, which is equivalent to the term Customs Clearance Agent, means a Customs Broker or other agent of the consignee designated to perform customs clearance services for the consignee.

DAYS means full calendar days, including Sundays and legal holidays; provided that, for purposes of notification, the balance of the day upon which notice is dispatched shall not be counted; and that, for purposes of determining duration of validity, the balance of the day upon which the air waybill is issued or flight commenced shall not be counted.

DELIVERY SERVICE means the surface carriage of inbound consignments from the airport of destination to the address of the consignee or that of his designated agent or to the custody of the appropriate government agency when required.

DOMESTIC RATE(S) means a rate(s) applying between two points in one country.

DOOR-TO-DOOR RATE(S) means a rate(s) including airport-to-airport transportation charges, custom clearance and pickup and delivery charges.

EAST AFRICA means the area comprised of Kenya, Tanzania and Uganda.

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EUROPE means the area comprised of Albania, Algeria, Andorra, Austria, Azores, Belgium, Bulgaria, Canary Islands, Czechoslovakia, Denmark, Finland, France, Germany, Gibraltar, Greece, Hungary, Iceland, Ireland, Italy, Lichtenstein, Luxembourg, Madeira, Malta, Monaco, Morocco, Netherlands, Norway, Poland, Portugal, Romania, San Marino, Spain, Sweden, Switzerland, Tunisia, Turkey (in Europe and Asia), United Kingdom, Union of the Soviet Socialist Republics (west of the Urals), and Yugoslavia.

EXCESS RATE means the rate applicable per kilogram for the chargeable weight of each container/pallet in excess of pivot weight shown.

FRENCH GOLD FRANCS means francs consisting of 65-1/2 milligrams of gold at the standard of fineness of nine hundred thousandths.

GANDER SERVICES means the service operated by any participating carrier(s) named herein between points in the Continental United States, on the one hand, and Gander, Newfoundland, on the other.

GENERAL CARGO means any consignment except a consignment containing valuable cargo as defined herein.

GOLD BULLION means refined or unrefined gold in ingot form, dore bullion, gold specie and semi-manufactured products of gold (including only grain, sheet, foil, powder, sponge, wire, rod, tube, circles, moldings and/or castings).

GROSS WEIGHT FOR CONTAINER/PALLET means the total actual weight of the container/pallet and the contents of such container/pallet.

INTERNATIONAL RATE(S) means rate(s) applying between a point in one country and a point in another country.

JOINT RATE means a rate that applies to transportation over the lines or routes of two or more carriers and which is published by arrangement between such carriers.

LATIN AMERICAN SERVICES means the service operated by any participating carrier(s) named herein between points in Canada, Continental U.S.A., Puerto Rico and the Virgin Islands on the one hand, and points in Central America, Mexico, Islands of the Caribbean Sea, and West Indies and South America, on the other.

LIVE ANIMALS means birds (poultry, fowl), fish (crustacea, mussels, shellfish), insects (bees), livestock, reptiles (snakes), and worms.

LEGAL HOLIDAYS means any Local, State or National holiday.

LOCAL RATE means a rate that applies to transportation over the lines or routes of one carrier only.

METRIC TON is equal to 1,000 kilograms.

MICRONESIA means the area comprised of Guam, Johnston Island, Marshall Islands, Caroline Islands, Palau Island and Marina Islands.

MIDDLE EAST means the area comprised of People's Democratic Republic of Yemen (Aden), Yemen Arab Republic, Bahrain, Cyprus, Egypt (Arab Republic of Egypt), Iran, Iraq, Israel, Jordan, Kuwait State, Lebanon, Qatar, Saudi Arabia, Sudan, Sultanate of Oman, Syria, United Arab Emirates (comprised of Abu Dhabi, Ajman, Dubai, Fujairah, Ras Al Khaiman, Sharjan, Umm Al Qaiwain) and Yemen.

NORTH AMERICA means the area comprising Alaska, Canada, Continental U.S.A. and Mexico.

NORTH / CENTRAL PACIFIC means all routes between points in Canada and the U.S.A. on the one hand, and points in Area No. 3, except in the Southwest Pacific, as defined below, on the other, via the Pacific Ocean.

OPERATIVE PERIOD means the period of time commencing from the date of agreement between the Carrier and a shipper or consolidator.

OVER PIVOT WEIGHT means the rate applicable per kilogram for each Unit Load Device (ULD) (container or pallet) in excess of the pivot weight shown.

PACIFIC SERVICES means the service operated by any participating carrier(s) named herein between points in Area No. 1, on the one hand, and points in Asia, Australia, Islands of the Pacific Ocean and New Zealand, on the other, via flights over the Pacific Ocean.

PERISHABLES means any commodity subject to possible decay and/or deterioration due to temperature variations while in Carrier's possession.

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PERSONAL EFFECTS means personal effects consisting of wearing apparel, cosmetics, toilet articles and articles worn by an individual used and not for resale.

PICK-UP SERVICE means the surface carrier of outbound shipments from the point of pick-up to the airport of departure.

PIVOT WEIGHT means the maximum chargeable weight in kilograms of the container/pallet allowable at the minimum charge per container/pallet shown.

PLATINUM means platinum, platinum metals (iridium, osmium, palladium, rhodium and ruthenium) and platinum alloys in unmanufactured, or semi-manufactured forms, i.e., grain, sponge, bar, ingot, sheet, rod, wire, tube and strip, excluding radioactive isotopes of aforementioned metals and alloys which are subject to restricted articles labeling requirements.

SCANDINAVIA means the area comprising Denmark, Norway, Sweden

SHIPMENT (except as otherwise provided herein) means one or more packages, pieces or bundles accepted by Carrier from one shipper at one time and at one address, receipted for in one lot and moving on one air waybill to one consignee at one destination address.

SOUTH AMERICA means the area comprising Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Paraguay, Peru, Surinam, Uruguay and Venezuela.

SOUTHWEST PACIFIC means that portion of Area No. 3 comprised of Australia, Cook Islands, Fiji Islands, Gilbert Islands, Loyalty Islands, New Caledonia, New Hebrides, New Zealand, Papua New Guinea, Samoan Islands, Society Islands, Solomon Islands, Tonga, Tuvalu and adjacent Islands.

TRUST TERRITORY OR TRUST TERRITORY OF THE PACIFIC ISLANDS means the area comprising the Caroline Islands, Mariana Islands, and Marshall Islands.

UNITED STATES OF AMERICA OR THE UNITED STATES OR THE U.S.A. each means, unless otherwise specified, the area comprising the 48 continuous, Federated States, the Federal District of Columbia, Alaska, the Hawaiian Islands, Puerto Rico, The Virgin Islands, American Samoa, The Canal Zone, Canton, Guam, Midway and Wake Islands.

UNIT(S) OR UNIT(S) OF RATE(S) AND CHARGE(S) is a non-monetary fixed amount used in the determination of a monetary rate or charge in the country of origin other than U.S.A. and Canada.

UNIT LOAD DEVICE (ULD) means any type of container or pallet as described in Rule No. 125 of this tariff.

VALUABLE CARGO means any shipment which contains one or more of the following:

- (A) Any article having a declared value for carriage of USD 1000.00 (or equivalent), or more, per gross kilogram; except in the United Kingdom, GBP 450.00, or more, per gross kilogram;
- (B) Gold bullion (as defined in this tariff);
- (C) Legal banknotes, traveler's checks, securities, shares, share coupons and stamps (excluding mint stamps from the United Kingdom);
- (D) Diamonds (including diamonds for industrial use), rubies, emeralds, sapphires, opals and real pearls (including cultured pearls);
- (E) Jewelry consisting of diamonds, rubies, emeralds, sapphires, opals and real pearls (including cultured pearls)
- (F) Jewelry and watches made of silver and/or gold and/or platinum plated;
- (G) Articles made of gold and/or platinum, other than gold and/or platinum plated;
- (H) Silver in any form;
- (I) Articles of antiquity; archeological artifacts;
- (J) Art work

WEST COAST means Los Angeles, CA; Portland, OR; San Francisco, CA; Seattle, WA

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4 APPLICABILITY OF TARIFF

(A) GENERAL

- (1) Rules stating any limitation on, or condition relating to the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States. Any such limitation or condition in any rule herein is not a part of this tariff. Nothing in this tariff modifies or waives any provisions of the Warsaw Convention.
- (2) This tariff will apply to carriage of cargo including all services incidental thereto performed by Carrier under local and joint rates and charges of Carrier contained in tariffs which make specific reference to this tariff for governing rules, regulations and conditions of carriage.
- (3) The rules, rates, charges and provisions in this tariff apply locally via the services of Northwest Airlines, Inc. (also operating as Northwest Airlines) or jointly via the services of this Carrier with the other Carriers participating in this tariff.

(B) GRATUITOUS CARRIAGE

With respect to gratuitous carriage, Carrier may exclude the application of all or any part of this tariff.

(C) CHANGE WITHOUT NOTICE

This tariff and the published rates and charges are subject to change without notice except to the extent otherwise provided by applicable law or government regulations or order; provided, however, that no such charge shall apply to a contract of carriage after the date of issuance of the air waybill by Carrier.

(D) EFFECTIVE RULES

All carriage of cargo governed by this tariff shall be subject to Carrier's rules, regulations and tariffs in effect on the date of issuance of the air waybill by Carrier.

5 CURRENCY OF PUBLICATION AND APPLICATION OF UNITS OF RATES AND CHARGES

(A) CURRENCY OF PUBLICATION OF RATES AND CHARGES

Except as otherwise provided directly in connection with rates and charges and except as provided herein below, rates and charges shall apply as named in this tariff, and/or tariffs governed hereby, and are published in U.S. currency for shipments from the United States and in Canadian currency for shipments from Canada. For shipments destined to the U.S.A. or Canada, applicable rates and charges named in this tariff, and/or tariffs governed hereby, are published in the local currency of the country or origin of the shipment unless indicated otherwise.

(B) APPLICATION OF UNPUBLISHED RATES AND CHARGES

- (1) In the absence of through rates and charges published from point of origin to destination, rates shall be constructed in the local currency of the origin country of the shipment.
- (2) Where rates and charges named in this tariff, or in tariffs governed hereby, are not published in the local currency of the country of origin of the shipment, the applicable rate or charge shall be converted to the local currency of the country of origin of the shipment by using the applicable rate of exchange as shown in the IATA Clearing House Monthly Exchange rates published as follows:
 - (a) January issue: applicable to shipments tendered for carriage between April 1 and September 30, inclusive, of the same calendar year.
 - (b) July issue: applicable to shipments tendered for carriage between October 1 and March 31, inclusive, of the next calendar year.

Such conversions shall be carried out to one decimal place beyond the number of decimal places as specified for each country in Table 1 below. The amounts resulting from the above conversions are rounded off to the unit as shown for that currency in corresponding table in the IATA Air cargo Tariff Manual.

EXCEPTION: For rates constructed in accordance with Rule No. 20 herein, the components shall each separately be converted as indicated above, and the sum of the converted components shall then be rounded off to the applicable currency nearer whole unit shown in table reference above.

- (3) The rounding off unit for bulk unitization charges and containerized specific commodity rates shall be as follows:
 - (a) Except for transportation from Australia/Fiji, where the amount to be charged is expressed as an amount for the carriage of the Unit Load Device at the minimum chargeable weight and the rounding unit shown in table reference above is less than 1, rounding shall be carried out to 1.00, provided that where the rounding unit is greater than 1, such rounding unit shall be applied as required.
 - (b) Where the amount to be charged is expressed as an amount per kilogram, rounding shall be in accordance with table referenced above.

10 EXECUTION OF THE NON-NEGOTIABLE AIR WAYBILL

- (A) PREPARATION BY SHIPPER: The shipper shall make out, or have made out on his behalf, an air waybill in the form, manner and number of copies prescribed by Carrier, and shall deliver such air waybill to Carrier simultaneously with the acceptance of the cargo by Carrier for carriage. Carrier may require the shipper to make out or have made out on his behalf, separate air waybills when there is more than one package or when all of the consignment cannot be carried in one aircraft or cannot, without breach of government requirements or regulations of Carrier, be carried on one air waybill.
- (B) APPARENT ORDER AND CONDITION OF CARGO: If the apparent order and condition of the cargo and/or packing are other than good, the shipper shall insert in the air waybill what the apparent order and conditions are. However, if the shipper fails to do so, or if such statement is inaccurate, Carrier shall insert in the air waybill a statement of apparent order and condition or note a correction thereon.
- (C) PREPARATION, COMPLETION OR CORRECTION BY CARRIER: Carrier will at the request of the shipper, make out the air waybill, in which event, subject to proof to the contrary, Carrier shall be deemed to have done so on behalf of the shipper. If the air waybill handed over with the cargo does not contain all the required particulars, or if it contains any error, Carrier is authorized to complete or correct it to the best of Carrier's ability without being under any obligation to do so.

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- (D) RESPONSIBILITY FOR PARTICULARS: The shipper is responsible to Carrier and all other persons for the correctness and completeness of the particulars and statements which he inserts in the air waybill, or which Carrier inserts on his behalf. The shipper shall be liable for all damages suffered by Carrier or any other person by reason of the irregularity, incorrectness or incompleteness of said particulars or statements, whether the air waybill was made out by or on behalf of the shipper or by Carrier (or completed by Carrier) on behalf of the shipper pursuant to Paragraph (C) above. In the case of consignments to be forwarded C.O.D., it shall be the sole responsibility of the shipper to enter the amount of the C.O.D. on the air waybill, and Carrier shall not be liable for failure to collect the C.O.D. amount when not so entered by the shipper.
- (E) ALTERATIONS: Air waybills, on which the writing has been altered or erased, need not be accepted by Carrier.
- (F) The contents of shipments must be indicated by accurate and specific descriptions on the air waybill.
- (G) The number of pieces included in a shipment must be specified on the air waybill.
- (H) The charges for transportation may be changed from collect charges to prepaid charges, or from prepaid charges to collect charges, only upon written request of the shipper to the carrier prior to delivery of the consignment to the consignee or his agent.
- (I) Container serial numbers and seal numbers must be shown on the air waybill for shipments consisting of shipper loaded containers.

15 CHARGES

- (A) APPLICABLE RATES AND CHARGES: Rates and charges for carriage governed by this tariff are those duly published by Carrier and in effect on the date of the issuance of the air waybill by Carrier. Such rates and charges are not applicable for such periods as service is not available between the points named.
- (B) AIRPORT-TO-AIRPORT: Except as otherwise provided in Carrier's tariffs, rates and charges apply only from airport-to-airport.
- (C) PRECEDENCE OF RATES AND CHARGES:
 - (1) Where a local or joint rate is established for application over a particular route from point of origin to destination, such rate is applicable over such route notwithstanding that it is higher or lower than the aggregate of intermediate rates over such route.
 - (2) An exception rating to the general commodity rate, stated as a percentage of the general commodity rate, removes the application of the general commodity rate, on the same quantity of the same article or commodity (in the same package or shipping form) from and to the same points over the same route.
 - (3) A specific commodity rate removes the application of the general commodity rate and the exception rating to the general commodity rate on the same quantity of the same article commodity (in the same package or shipping form) from and to the same points over the same route.
EXCEPTION: Where a general commodity rate is published for a greater minimum weight at a level lower than such specific commodity rate, the specific commodity rate shall be extended to all such greater minimum weights at the applicable general commodity rate level.
- (D) QUANTITY REDUCTIONS: When two or more rates subject to different quantities are provided on the same commodity in the same shipping form from and to the same points over the same route, the lower of the two charges specified below will apply.
 - (1) The charge computed on the quantity shipped at the rate applicable to such quantity, or
 - (2) The charge computed on the next greater quantity, for which a lower rate is provided at the rate applicable to such greater quantity.
- (E) LOT SHIPMENTS: Two or more packages or pieces forwarded by one shipper to one consignee under one air waybill will be charged for either at the total gross weight of all the packages or at the total weight of all packages determined by volume, whichever is greater.
- (F) WEIGHT VERIFICATION: For the purposes of weight verification, all freight tendered to Northwest Airlines (NW) is subject to reweighing at either the point of tender or destination. If there is a discrepancy between the weight shown on the air waybill, as entered by the shipper or its agent and the weight as shown on NW's scales, the shipper and its agent agree that NW, in its sole discretion, may use the weight shown on NW's scales to recalculate freight charges. The shipper or its agent will be notified by NW of a credit, if weight measured by NW's scales is less than the weight entered on the air waybill by the shipper or its agent. If the weight as measured by NW is more than the weight noted on the air waybill or the shipper or its agent, the shipper or its agent shall be invoiced for the additional charge resulting from the corrected weight.

16 MIXED SHIPMENTS

- (A) When a shipment consists of more than one article or commodity separately packaged, the shipper must declare separately the weight, value and contents of each package in the shipment except that weights and values of packages having contents comprised of the same commodities may be combined: the lowest total charge for such shipment will be assessed in accordance with paragraphs (1) and (2) below:
 - (1) Charges shall be assessed as if each package had been shipped separately;
 - (2) When two or more packages in the shipment are subject to the same commodity description, rate and conditions, charges for such packages shall be assessed on their total weight (or volume).
- (B) When a shipment consists of different articles not subject to the same commodity description, rate and conditions and the weight (or volume) of the different articles is not determinable for purposes of carriage, charges shall be assessed on the basis of the applicable general commodity rate.
- (C) The valuation charges for mixed shipments shall be assessed on the basis of the total declared value for carriage of the entire shipment

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- (D) (1) Mixed shipments shall not include any of the following commodities, articles or goods: Any article defined as Valuable Cargo in this tariff; live animals; human remains, cremated or other than cremated; diplomatic bags and baggage shipped as cargo.
- (E) When mixed shipments are transported in containers or on pallets, charges for such containers or pallets will be assessed as follows:
- (1) When the provisions of Paragraph (A) of this rule apply, any deficit below the minimum chargeable weight for each container and/or pallet will be assessed the highest rate applicable to any commodity in the container or on the pallet.
 - (2) When the provisions of Paragraph (B) of this rule apply, any deficit below the minimum chargeable weight for each such container and/or pallet will be assessed the general commodity rate applicable to the entire shipment.

20 CONSTRUCTION OF UNPUBLISHED RATES AND CHARGES

When the rate or charge between any two points is not specifically published, such rate or charge will be constructed in accordance with the following:

- (A) **MINIMUM CHARGES:** When a through minimum charge per shipment applicable to the carriage is specifically published, the minimum charge will be the published amount. When a through minimum charge per shipment applicable to the carriage is not specifically published in the rates section of this tariff, apply the following minimum charge:

TABLE 1 – CARIBBEAN / MEXICO

| FROM | TO | MINIMUM CHARGE |
|--|--|------------------------|
| U.S.A. | Mexico | 50.00 USD |
| U.S.A. | Grand Cayman, Cayman Islands Montego Bay, Jamaica | 50.00 USD 50.00 USD |
| Canada | Mexico | 75.00 CAD |
| Canada | Grand Cayman, Cayman Islands Montego Bay, Jamaica | 75.00 CAD 75.00 CAD |
| Mexico | U.S.A. | 50.00 USD |
| Grand Cayman, Cayman Islands Montego Bay, Jamaica | U.S.A. | 50.00 USD 50.00 USD |
| Grand Cayman, Cayman Islands Montego Bay, Jamaica | Canada | 50.00 USD 50.00 USD |

TABLE 2 – TRANSATLANTIC

| FROM | TO | MINIMUM CHARGE |
|---|--|--|
| U.S.A. | Europe | 125.00 USD |
| Canada | Europe (Except as noted below) France | 80.00 CAD 95.00 CAD |
| Europe (Except as noted below) Denmark France Germany Italy Sweden United Kingdom | U.S.A. | 50.00 USD 500.00 DKK 75.00 EUR 100.00 EUR 60.00 EUR 500.00 SEK 70.00 GBP |
| France Germany Italy United Kingdom | Canada | 75.00 EUR 100.00 EUR 60.00 EUR 70.00 GBP |
| Germany | Caribbean | 100.00 EUR |
| Italy | Mexico | 60.00 EUR |
| Italy | Caribbean | 60.00 EUR |
| United Kingdom | Caribbean | 85.00 GBP |

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TABLE 3 – TRANSPACIFIC

| FROM | TO | MINIMUM CHARGE |
|---|-----------------------------------|----------------|
| U.S.A. | Asia | 125.00 USD |
| Guam/Saipan | Hong Kong SAR | 125.00 USD |
| | Japan | 125.00 USD |
| | Korea, Republic of | 125.00 USD |
| | Philippines | 125.00 USD |
| | Singapore | 125.00 USD |
| | Taiwan, Providence of | 125.00 USD |
| | Thailand | 125.00 USD |
| U.S.A. | Guam/Saipan | 125.00 USD |
| Guam/Saipan | U.S.A. | 125.00 USD |
| Guam | Saipan | 125.00 USD |
| Saipan | Guam | 125.00 USD |
| Canada (Except as noted below) Vancouver | Asia (Except as noted below) | 180.00 CAD |
| | Bangkok, Thailand | 185.00 CAD |
| Canada | Guam/Saipan | 180.00 CAD |
| Guam/Saipan | Canada | 125.00 USD |
| Asia (Except as noted below) China Hong Kong SAR India Indonesia Japan Korea, Republic of Malaysia Philippines Singapore Sri Lanka Taiwan, Providence of Thailand | U.S.A. | 50.00 USD |
| | | 420.00 CNY |
| | | 468.00 HKD |
| | | 2200.00 INR |
| | | 64.00 USD |
| | | 10000 JPY |
| | | 161230 KRW |
| | | 110.00 MYR |
| | | 125.00 USD |
| | | 170.00 SGD |
| | | 125.00 USD |
| | | 2200 TWD |
| | | 1600 THB |
| Hong Kong SAR Japan Philippines Singapore Taiwan, Providence of Thailand | Guam/Saipan | 163.00 HKD |
| | Guam/Saipan | 8500 JPY |
| | Guam/Saipan | 134.00 USD |
| | Guam/Saipan | 50.00 USD |
| | Guam/Saipan | 1281 TWD |
| | Guam/Saipan | 700 THB |
| Philippines | China | 34.00 USD |
| | Hong Kong SAR | 22.00 USD |
| | Indonesia | 34.00 USD |
| | Japan | 39.00 USD |
| | Korea, Republic of | 39.00 USD |
| | Malaysia | 34.00 USD |
| | Singapore | 34.00 USD |
| | Sri Lanka | 39.00 USD |
| | Taiwan, Providence of Thailand | 34.00 USD |
| Asia (Except as noted below) China Hong Kong SAR Japan Philippines Singapore Taiwan, Providence of Thailand | Canada | 50.00 USD |
| | | 420.00 CNY |
| | | 468.00 HKD |
| | | 10000 JPY |
| | | 125.00 USD |
| | | 170.00 SGD |
| | | 2200 TWD |
| | | 1600 THB |

When a through minimum charge per shipment applicable to the carriage is neither specifically published in the rates section of this tariff nor in the table above, then apply the lowest combination of minimum charges applicable to the respective portions of carriage.

(B) BASIS FOR APPLYING SPECIFIC COMMODITY RATES/CHARGES TO OTHER THAN SPECIFIED POINTS

Specific commodity rates/charges applicable between specified points of origin and destination named in paragraph (4) will also apply for carriage between such specified point of origin or destination and another point, or, between any two other points provided that in the rate tariffs making reference hereto:

- (1) The 1 kg. general commodity rate applicable between the points of actual carriage is not greater than the 1 kg. general commodity rate between specified points of origin and destination named in paragraph (4);
- (2) There is no other applicable specific commodity rate/charge between the points of actual carriage; and

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- (3) The intermediate point(s) is located in the same country as the specified point of origin or destination as named in paragraph (4);
- (4) Specified points of origin and destination: Between points in Area No. 3, on the one hand, and points in Area No. 1 on the other.
 - (a) Between Montreal, QU or New York, NY, on the one hand, and points in Africa, on the other.
 - (b) (Applicable only for the determination of the intermediate point within Europe and the Middle East) Between Montreal, QU, or New York, NY on the one hand, and points in Europe and the Middle East, on the other.
- (C) BASIS FOR APPLYING DIRECT MULTIPLE PIVOT CONTAINER RATES TO OTHER THAN SPECIFIED POINTS
Multiple pivot container rates from Area No. 3 points of origin will also apply for carriage between such published points of origin and another point provided that:
 - (1) The under 45 kgs. (under 100 lbs.) bulk general commodity rate applicable between points of carriage is not greater than the under 45 kgs. (under 100 lbs.) bulk general commodity rate between the published points of origin and destination.
 - (2) For application of rates/charges to an unpublished point, the lowest published point-to-point rate/charge determined in accordance with the standard intermediate applicable provision (sub-paragraph 1 above) is to be used.
 - (3) The intermediate point is located in the same country as the published point bearing this rate.
 - (4) Multiple pivot container rates from Area No. 3 points of origin apply to shipments tendered by the shipper to the Carrier in unit load devices.
- (D) WEIGHT OR VOLUME RATES
 - (1) International General Commodity Rates: May be combined with any domestic rates or with any other international general commodity rates.
 - (2) International Specific Commodity Rates: May be combined with any domestic rates.
 - (a) Transborder rates between the Continental U.S.A. and Canada may be combined with North Atlantic Specific Commodity Rates to and from New York, NY or Montreal, QU, if the carriage originates or terminates in the Continental U.S.A., Hawaii, Alaska or Canada.
 - (b) Through General Commodity Rates applicable wholly within Area No. 1 from or to New York, NY or Montreal QU, may be combined with North Atlantic Specific Commodity Rates from or to New York, NY or Montreal, QU to provide the lowest through rate.
 - (c) Transborder rates between the Continental U.S.A. and Canada may be combined with Trans-Pacific Specific Commodity rates to or from Los Angeles, CA; Portland, OR; San Francisco, CA; Seattle, WA or Vancouver, B.C., if the carriage originates or terminates in the Continental U.S.A., Alaska or Canada.
 - (d) Through General Commodity Rates applicable wholly within Area No. 1 from or to Los Angeles, CA; Montreal, QU; New York, NY; Portland, OR; San Francisco, CA; Seattle, WA or Vancouver, BC may be combined with Trans-Pacific Specific Commodity Rates from or to Los Angeles, CA; Montreal, QU, New York, NY; Portland, OR; San Francisco, CA; Seattle, WA or Vancouver, BC to provide the lowest through rate.
- (E) C.O.D. CHARGE: The service charge for C.O.D. consignments will be the applicable charge of the collecting carrier.
- (F) VALUATION CHARGE: The valuation charge will be computed in accordance with provisions of Rule No. 40 of this Tariff.

21 DISPOSITION OF FRACTIONS

- (A) When the computation of rates or charges results in an amount ending in a fraction of a cent, such fraction will be increased to the next higher cent.
- (B) In computing cubic dimensions, fractions of less than one-half inch/centimeter will be dropped, and fractions of one-half inch/centimeter or more will be considered one inch/centimeter.
- (C) Fractions of a pound will be assessed at the charge for the next higher pound.
- (D) Fractions of one-half kilogram or less will be charged for as a half kilogram, and fractions over one-half kilogram will be charged for as the next higher whole kilogram

23 SERVICES NOT INCLUDED IN PUBLISHED RATES AND CHARGES

Published rates and charges cover the carriage of consignments by air between airports or other landing places at or near the points shown in the published rates and charges. Except as otherwise specifically provided in Carrier's tariffs, such published rates and charges do not include the following services or charges:

- (A) Pick-up, delivery and city terminal service to and from the airport from which Carrier operates
- (B) Storage charges
- (C) Insurance charges
- (D) Advanced charges
- (E) Expenses incurred in clearing the cargo through customs
- (F) Charges or penalties imposed or collected by government authority, including duties and taxes
- (G) Expenses incurred by Carrier in repairing faulty packing
- (H) C.O.D. service charge
- (I) Charges for carriage of cargo forwarded, transshipped or reforwarded by any other transportation service, or returned to point of origin
- (J) Fuel Surcharges
- (K) Security Surcharges

25 PAYMENT OF CHARGES

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- (A) Transportation charges are payable in the currency in which the rates and charges are published in this tariff or in tariffs making reference hereto; however, payment of transportation charges can also be made in any other currency acceptable to Carrier. When payment is made in a currency other than the currency of publication, the published rates and charges will be converted to the currency of payment at the rates of exchange established for such purpose by Carrier, the current statement of which is available for inspection by the shipper at Carrier's office where the air waybill is issued or payment is made; except that when rates and charges are published in a foreign currency and payment is made in the U.S. or Canadian currency, the rates and charges in foreign currency will be converted to U.S. or Canadian currency at local banker's buying rate of exchange.

NOTE: When transportation charges for shipments moving on a collect basis are paid in the currency of the country of destination, the charges will be converted at the local banker's selling rate of exchange.

- (B) Full applicable charge, whether prepaid or collect, fees, duties, taxes, charges, advances and payment, made or incurred or to be incurred by Carrier, and any other sums payable to Carrier will be fully earned, whether or not the cargo is lost or damaged, or fails to arrive at the destination specified in the air waybill. All such charges, sums and advances will be due and payable at the times and under the conditions set forth in subparagraph (G) herein. No claim for loss of damage to a shipment will be entertained until all transportation charges thereon have been paid. The amount of claims may not be deducted from transportation charges.
- (C) With respect to any charge, expenses or disbursements, which cannot be determined at the time when the cargo is handed over for carriage, Carrier may require the shipper to deposit with Carrier a sum estimated by Carrier to be sufficient to cover such charges, expenses and with such deposit shall be paid after completion of the contract of carriage and determination of the exact amount of such expenses and disbursements.
- (D) The shipper guarantees payment of all unpaid charges, advances and disbursements of Carrier. The shipper also guarantees payment of all costs, expenditures, fines, penalties, loss of time, damages and other sums which Carrier may incur or suffer by reasons of the inclusion in the consignment of articles the carriage of which is prohibited by law, or the illegal, incorrect or insufficient marking, numbering, addressing or packing of packages or description of the cargo, or the absence, delay or incorrectness of any export or import license or any required certificate or document, or any improper customs valuation, or incorrect statement of weight or volume. By taking delivery or exercising any other right arising from the contract of carriage, the consignee agrees to pay such charges, sums and advances, except prepaid charges; but this shall not discharge the shipper's guarantee to pay the same. Carrier shall have a lien on the cargo for each of the foregoing and, in the event of non-payment thereof, shall have the right to dispose of the cargo at public or private sale (provided that prior to such sale Carrier shall have mailed notice thereof to the shipper or to the consignee at the address stated in the air waybill), and to pay itself out of the proceeds of such sale any and all such amounts. No such sale shall, however, discharge any liability to pay any deficiencies, for which the shipper and the consignee shall remain jointly and severally liable. No such lien or right of sale, and no right of Carrier to collect any of the foregoing shall be in any way affected, lost or prejudiced by reason of the acknowledgement of payment, if not actually paid, or, so far as concerns the right of Carrier to collect any of the foregoing, by reason of the delivery of the cargo or the surrender of the possession thereof.
- (E) If the gross weight, measurement, quantity or declared value of the cargo exceeds the gross weight, measurement, quantity or declared value on which charges for carriage have been previously computed, Carrier shall require payment of the charge on such excess.
- (F) Charges collect consignments will be accepted only to countries listed in Carrier's tariffs and subject to the conditions contained therein. Carrier may refuse consignments on a charges collect basis to any country where regulations prevent the conversion of funds into other currencies or the transfer of funds to other countries.
- (G) Billing to and payment by shippers and consignees: All charges applicable to a shipment are payable in cash at the time of acceptance thereof by Carrier in the case of a prepaid shipment (i.e. a shipment on which the charges are to be paid by the consignor) or at the time of delivery thereof by Carrier in the case of a collect shipment (i.e. a shipment on which the charges are to be paid by the consignee).

EXCEPTION: If the shipper or consignee has requested credit and Carrier has agreed in advance to extend such credit, credit arrangements will be made.

(H) SERVICE CHARGE

In addition to weight (or volume) charge or valuation charge referred to heretofore, service charges will be assessed when applicable to the consignment in accordance with Carrier's tariffs.

30 BASIS OF CHARGES

(A) CHARGEABLE WEIGHT

The chargeable weight is the actual gross weight or volume weight, whichever is higher, provided that where a lower charge for a higher minimum weight applies; the latter shall be retained as chargeable weight.

(B) VOLUME WEIGHT

The cubic volume of a consignment is established by applying the greatest length, the greatest width and the greatest height of the consignment or its packages. Consignments, the extreme dimensions of which result in an average of more than 6000 cubic centimeters/366 cubic inches per kilogram (166 cubic inches per pound), shall be charged on a volume basis..

(1) CENTIMETERS – KILOGRAMS

To obtain the cubic volume, a half or larger fraction of a centimeter shall be rounded up to the next higher whole centimeter and a smaller fraction rounded to the next lower whole centimeter.

EXCEPTION: (Applicable to shipments from Hong Kong and Taiwan (Providence of) to the U.S.A./Canada); applicable to shipments of cut flowers, live tropical fish, and garments from Singapore to the U.S.A.; applicable to specific commodity rate 1429 (Orchids) and specific commodity rate 2195 (Textiles, finished or unfinished) from Thailand to the U.S.A.). When applicable rates and charges are published per kilogram or for stated numbers of kilograms, charges will be assessed on the gross

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weight of the consignment, and fractions of a half kilogram or less will be charged for as a half kilogram; fractions over a half kilogram will be charged for as the next higher whole kilogram. Charges for consignments with cubic measurements exceeding 7000 cubic centimeters per kilogram will be assessed on the basis of one kilogram for each 7000 cubic centimeters, and measurements of 3500 cubic centimeters or less will be charged for as a half kilogram; and measurements over 3500 cubic centimeters will be charged for as the next higher whole kilogram.

(2) INCHES - KILOGRAMS

To obtain the cubic volume, a half or larger fraction of an inch shall be rounded up to the next higher whole inch, and a smaller fraction rounded to the next lower whole inch.

(3) INCHES – POUNDS

Having obtained the cubic volume as indicated in subparagraph (2) above, the chargeable weight in pounds is obtained by dividing the volume in cubic inches by 166.

EXCEPTION: (Applicable to shipments from Hong Kong and Taiwan (Providence of) to the U.S.A./Canada; applicable to shipments of cut flowers, live tropical fish, and garments from Singapore to the U.S.A.; applicable to specific commodity rate 1429 (Orchids) and specific commodity rate 2195 (Textiles, finished or unfinished) from Thailand to the U.S.A.). When applicable rates and charges are published per pound or for stated numbers of pounds, charges will be assessed on the gross weight of the consignment, and fractions of a pound will be charged for as the next higher pound. Charges for consignments with cubic measurements exceeding 194 cubic inches per pound will be assessed on the basis of one pound for each 194 cubic inches, and fractions of 194 cubic inches will be charged for as the next higher pound.

(C) CALCULATION OF WEIGHT CHARGES

Charges shall be calculated by multiplying the applicable specific commodity rate, class rate or general commodity rate, as published in this tariff, by the chargeable weight.

35 DECLARATION OF VALUE

- (A) The shipper must make a declaration of value for carriage on the air waybills of all shipments regardless of whether or not charges based on value are applicable.
- (B) Such declaration of value may be in any amount, provided that “NVD” (No Value Declared) may constitute such declaration.

40 APPLICATION OF VALUATION CHARGES

- (A) The value per pound or per kilogram for applying valuation charges shall be determined by dividing the shipper's declared value for carriage by the actual gross weight of the shipment.
- (B) Except as otherwise provided in Exception(s) below, when the total shipper's declared value for carriage is USD 9.07 / CAD 9.07 per pound or USD 20.00 / CAD 20 per kilogram, or less, no valuation charge will be assessed.
- (C) When the total shipper's declared value for carriage is more than USD 9.07 / CAD 9.07 per pound or USD 20.00 / CAD 20.00 per kilogram, a valuation charge of USD 1.00 / CAD 1.00 per each USD 100.00 / CAD 100.00 or fraction thereof, will be assessed on the amount of declared value in excess of USD 9.07 / CAD 9.07 per pound or USD 20.00 / CAD 20.00 per kilogram, subject to a minimum charge of USD 10.00 / CAD 10.00.

EXCEPTION: (Applicable to shipments of perishables only) A valuation charge of USD 2.00 / CAD 2.00 per each USD 100.00 / CAD 100.00, or fraction thereof, will be assessed on the amount of declared value in excess of USD 9.07 / CAD 9.07 per pound or USD 20.00 / CAD 20.00 per kilogram, subject to a minimum charge of USD 10.00 / CAD 10.00.

45 SERVICE CHARGE FOR CHANGE OF AIR WAYBILL

- (A) A service charge of USD 50.00 / CAD 50.00 will be assessed for any change to the name of the consignee or other statement on the air waybill made necessary by shipper's instructions received after dispatch of consignment from the airport of departure as shown on the air waybill, provided that such change is at variance with or in addition to the shipper's original instructions.
- (B) A charge of USD 50.00 / CAD 50.00 per air waybill will be assessed for any invoice adjustment that is made necessary due to the following reasons:
 - (1) The shipper does not properly complete the “commodity item number” section on the air waybill.
 - (2) The shipper does not properly complete the “rate class” section on the air waybill. If the account number as shown on the air waybill is not to be used for invoicing, the customer shall notify NW, in advance of the shipment, of the correct account to be invoiced. Failure to notify NW of a change in account will result in a USD 50.00 / CAD 50.00 administrative fee to be assessed at the time of billing correction.

50 CHARGES FOR DISBURSEMENTS

When requested by the shipper, Carrier will collect from the consignee an amount shown on the air waybill as Disbursement charge for transportation, cartage, storage, loading or unloading not performed by Carrier, Government Duty, Customs Fees and other charges advanced by Carrier on behalf of the consignor or the consignee, only if such disbursement does not exceed the air freight charges indicated on the air waybill.

EXCEPTION 1: Collection of disbursements of USD 100.00 / CAD 100, or less is permitted on consignment whose air freight charges are less than USD 100.00 / CAD 100.00

EXCEPTION 2: For consignments to the Philippines, the disbursement amount for Carrier collection shall not exceed USD 250.00

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The charge for collecting and remitting to the shipper, for such disbursement, will be as indicated:

From the U.S.A. USD 0.15 for each USD 1.00 or fraction thereof but not less than USD 25.00.

EXCEPTION: For disbursements of less than USD 50.00 the charge shall be USD 8.00.

To the U.S.A. USD 0.15 for each USD 1.00 or fraction thereof but not less than USD 25.00, JPY 5000, KRW 15900.

EXCEPTION 1: For disbursements of less than USD 5000.00, JPY 12500, KRW 39800, the charge shall be USD 8.00, JPY 2000, KRW 6400.

EXCEPTION 2: From TPE, the charge shall be USD 0.10 for each USD 1.00, or fraction thereof, but not less than USD 20.00.

To/From Canada CAD 0.15 for each CAD 1.00 or fraction thereof but not less than CAD 25.00.

EXCEPTION: For disbursement of less than CAD 50.00, the charge shall be CAD 8.00.

51 CHARGES FOR TYPE 1 PALLET BOARD REQUIREMENT (Applicable only to/from Guam)

A service charge of USD 750.00 will be assessed when Type 1 container is required for shipment transit.

56 CHARGES COLLECT FEE (Not applicable from Hong Kong, Korea (Republic of), Philippines, Singapore or Taiwan (Providence of) to the U.S.A.; not applicable from Korea (Republic of) or the Philippines to Canada; not applicable from the U.S.A./Canada to Singapore; not applicable from the U.S.A. to Guam)

Shipments moving on a charges collect basis will be assessed a service charge fee as a percentage of the weight and valuation charges amount of the shipment as specified below. The service fee will be collected from the consignee or agent in the country of destination.

For the governing payment provisions for charges collect consignments, see Rule No. 25 (A) of this tariff.

All destinations will be assessed a service fee percentage, subject to a minimum charge as stated in the table below:

| CHARGES COLLECT FEE | | |
|-------------------------------|-------------------------------|-----------------------|
| COUNTRY OF DESTINATION | SERVICE FEE PERCENTAGE | MINIMUM CHARGE |
| Area No. 1 | 10% | USD 25.00 |
| Area No. 2 | 10% | USD 25.00 |
| Area No. 3 | 10% | USD 25.00 |
| <u>EXCEPTIONS:</u> | | |
| Japan | 5% | JPY 3000 |
| Taiwan, Providence of | 2% | TWD 351 |

60 CHARGES FOR SHIPMENTS OF RESTRICTED ARTICLES

For each shipment of articles subject to International Civil Aviation Organization Technical Instructions, IATA Dangerous Goods Regulations and/or U.S. Department of Transportation Hazardous Materials Regulations (Title 49 CFR 171-177), the following surcharges shall be added to the total applicable airport-to-airport charge.

EXCEPTION: These charges shall not apply to shipments that do not require the shipper to submit the form "Shipper's Declaration for Dangerous Goods."

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| AREA OF APPLICATION | | **CHARGE PER PACKAGE OR OVERPACK | MINIMUM CHARGE PER AIR WAYBILL | MAXIMUM CHARGE PER AIR WAYBILL | FLAT CHARGE PER AIR WAYBILL (Except as noted below) |
|---------------------|---------------------------|----------------------------------|--------------------------------|--------------------------------|--|
| FROM | TO | | | | |
| U.S.A. | Area No. 1 | USD 50.00 | -- | USD 100.00 | -- |
| U.S.A. | Area No. 2 | USD 50.00 | USD 100.00 | USD 250.00 | -- |
| U.S.A. | Area No. 3 | USD 50.00 | USD 100.00 | USD 250.00 | -- |
| | <u>EXCEPTION</u> Japan | USD 11.00 | USD 50.00 | USD 250.00 | |
| Canada | Areas Nos. 1/2/3 | -- | -- | -- | CAD 50.00 |
| Area No. 1 | U.S.A. / Canada | -- | -- | -- | USD 50.00 |
| Area No. 2 | U.S.A. / Canada | -- | -- | -- | USD 50.00 |
| Area No. 3 | U.S.A. / Canada | USD 50.00 | USD 100.00 | USD 250.00 | -- |
| <u>EXCEPTIONS:</u> | | | | | |
| | China | CNY 58.00 | CNY 331.00 | CNY 993.00 | -- |
| | Hong Kong (SAR) | HKD 55.00 | HKG 312.00 | HKD 936.00 | -- |
| | Japan | JPY 2000 | JPY 10000 | JPY 30000 | -- |
| | Korea, Republic of | KRW 11400 | KRW 51800 | KRW 258800 | -- |
| | Taiwan, Providence of | TWD 280 | TWD 1600 | TWD 4800 | -- |
| | Thailand | THB 307 | THB 1756 | THB 5268 | -- |

** The charge shall be per package or overpack as defined herein:

Package The complete produce of the packing operation consisting of the packaging and contents prepared for shipping.

Overpack An enclosure used by a single shipper to contain one or more packages to form one handling unit for convenience of handling and storage. Dangerous goods packages contained in an overpack must be properly packed, marked, labeled, and in proper condition as required by these regulations.

61 CHARGES FOR CARGO ATTENDANTS

- (A) Subject to advance arrangements, Carrier will transport attendants and their personal baggage on all cargo aircraft or in the cargo compartment of a mixed cargo passenger aircraft, for the purposes of accompanying consignments when necessary for the protection of the consignment, other cargo, the aircraft or its crew.
- (B) Such transportation of attendants will be assessed the fares applicable to such transportation and will be subject to the rules and other provisions governing such fares.

63 FUEL SURCHARGE

When applicable, Northwest Airlines Cargo will assess a fuel surcharge. Please refer to the Northwest Airlines Cargo Website at <http://www.nwacargo.com> for the current applicable charges and information. For additional information, please contact your local Northwest Airlines Cargo representative.

64 SECURITY SURCHARGE

When applicable, Northwest Airlines Cargo will assess a security surcharge. Please refer to the Northwest Airlines Cargo Website at <http://www.nwacargo.com> for the current applicable charges and information. For additional information, please contact your local Northwest Airlines Cargo representative.

65 TERMINAL SERVICE CHARGES

- (A) (Except as otherwise indicated, applicable only at points in the Continental U.S.A., Alaska and Hawaii for international carriage). Terminal service charges, as described below, will apply whenever such services are performed by Carrier and will be assessed to the shipper or consignee named on the air waybill, as applicable:

(1) OUTBOUND SHIPMENTS

- (a) Charges for Preparation of U.S. Shipper's Export Declaration (U.S. Department of Commerce Form 7525-V or 7525-V Alternate)

A charge us USD 10.00 will be assessed for the process for Customs approval of each U.S. Shipper's Export Declaration.

- (b) Opening and/or Closing of Shipments

When opening and/or closing shipment or pieces thereof for Customs examination is not provided by Customs or the shipper/agent, a charge of USD 15.00 per piece opened and/or closed, subject to a minimum charge of USD 50.00 per shipment exported will be assessed.

(2) INBOUND SHIPMENTS

- (a) Preparation of Transit Air Cargo Manifest or An Immediate Transportation Entry Form

When requested by the consignee/agent to prepare more than one Immediate Transportation Entry Form (U.S. Customs Form 7512) or a Transit Air Cargo Manifest, Carrier will charge USD 10.00 for each such form in excess of one.

- (b) Carrier Import Service Charge

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- (i) Carrier will charge USD 15.00 per Carrier's air waybill for providing assistance and/or facilities in presenting a shipment to Customs, Department of Agriculture or other government agencies, for examination, and/or opening or closing packages, if required. In the event Carrier's air waybill includes more than one freight forwarder's air waybill, a charge of USD 25.00 will be assessed upon each freight forwarder's air waybill.
- (ii) Carrier will assess a charge of USD 15.00 per Carrier's air waybill for providing warehouse transfer of intact Shipper Loaded Units (SLU).
- (c) Process of Carrier's Certificate and Release Order (U.S. Customs Form C-7529)
When requested by the shipper/agent or consignee/agent to prepare more than one copy of the Carrier's Certificate and Release Order (U.S. Customs Form C-7529) or any other documentation necessary to permit customs clearances of a shipment, a charge of USD 10.00 will be made for each additional copy prepared.
EXCEPTION: No charge will be made if such documents are prepared by the broker or consignee and only Carrier's signature is required.
- (d) Release of Parts of Multipiece Shipper Loaded Unit Device (SLU) Shipments
When requested by the shipper/agent or consignee/agent to release any part less than the entire Carrier's air waybill within a shipper loaded unit device, Carrier will release such part, subject to a charge of USD 50.00 per piece, and subject to a maximum charge of USD 300.00 per Carrier's air waybill.
- (e) Storage Charges At Airports of Customs Clearance
(Applicable only at points in the Continental U.S.A., Alaska and Hawaii for international carriage)
Carrier will charge USD 8.00 per 45 kgs. (100 lbs.), or fraction thereof, per day, subject to a minimum charge of USD 40.00 per shipment(s), for storage of shipments, if the consignee/agent fails to remove such shipment(s) from Carrier's premises within two days after the day of flight arrival, provided that the first Saturday and Sunday, and legal holiday shall not be included in the computation of free time. However, once the chargeable period starts, there will be no free weekends or holidays.
- (f) Service Charge for Pick-Up of Shipments at Other Than Normal Duty Hours of U.S. Customs
(Applicable to all inbound international shipments)
When Carrier has arranged for U.S. Customs personnel to be available at Carrier's premises during hours "other than normal duty hours of U.S. Customs" including Sundays or legal holidays, Carrier will assess a service charge of USD 25.00 per shipment for inbound international shipments when pick-up is requested by the shipper, consignee or agent at other than normal duty hours of U.S. Customs.
- (g) Opening and/or Closing of Shipments
When opening and/or closing shipments or pieces thereof for Customs examination is not provided by Customs, the shipper or agent, a charge of USD 15.00 per piece opened and/or closed, subject to a minimum charge of USD 50.00 per shipment imported will be assessed.
- (h) Piece Count Update
When the shipper requests a change in piece count for a shipper loaded unit device (SLU), a fee of USD 25.00 per relevant Carrier air waybill will be assessed to correct and update actual piece count of shipper loaded unit device.
- (i) Restructuring of Consignee Loose Freight
When consignee/shipper or agent requests Carrier loaded/unloaded freight to be restructured on additional pallets and/or containers, a fee of USD 100.00 per Carrier air waybill will be assessed.
- (j) Early Recovery (Only applicable at Chicago O'Hare International Airport – ORD)
When extraordinary recovery services of shipper loaded unit devices (SLU) are requested by consignee/ shipper or agent, a fee will be assessed based on container type:

| TYPE | CHARGE IN USD |
|---------------------|---------------|
| 1, 2, 2A, 2C, 2H, 3 | 30.00 |
| 4, 4A, 5, 6 | 20.00 |
| 7, 8, 8B, 9 | 10.00 |

- (B) (Applicable only within Canada). Special and Terminal Service Charges and Fees, as described herein, shall apply in the case of international shipments applicable only between points in Canada and points outside of Canada, except between Canada and the United States, whenever such services are performed by Carrier as required by Government Regulations, or whenever requested by the shipper or consignee, as appropriate.

(1) Import Termination and Warehouse Processing Charges.

The following charges shall be assessed on a "per shipment" basis, based on actual or volume weight, whichever is applicable to the shipment:

- (a) Shipments Removed in Bond
 - 0 to 500 kgs.CAD 18.00
 - 501 to 1000 kgs.CAD 25.00
 - 1001 to 1500 kgsCAD 31.00
 - 1501 to 2000 kgsCAD 38.00
 - 2001 to 2500 kgs.CAD 46.00
 - 2501 to 3000 kgs.CAD 58.00
 - Thereafter, each additional 1000 kgs. or fraction thereof.....CAD 15.00

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| | | |
|---|-----|--------|
| (b) Presentation of Shipments for Customs Clearance: | | |
| 0 to 500 kgs. | CAD | 37.00 |
| 501 to 1000 kgs. | CAD | 42.00 |
| 1001 to 1500 kgs | CAD | 53.00 |
| 1501 to 2000 kgs | CAD | 63.00 |
| 2001 to 2500 kgs. | CAD | 79.00 |
| 2501 to 3000 kgs. | CAD | 100.00 |
| Thereafter, each additional 1000 kgs. or fraction thereof..... | CAD | 25.00 |
| | | |
| (2) Where shipments which are consigned to banks and Carriers are required to obtain release prior to delivery, per shipment:..... | CAD | 55.00 |
| | | |
| (3) Preparation of Canada Customs Export Entry B-13, per entry: | CAD | 18.00 |
| <u>EXCEPTION:</u> No charge shall be made for corrections or alterations of clerical errors | | |
| | | |
| (4) Reconsigning (Re-Waybilling) Inbound Shipments to: | | |
| (a) A Customs port in Canada other than the Customs port of entry; or | | |
| (b) A foreign country, including preparation of Form B-14, per shipment | CAD | 25.00 |
| | | |
| (5) Proof of Delivery Request: | | |
| When proof of delivery is required by the shipper or consignee, Carrier shall furnish a photocopy of the delivery document, document request per delivery | CAD | 35.00 |
| <u>EXCEPTION:</u> No charge shall be assessed when proof of delivery is provided in defense of a written claim. | | |
| | | |
| (6) (a) Preparation of Customs manifests or Customs diversion notice for shipments, or portions of shipments, or components of consolidated shipments, where the final destination is other than shown on the air waybill, per entry..... | CAD | 10.00 |
| (b) Minimum charge, per Customs manifest or diversion notice | CAD | 20.00 |
| | | |
| (7) Original Air Waybill Copy Request: | | |
| When Carrier is requested by the shipper, consignee, or agent to provide an additional copy of an original air waybill, Carrier shall furnish a copy of the air waybill signed by the shipper, per air waybill copy | CAD | 35.00 |
| | | |
| (8) At Carrier's Warehouse | | |
| (For shipments other than those mentioned under Paragraph (9) below): | | |
| (a) Inbound at point of Customs clearance: | | |
| Carrier shall hold shipment without charge for a period not exceeding forty-eight (48) hours calculated from 8:00 AM of the day following the day of arrival. The first Saturday, and legal holiday shall be excluded in determining when free storage expires. | | |
| (b) [Cancelled] | | |
| (c) Outbound: | | |
| Storage charges shall be assessed when storage is required because the first piece of the shipment is not accompanied by an executed air waybill or Shipper's Letter of Instruction, or when all the pieces of a shipment described in the air waybill are not received within 24 hours after receipt of the first piece of the shipment. | | |
| (d) Charges: | | |
| CAD 0.18 per kg. per day or fraction thereof, but not less than CAD 7.50 per day per shipment. The charges shall be assessed on the actual or volume weight, whichever is applicable to the shipment. | | |
| Minimum charge per shipment | CAD | 30.00 |
| | | |
| (9) Carrier's Warehouse Storage Charges – for shipments which, by the nature of the goods, require special handling, including perishables, live animals, live plants, or any type of goods which require special attention outside the generally accepted norms of warehousing. | | |
| (a) Inbound at point of Customs clearance: | | |
| Carrier shall hold shipment without charge for a period not exceeding twenty-four (24) hours calculated from 8:00 AM of the day following the day of arrival. | | |
| (b) [Cancelled] | | |
| (c) Outbound: | | |
| Storage charges shall be assessed when storage is required because the first piece of the shipment is not accompanied by an executed air waybill or Shipper's Letter of Instruction, or when all the pieces of a shipment described in the air waybill are not received within 24 hours after receipt of the first piece of the shipment. | | |

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- (d) Charges:
 - CAD 0.36 per kg. per day or fraction thereof, but not less than CAD 30.00 per day per shipment. The charges shall be assessed on the actual or volume weight, whichever is applicable to the shipment.
 - Minimum charge, per shipmentCAD 60.00
- (10) Assembly of two or more parts of a shipment from one or more shippers, per partCAD 20.00
- (11) Release and Delivery of Parts of Multi-Piece Shipments:
 - (a) When shipper, consignee or agent obtains a Customs release of separately Customs-Manifested and marked pieces and takes delivery of a part of a multi-piece shipment, Carrier shall assess a charge for each part released by Customs, per partCAD 15.00
 - (b) When shipper consignee or agent obtains a Customs release of pieces that are not separately Customs-manifested or marked, and takes delivery of a part of a multi-piece shipment, Carrier shall assess a charge for each part released by
When shipper, Customs, per part.....CAD 30.00
- (12) When Carrier supplies security handling (armed guard, security guard or escort) for a consignment:
 - Minimum charge per hour or fraction thereof.....CAD 65.00
 - Minimum charge per shipmentCAD 225.00
- (13) Presentation of Customs Documents E/15, E29B and CarnetCAD 30.00
- (14) Security Clearance (issue of temporary security passes) and Escort to/from the Aircraft.
Per occurrence, per passCAD 55.00

70 VALUATION LIMITS

- (A) VALUATION LIMIT OF CONSIGNMENT
No consignment having a declared value in excess of USD 25,000.00/CAD 25,000.00 will be accepted for carriage unless a special arrangement therefore has been made in advance between the shipper and Carrier.
- (B) VALUATION LIMITS FOR ONE AIRCRAFT
The limit of value of consignment or group of consignments to be carried in any one aircraft shall be USD 2,000,000.00 / CAD 2,000,000.00. If a single consignment exceeds such limits, it may not be carried in the same aircraft but may be divided between two or more aircraft. Carrier will refuse to transport in any one aircraft shipments having declared valuations in the aggregate which violate this rule.

75 PACKING AND MARKING OF SHIPMENT

- (A) Shipments must be packed so as to ensure safe carriage with ordinary care in handling and so as not to injure or damage any persons or property. Each package shall be legibly and durably marked with the name and full street address of the shipper and consignee.
- (B) In the case of C.O.D. shipments, the letters "C.O.D." must be legibly marked by the shipper on each package next to the shipper's and consignee's name and address.
- (C) Packages containing valuables as defined in Carrier's tariffs must be sealed with wax, each seal showing a perfect impression of the sealing instrument. Other sealing methods will be permitted by Carrier subject to advance arrangements.
- (D) Shipments containing articles of extraordinary value must be packed in outside containers with measurements of 1728 cubic inches or more. In addition, shipments of art works shall be packaged in a strong wooden box or crate with sufficient interior bracing and cushioning to provide full protection of the contents. Paintings shall be protected with no less than 1/4 inch tempered hardboard or equivalent material covering both front and back of the painting.
- (E) Any shipment containing any property susceptible to damage by ordinary care in handling or as a result of any conditions, such as high or low temperatures or atmospheric pressures or sudden changes in either, which may be encountered in air transportation must be adequately protected by proper packing and any other necessary means and must be plainly marked so as to indicate the nature of the shipment.
- (F) Shellfish, fish and seafood must be enclosed in a leak-proof and odor-proof container.
- (G) Wet ice is not to be used to keep perishable products cool. Only dry ice or "Jell Packs" are permissible.

76 SHIPMENTS ACCEPTABLE

Carrier undertakes to transport, subject to the availability of suitable equipment and space, all shipments unless otherwise excluded by Carrier's tariffs and provided that:

- (A) The transportation, exportation or importation thereof is not prohibited by the laws or regulations of any country to be flown from, to, or into or over;
- (B) They are packed in a manner suitable for carriage by aircraft;
- (C) They are accompanied by the requisite shipping documents;
- (D) They are not likely to endanger aircraft, persons or property, or cause annoyance to passengers.

77 SHIPMENTS ACCEPTABLE ONLY UNDER PRESCRIBED CONDITIONS

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Shipments described in this rule will only be accepted for carriage subject to the following conditions:

(A) ANIMALS, LIVE

Live animals of certain types which are neither dangerous nor offensive and are of a size adaptable to carriage will be transported, provided prior arrangements have been made with Carrier(s), subject to the conditions and exceptions described in the IATA Live Animal Regulations Manual

(B) HUMAN REMAINS

Uncremated human remains will be carried in passenger or cargo aircraft of Carrier provided that advance arrangements have been made. However, cremated human remains will be transported without advance arrangements on both passenger and cargo aircraft. Uncremated human remains will be accepted for carriage only when they are secured in the casket to prevent shifting, are placed in hermetically sealed caskets enclosed in outside cases or in hermetically sealed metal cases, are accompanied by a certificate of death, and all laws, ordinances or other governmental rules or regulations governing the transportation of human remains have been complied with.

(C) FIREARMS

Sporting firearms, namely: pistols, shotguns, rifles and trapline guns.

NOTE: Shipment of these and other firearms may at times be accepted for carriage to certain destinations, subject to shipper's application direct to Carrier, and to that Carrier's confirmation that the specific shipment, routing and destination will be permissible. Carrier will not transport consignments of firearms unless all bullets, shells and cartridges are removed from such firearms.

(D) PERISHABLES

Shipments of perishables which are liable to deteriorate or perish due to changes in climate, temperature, altitude or other ordinary exposure, or because of length of time in transit will be accepted subject to Rule No. 95 and the following:

- (1) Advance arrangements have been made with Carrier;
- (2) Adequate packing;
- (3) Prominent and clear marking or labeling of package(s): "PERISHABLES";
- (4) Shipments of perishable commodities will be accepted only on a prepaid basis unless the shipper guarantees payment in writing on the air waybill.

(E) DANGEROUS GOODS

Articles as specified in Carrier's tariffs relating to the carriage of dangerous goods are acceptable for carriage only under the conditions set forth therein and when permitted by and in accordance with U.S. Code of Federal Regulations, Part 49, as revised or with the IATA/ICAO Dangerous Goods Regulations, as revised.

NOTE: A number of acids, chemicals, plastic products and similar materials, although acceptable for carriage because of their content, are consigned under trade or technical names similar to names of items prohibited for carriage. Documents covering such consignments, including air waybill, must contain a description of the chemical contents of the article(s) consigned.

EXCEPTION: Shipments of goods subject to:

- (1) (Applicable to/from the U.S.A. only) Dangerous Goods Regulations and/or U.S. Department of Transportation Hazardous Materials Regulations (Title 49 CFR 171-177);
- (2) (Applicable to/from/within Canada only) IATA Dangerous Goods Regulations and/or ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air, will only be accepted for transportation when advance arrangements have been made with Carrier.

(F) RESPONSIBILITY FOR NON-OBSERVANCE OF CONDITIONS RELATED TO RESTRICTED CARGO

Responsibility for the non-observance of the conditions relating to cargo which is not acceptable for carriage or is acceptable only under certain conditions, rests upon the shipper and the owner of the cargo, who jointly and severally agree to indemnify Carrier for any loss, damage, delay, liability or penalties it may incur because of carriage or any such cargo.

(G) UNUSUAL SHIPMENTS

Shipments requiring special handling and/or attention and/or security will not be accepted for transportation unless advance requirements have previously been made. This includes (where necessary) the furnishing of additional persons and/or equipment by and at the expense of the shipper.

In addition, the following will be applicable:

- (1) Subject to advance arrangements, Carrier will accept for transportation shipments containing an oversize piece or pieces which exceeds 125 inches in length and/or which totally or partially prevents other freight from being loaded on the same pallet or pallets because of special tie-down requirements or equipment required by the Federal Aviation Administration.
- (2) The foregoing dimensions shall be determined from the horizontal or vertical dimensions having the greatest measurements, and such measurements shall include any additional length or width occupied by special tie-down or shoring required to meet Federal Aviation Administration requirements where such die-downs or shoring obstruct the loading of additional freight on the same pallet(s) with the oversized piece(s).
- (3) When Carrier provides such transportation on pallet(s) for such oversize piece(s), the following provisions will apply:
 - (a) The pallet(s) will be provided by Carrier without rental charge within established free period;
 - (b) Subject to provisions contained herein, Carrier will load tie-down, and unload the oversize piece(s) without additional charge;
 - (c) In addition, transportation charges at the otherwise applicable local rate will be assessed on the highest of the following (excluding the weight of the pallet(s) and tie-downs):
 - (i) The actual weight of the oversize piece(s) occupying the pallet(s), and including the actual weight of freight in the same shipment (see Paragraph (iv) below), which can be accommodated on the same pallet(s), subject to restraint requirements, or

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- (ii) The minimum weight named in conjunction with the rate applicable to the shipment, or
- (iii) The applicable charge based on the following table for each aircraft pallet position, or fraction thereof, required to transport such shipment(s):

| AIRCRAFT TYPE / UNIT DESCRIPTION | ULD TYPE | MAXIMUM PALLET POSITION/DIMENSIONS IN INCHES | | MINIMUM CHARGEABLE WEIGHT PER PALLET POSITION OR FRACTION THEREOF | |
|----------------------------------|----------|--|--------|---|------|
| | | WIDTH | LENGTH | KGS. | LBS. |
| WIDE BODY / UPPER DECK | 2Q | 96 | 125 | 2860 | 6305 |
| WIDE BODY / LOWER DECK | 5 | 88 | 125 | 1650 | 3640 |
| FULL SIZE / LOWER DECK | 6A | 60.4 | 125 | 1155 | 2545 |
| HALF SIZE / LOWER DECK | 8 | 60.4 | 61.5 | 755 | 1665 |

EXCEPTION: Transportation charges applicable to shipments containing one or more crated pieces measuring less than 250 inches in length, will not be subject to positional charge requirements. Charges for such crated traffic will be computed on the basis of weight or volume, whichever is greater, as per Rule No. 30.

- (iv) The provisions of Rule No. 30 are not applicable to shipments transported under the provisions of Rule No. 77 except as provided herein.

(H) PERSONAL EFFECTS

Shipments of personal effects must have a "Packing List" that itemizes the contents of the personal effects shipment, assigns an estimated value for each item and estimates the approximate age of each item. If there is more than one box of personal effects, each box is to be visually assigned a number and each respective number must have an exclusive itemized list provided.

80 PREPAYMENT REQUIREMENTS

Shipments will be accepted by Carrier with charges either prepaid or collect, except that Carrier will decline to transport the following on a charges collect basis:

- (A) Shipments to persons restrained of their liberty;
- (B) Shipments addressed to government agencies, except when shipped by government agents presenting proper credentials;
- (C) Shipments not equal in resale value to transportation charges thereon;
- (D) Personal effects or household goods, used, not for resale;
- (E) Shipments to countries where currency regulations or Carrier's regulations do not permit shipments to be delivered upon a charges collect shipment basis;
- (F) Shipments of live animals:

EXCEPTION: Live fish will be accepted on a charges collect basis, provided advance arrangements have been made in writing, with the consignee or agent, confirming payment of collect charges due.

- (G) Shipments of human remains;
- (H) Shipments consigned to an individual who is the same person as the shipper;
- (I) Shipments of perishable commodities will be accepted only on a prepaid basis unless the shipper guarantees payment in writing on the air waybill;
- (J) Shipments addressed to consignee temporarily at a transient address;
- (K) Shipments to South America, Central America, Africa and China (Peoples Republic of).

81 CARGO NOT ACCEPTABLE

No cargo listed below will be accepted for carriage:

- (A) Articles prohibited by the U.S. Federal Aviation Regulations;
- (B) Letter, or such items of communication as may come under the definition of "letters" published in the Private Express Status (issued by the United States Post Office, Department of Washington, D.C.), in connection with the United States Government monopoly of mail transportation;
- (C) Articles which are liable to endanger aircraft, persons, or property or cause annoyance to passengers;
- (D) Articles which are prohibited by the laws or regulations of any country to be flow from, to, into, or over such country;
- (E) Wild birds transported for commercial purposes.

82 CARRIERS RIGHT OF INSPECTION

Carrier may inspect the contents of all consignments, but shall be under no obligation to do so.

85 CONSIGNMENTS IN TRANSIT

(A) COMPLIANCE WITH GOVERNMENT REQUIREMENTS

- (1) The shipper shall comply with all applicable laws, customs and other government regulations of any country to, from, through, or over which the cargo may be carried, including those relating to the packing, carriage or delivery of the cargo, shall furnish such information and attach such documents to the air waybill as may be necessary to comply with such laws and regulations. Carrier shall not be obligated to inquire into the correctness or sufficiency of such information or documents. Carrier shall not be liable to the shipper or any other person for loss or expense due to shipper's failure to comply with this provision.

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(2) No liability shall attach to Carrier if Carrier in good faith determines that what it understands to be the applicable law, government regulation, demand, order or requirement requires that it refuse and it does refuse to carry a consignment.

(B) DISBURSEMENTS AND CUSTOMS FORMALITIES

Carrier will, but shall be under no obligation to, advance any duties, taxes or charges and to make any disbursements with respect to the cargo, and the shipper, owner and consignee shall be jointly and severally liable for the reimbursement thereof. No Carrier shall be under obligation to incur any expense or to make any advance in connection with the forwarding or reforwarding of the cargo except against prepayment by the shipper. If it is necessary to make customs entry of the cargo at any place, the cargo shall be considered to be consigned at such place to the person named on the face of the air waybill as customs consignee or, if no such person be named, to the Carrier carrying the cargo to such place or to such customs consignee, if any, as such Carrier may designate. For any such purpose, a copy of the air waybill certified by Carrier, shall be considered an original.

(C) SCHEDULES, ROUTINGS AND CANCELLATIONS

- (1) Times shown in timetables or elsewhere are approximate and not guaranteed and form no part of the contract of carriage. No time is fixed for the commencement or completion of carriage or delivery of cargo. Unless otherwise provided in Carrier's regulations, Carrier assumes no obligation to carry the cargo by any specified aircraft or over any particular route or routes, or to make connections at any point according to any particular schedule, and Carrier is hereby authorized to select or deviate from the route or routes of consignment, notwithstanding that the same may be stated on the face of the air waybill. Carrier is not responsible for errors or omissions either in timetables or other representations of schedules. No employee, agent or representative of Carrier is authorized to bind Carrier by any statements or representations of the dates or times of departure or arrival, or of the operation of any flight.
- (2) Carrier may substitute alternate Carriers or aircraft.
- (3) Carrier may cancel, terminate, divert, postpone, or delay any flight, or the further right of carriage, or proceed with any flight without all or any part of the cargo, if it considers that it would be advisable to do so,
 - (a) because of any fact beyond its control (including, but without limitation, meteorological conditions, acts of God, force majeure, strikes, riots, civil commotions, embargoes, wars, hostilities, disturbances, or unsettled international conditions) or because of any delay, demand, condition, circumstance, or requirement due to such facts; or
 - (b) because of any government regulation, order, demand or requirement; or
 - (c) because of shortage of labor, fuel, or facilities, or labor difficulties of Carrier.
- (4) Carrier will cancel the carriage of consignment upon the refusal of the shipper, after demand by such Carrier to pay the charges or the portion thereof so demanded, without being subject to any liability thereto.
- (5) In the event any flight is so cancelled, postponed or advanced or is terminated at a place other than the place of destination or in the event the carriage of any consignment is so cancelled, postponed, advanced or terminated, Carrier shall not be under any liability with respect thereto. In the event the carriage of the consignment or any part thereof is so terminated, delivery thereof by Carrier to any transfer agent for transfer or delivery or the placing of such consignment in storage shall be deemed complete delivery under the air waybill, and Carrier shall be without any further liability with respect thereto, except to give notice of the disposition of the consignment to the shipper or to the consignee, at the address stated in the air waybill. Carrier may, but shall not be obligated to, forward the consignment for carriage by any other route or forward the consignment as agent for the shipper or the consignee, for onward carriage by any transportation service on behalf of the shipper or the consignee. The cost of doing so attaches to the cargo.
- (6) Subject to applicable government laws, regulations and orders, Carrier will determine, on a reasonable and not unjustly discriminatory basis, the priority of carriage as between consignments and as between consignments and other cargo, mail and passengers, and will decide which articles shall be carried and which articles shall not be carried or shall be removed at any time or place whatsoever and to proceed with any flight without all or any part of the goods in one consignment.

(D) CERTAIN RIGHTS OF CARRIER OVER CONSIGNMENT IN TRANSIT

If it is necessary to hold the consignment at any place for any purpose, either before, during or after transit, Carrier will, upon giving notice thereof to the shipper or consignee at the address stated in the air waybill, store the consignment for the account and at the risk and expense of the shipper, owner and consignee of the consignment or any one of them in any warehouse or other available place, or with the customs authorities; or Carrier will deliver the consignment to another transportation agency for onward carriage to the consignee. The shipper, owner or consignee of the consignment shall be jointly and severally liable for and indemnify Carrier against any expense or risk so incurred.

86 SHIPPER'S RIGHT OF DISPOSITION

(A) EXERCISE RIGHT OF DISPOSITION

Every exercise of the right of disposition must be made by the shipper or designated agent, if any, and must be applicable to the whole consignment under a single air waybill. The right of disposition over the cargo may only be exercised if the shipper or such agent produces the part of the air waybill which was delivered to shipper/agent. Instructions as to disposition must be given in writing to Carrier. In the event that the exercise of the right of disposition results in a change of consignee, such new consignee shall be considered to be the consignee appearing on the air waybill.

(B) SHIPPER'S OPTION

Subject to the shipper's liability to carry out all its obligations under the contract of carriage and provided that this right of disposition is not exercised in such a way as to prejudice Carrier or other shippers, the shipper may dispose of the cargo either:

- (1) By withdrawing it at the airport of departure or of destination;
- (2) By stopping it in the course of the journey on any landing;

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- (3) By calling for it to be delivered at the place of destination or in the course of the journey to a person other than the consignee named in the air waybill; or
- (4) By requiring it to be returned to the airport of departure.

(C) PAYMENT OF EXPENSES

The shipper shall be liable for and shall indemnify Carrier for all loss or damage suffered or incurred by Carrier as a result of the exercise of shipper's right of disposition. The shipper shall reimburse Carrier for any expenses occasioned by the exercise of shipper's right of disposition.

(D) CARRIER'S INABILITY TO COMPLY

If it is not practicable to carry out the order of the shipper, Carrier shall so inform shipper promptly. The cost of so doing attaches to the cargo.

(E) EXTENT OF SHIPPER'S RIGHT

The shipper's right of disposition shall cease at the moment when, after arrival of the cargo at the destination, the consignee takes possession or requests delivery of the cargo or air waybill, or otherwise shows his acceptance of the cargo. Nevertheless, if the consignee declines to accept the air waybill or the cargo, or if the consignee cannot be communicated with, such right of disposition shall continue to vest in the shipper.

87 DELIVERY

(A) DELIVERY TO CONSIGNEE

- (1) Except as specifically provided in the air waybill, delivery of the consignment will be made only to the consignee named on the face of the air waybill unless such consignee is one of the Carriers participating in the carriage, in which event delivery shall be made to the person indicated on the face of the air waybill as the person to be notified. Delivery to the consignee shall be considered to have been effected when the consignment has been delivered to customs or other government authorities as required by applicable law or customs regulation, and Carrier has delivered to the consignee any authorization from Carrier required to enable the consignee to obtain release of the consignment and has forwarded the notice of arrival referred to in Paragraph (B) of this rule.
- (2) Delivery of the consignment shall be made by Carrier only upon written receipt of the consignee and upon compliance with all other applicable terms and conditions of the air waybill and of this tariff.
- (3) Carrier will not accept instructions from the shipper to obtain, prior to release of a shipment to the consignee, proof of payment for the consignment or acceptable of a draft, check or bill of exchange.

(B) NOTICE OF ARRIVAL

Unless the consignment is to be reforwarded in accordance with Rule No. 90 notice of arrival of the consignment will, in the absence of other instructions, be sent to the consignee or the person to be notified; such notice will be sent by ordinary methods. Carrier is not liable for non-receipt or delay in receipt of such notice.

(C) PLACE OF DELIVERY

The consignee must accept delivery of and collect the consignment at the airport of destination unless delivery service to the address of the consignee has been arranged for between the shipper or consignee and Carrier.

(D) FAILURE OF CONSIGNEE TO TAKE DELIVERY

- (1) Subject to the provisions in Paragraph (E) hereof, if the consignee refuses or fails to take delivery of the consignment after its arrival at the place of delivery, Carrier will endeavor to comply with any instructions of the shipper set forth on the face of the air waybill. If no such instructions are so set forth, or if such instructions cannot be complied with, Carrier, after forwarding to the shipper notice of the failure of the consignee to take delivery, will:
 - (a) Leave the consignment at the airport of destination and await instructions of the shipper; or
 - (b) After holding the consignment for a period of not less than thirty (30) days, sell such consignment in one or more lots at public or private sale.
- (2) The shipper and owner are liable for all charges and expenses resulting from or in connection with the failure to take delivery of the consignment, including, but not limited to, carriage charges incurred in returning the consignment. If the consignment is returned to the airport of departure and the shipper or owner refuses or neglects to make payments fifteen (15) days after such return, Carrier will dispose of the consignment or any part thereof at public or private sale after giving the shipper at the address stated on the air waybill ten (10) days notice of its intention to do so.
- (3) In the event of the sale of the consignment as provided for above, either at the place of destination or at the place to which the consignment has been returned, Carrier will pay out of the proceeds of such sale all charges, advances and expenses plus costs of sale, holding any surplus subject to the order of the shipper. A sale of any consignment shall, however, not discharge the shipper and/or owner of any liability hereunder to pay any deficiencies due carrier.

(E) DISPOSAL OF PERISHABLES

When a consignment containing perishable articles is delayed in the possession of Carrier, is unclaimed or refused at place of delivery, or for other reasons is threatened with deterioration, Carrier will immediately take such steps necessary for the protection of itself and other parties in interest, including but not limited to the destruction or abandonment of all or any part of the shipment, the sending of communications for instructions at the cost of the shipper, the storage of the consignment or any part thereof at the expense of the shipper or the disposition of the consignment or any part thereof at public or private sale without notice. The sale of any such consignment however, shall not discharge the shipper of any liability to pay any charges and expenses due Carrier.

89 PICK-UP, DELIVERY AND CITY TERMINAL SERVICES

(A) AVAILABILITY OF SERVICE

Pick-up, delivery and city terminal services when furnished by Carrier(s) will be subject to the charges, if any, established by Carrier(s) for such services.

(B) REQUEST FOR SERVICE

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Pick-up service, if available, will be provided when requested by the shipper. Except when otherwise provided by Carrier's tariffs, delivery service may be provided unless contrary instructions are given by the shipper on the air waybill, or by the consignee. Such contrary instructions must be received by Carrier prior to removal of the consignment from Carrier's airport terminal at destination. Except as otherwise provided, pick-up and delivery services, if available, will be provided subject to additional charges.

(C) CONSIGNMENTS FOR WHICH SERVICE NOT AVAILABLE

Pick-up, delivery and city terminal service will not be provided by the Carrier except by special arrangements for any consignment comprised of or containing the following:

- (1) Art works;
- (2) Coins, copper, gold or silver;
- (3) Paper currency;
- (4) Dore bullion;
- (5) Gold bullion, cyanides, dust, sulphides, or other uncoined gold;
- (6) Jewelry, other than costume jewelry;
- (7) Platinum or other precious metals;
- (8) Precious stones, cut or uncut;
- (9) Negotiable securities;
- (10) Silver bullion, concentrates, cyanides, precipitates, sulphides or other uncoined silver;
- (11) Human remains; or
- (12) Any other consignment which, because of its volume, nature, value or weight is, impractical for Carrier(s) to handle in the normal pick-up, delivery or city terminal services.

(D) LIMITATIONS ON SERVICE

Pick-up, delivery and city terminal services will not be provided when it is impracticable to operate vehicles, or when the address of the shipper or consignee is not directly accessible to vehicles. Consignments will not be handled beyond loading platforms or doorways directly accessible to vehicles.

(E) HANDLING

Pick-up, delivery and city terminal services will not be provided for pieces which cannot be handled by one man unless advance arrangements have been made, including, where necessary, the furnishing of additional men and equipment by and at the risk and expense of the shipper or consignee.

(F) HOURS OF SERVICE

Except by prearrangement with Carrier, pick-up and delivery service will be provided only during regular business hours and on regularly scheduled cartage trips.

(G) TENDER OF DELIVERY

Consignments which through no fault of Carrier cannot be delivered on the first tender of delivery to the consignee will be returned to Carrier's terminal and the consignee will be so notified. Further tenders will be made only upon request of the consignee, and an additional charge based on published rates will be made for each subsequent tender of delivery

90 FORWARDING AND REFORWARDING

Consignments are accepted for carriage from their receipt at Carrier's Cargo Terminal or Airport Office at the place of departure to the airport at the place of destination or for reforwarding beyond the airport to destination. If such forwarding or reforwarding is by carriage operated by Carrier, such carriage shall be upon the same terms as to liability as set forth in Paragraphs (A) and (B) of Rule No. 92, hereof. In any other event, the issuing Carrier and last Carrier, respectively, in forwarding and reforwarding the consignments, shall do so only as agents of the shipper, owner, or consignee, as the case may be, and shall not be liable for any damage arising out of such additional carriage unless proved to have been caused by its own negligence or willful fault. Carriers will do all things advisable to effect such forwarding or reforwarding, including, but without limitation, selection of means of forwarding or reforwarding and the routes thereof (unless these have been specified by the shipper in the air waybill), execution and acceptance of documents of carriage (which may include provisions exempting from or limiting liability) and consigning of consignments with no declaration of value, notwithstanding any declaration of value in the air waybill.

91 SUCCESSIVE CARRIERS

Carriage to be performed under one air waybill by several successive Carriers is regarded as a single operation.

92 LAWS AND PROVISIONS APPLICABLE

- (A) Carriage hereunder is subject to the rules and limitations relating to liability established by the Convention unless such carriage is not "international carriage" as defined by the Convention.
- (B) To the extent not in conflict with the provisions of Paragraph (A) above, all carriage and other services performed by each carrier are subject to:
 - (1) Applicable laws (including national laws implementing the Convention or extending the rules of the Convention to carriage which is not "international carriage" as defined in the Convention), government regulations, orders and requirements;
 - (2) This and other applicable tariffs, rules, regulations and timetables (but not the times of departure and arrival therein specified) of Carrier, which may be inspected of any of its offices and at airports from which it operates regular services.
- (C) For the purposes of the Convention, the agreed stopping places (which may be altered by Carrier in case of necessity) are those places, except the place of departure and the place of destination, set forth in the air waybill or shown in Carrier's timetables as scheduled stopping places for the route.
- (D) In the case of carriage subject to the Convention, the shipper acknowledges that he has been given an opportunity to make a special declaration of the value of the cargo at delivery and that the sum entered on the face of the air waybill as "shipper's

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declared value – for carriage”, if in excess of 250 French gold francs (USD 20.00, CAD 20.00) per kilogram constitutes such special declaration of value.

95 LIMITATION OF LIABILITY

Except as the Convention or other applicable law may otherwise require:

- (A) Carrier is not liable to the shipper or to any other person for any damage, delay or loss of whatsoever nature (hereinafter in this tariff collectively referred to as “damage”) arising out of or in connection with the carriage of the cargo or other services performed by Carrier incidental thereto, unless such damage is proved to have been caused by the negligence or willful fault of the Carrier, and there has been no contributory negligence of the shipper, consignee or other claimant.
- (B) Carrier is not liable for any damage directly or indirectly arising out of compliance with laws, government regulations, orders or requirements, or from any cause beyond Carrier’s control.
- (C) The charges for carriage having been based upon the value declared by the shipper, it is agreed that any liability shall be in no event exceed the shipper’s declared value for carriage stated on the face of the air waybill and in the absence of such declaration by shipper, liability of Carrier shall not exceed 250 French gold francs (USD 20.00, CAD 20.00) per kilogram of cargo destroyed, lost, damaged or delayed; all claims shall be subject to proof of value.
- (D) Carrier shall not be liable for damage to or destruction of a consignment caused by or as a result of property contained therein and the shipper, owner and consignee, whose property shall cause damage to or destruction of another consignment or of the property of Carrier, shall indemnify Carrier for all losses and expenses incurred by Carrier as a result thereof. Cargo which is likely to endanger aircraft, persons or property will be abandoned or destroyed by Carrier at any time without notice and without liability therefore attaching to Carrier.
- (E) No warranty concerning any aircraft engaged in the carriage or concerning its fitness for carriage of the cargo to which the contract relates is implied in the contract of carriage.
- (F) A Carrier issuing an air waybill for carriage over the lines of others does so only as an agent. No Carrier shall be liable for the loss, damage, or delay of cargo not occurring on its own line, except that the consignor shall have a right of action for such loss, damage or delay on the terms herein provided against the first Carrier and the consignee who is entitled to delivery shall have such a right of action against the last Carrier under the agreement to carry.
- (G) Carrier will not be liable for any loss, damage or expense arising from death due to natural causes or death or injury of any animal caused by the conduct or acts of the animal itself or of other animals, such as biting, kicking, goring or smothering, nor for that caused or contributed to by the conditions, nature or propensities of the animals.
- (H) In no event will Carrier be liable for death or injury to an animal attendant caused or contributed to by the condition, conduct or acts of the animals: (See NOTE)
NOTE: Rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and Paragraph (H) is included herein as part of the tariff filed with governments other than the United States and not as part of this tariff filed with the Department of Transportation of the United States.
- (I) The Carrier assumes no liability for shipments, the contents of which are liable to deteriorate or perish due to change in climate, temperature, altitude or other ordinary exposure, or because of length of time in transit, given reasonable care and diligence in handling of said shipment and avoidance of damages appropriate to the risk.
- (J) Carrier shall not be liable in any event for any consequential or special damages arising from carriage subject to this tariff, whether or not Carrier had knowledge that such damages might be incurred.
- (K) Whenever the liability of Carrier is excluded or limited under these conditions, such exclusion or limitation shall apply to agents, servants or representatives of the Carrier and also any Carrier whose aircraft is used for carriage and its agents, servants or representatives.

96 TIME LIMITATIONS ON CLAIMS AND ACTIONS

NOTE: Receipt by the person entitled to delivery of cargo without complaint shall be prima facie evidence that the same has been delivered in good condition and in accordance with the contract of carriage (Warsaw Convention, Article 26, Paragraph 1).

- (A) No action shall be maintained in the case of damage to or partial loss of cargo unless a written notice, sufficiently describing the cargo concerned, the approximate date of the damage or loss, and the details of the claim is presented to an office of Carrier within 14 days from the date of receipt thereof.
- (B) No action shall be maintained in the case of delay unless a written notice, sufficiently describing the cargo concerned, the approximate dates of delay, and the details of the claim is presented to an office of Carrier within 21 days from the date the cargo is placed at the disposal of the person entitled to delivery of the consignment.
- (C) No action shall be maintained in the case of loss (including non-delivery) unless a written notice, sufficiently describing the cargo concerned and the details of the claim is presented to an office of Carrier within 120 days from the date of issue of the air waybill.
- (D) All other claims, except those relating to personal injury or death against the carrier or those relating to overcharges, must be made in writing to the carrier within 270 days from the date of the issuance of the air waybill.
- (E) Any right to damages in connection with any claim shall be extinguished unless an action is brought within two years after the occurrence of the events giving rise to the claim.

97 OTHER CONDITIONS ON CLAIMS AND ACTIONS

(A) CONCEALED DAMAGE OR PARTIAL LOSS CLAIMS

While awaiting inspection by the delivering Carrier for damage to or partial loss of cargo discovered after delivery, consignee must hold the shipping container and its contents in the same condition they were in when damage or partial loss was first discovered insofar as it is possible to do so.

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(B) OVERCHARGE CLAIMS

(Applicable to/from the U.S.A. only)

- (1) Claims for overcharges must be made in writing to the Carrier. In addition, if such claim for over-charge is submitted to Carrier by a freight auditor, consultant, or agent retained by the shipper or consignee, such claims must be accompanied by a letter from either the shipper or consignee authorizing such persons to act on behalf of the shipper or consignee.
- (2) Claimant must also furnish to Carrier the proper tariff reference to support the claim. Such tariff reference should quote C.A.B. tariff number, the revised or original page number, rule number and effective date of the page on which such claim is based.

98 OVERRIDING LAW

Insofar as any provision contained or referenced to in the air waybill or in this tariff may be contrary to mandatory law, government regulations, orders or requirements, such provision shall remain applicable to the extent that it is not overridden thereby. The invalidity of any provision shall not affect any other part.

99 MODIFICATION AND WAIVER

No agent, servant or representative of Carrier has authority to alter, modify or waive any provisions of the contract of carriage or of this tariff.

105 ROUTING AND REROUTING

- (A) Carrier, in the exercise of due diligence and in order to protect all property accepted for transportation, will determine the routing of any shipment not routed by the shipper.
- (B) Carrier will deviate from any route shown on the air waybill/consignment note, and will forward when necessary to expedite delivery via any air carrier or transportation agency at the rate or charge prescribed by such agency; provided that when either of the foregoing occurs, the transportation charges shall be not greater than the airfreight charges from origin to destination via the route shown on the air waybill/consignment note.
- (C) The rates and charges named in this tariff will apply only over the routes and via interchange points authorized herein except that when, in the case of pronounced traffic congestion (not an embargo) or through Carrier's error, carriers forward shipments by other transfer points of the same carriers or over other carriers parties to the tariff, the rates and charges specified in this tariff (but not higher than the rate of charge applicable over the actual route of movement) will be applied.

110 APPLICATION AND NON-APPLICATION OF RATES AND CHARGES

- (A) General commodity rates apply on all commodities except those which will not be accepted for transportation under the terms of this tariff.
- (B) An exception rating to the general commodity rate, stated as a percentage of the general commodity rate, removes the application of the general commodity rate on the same quantity of the same article of commodity (in the same package or shipping form) from and to the same points over the same route.
- (C) A specific commodity rate removes the application of the general commodity rate and the exception rating to the general commodity rate on the same quantity of the same article or commodity (in the package or shipping form) from and to the same points over the same route.
- (D) Rates and charges per container(s) or pallet(s) herein, as specified in this tariff apply on all commodities except those which will not be accepted for transportation under the terms of Rule No. 130 of this tariff.

115 CURRENCY

- (A) Unless otherwise indicated, rates and charges named in this tariff are published in:
 - (1) U.S. dollars or cents for shipments originating at points in the U.S.A.
 - (2) Canadian dollars or cents for shipments originating at points in Canada.
 - (3) The currency of the country in which the shipment originates (other than the U.S.A./Canada) when such shipment is destined to a point in the U.S.A./Canada.
 - (4) Units which must be converted to the currency of the country of origin in accordance with paragraph (B) below
- (B) APPLICATION OF RATES AND/OR CHARGES STATED IN UNITS
For application of Units or Rates/Charges refer to Rule No. 5 of this tariff issued by Airline Tariff Publishing Company, Agent and all revisions and reissues thereof.

125 SHIPMENTS TRANSPORTED IN CONTAINERS OR ON PALLETS

(A) CONTAINERS AND PALLETS OWNED BY CARRIER AND SHIPPER

(1) DETERMINATION OF CHARGEABLE WEIGHT

The chargeable weight shall be the gross weight of the shipment including the actual weight of the containers or pallets, less the applicable tare weight allowance of each container or pallet.

(2) DETERMINATION OF CHARGES

- (a) Freight charges shall be the Minimum Charge for the container or pallet, plus the Over Pivot Charge determined by multiplying the chargeable weight in excess of the Pivot Weight times the Over Pivot Rate.
- (b) Freight charges for the parts of the shipment not in a container or on a pallet will be determined by multiplying the chargeable weight of such parts times the applicable bulk rate based on the total chargeable weight of the shipment.
- (c) Where a single air waybill consists of two or more containers or pallets, the Minimum Charge will be the sum of the Minimum Charges or the containers or pallets that are subject to the same rate type and Over Pivot rate. The Over

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Pivot charge will be determined by the multiplying the sum of the chargeable weight in excess of the sum of the Pivot Weight of such containers or pallets times the Over Pivot Rate.

(3) **TENDER AND RETURN OF CARRIER-OWNED CONTAINER AND PALLET**

An empty container(s) or pallet(s), furnished to the shipper for loading, must be tendered loaded to the Carrier at the airport where such container(s) or pallet(s) was furnished within 48 hours (excluding the first Saturday, Sunday The chargeable weight shall be the gross weight of the shipment including the actual weight of the containers or pallets,

(4) **TENDER AND RETURN OF CARRIER-OWNED CONTAINER AND PALLET**

- a. An empty container(s) or pallet(s), furnished to the shipper for loading, must be tendered loaded to the Carrier at the airport where such container(s) or pallet(s) was furnished within 48 hours (excluding the first Saturday, Sunday and legal holiday(s)) after receipt by the shipper.
- b. A loaded container(s) or pallet(s) received by the consignee for unloading must be returned empty to Carrier at the airport where such container(s) or pallet(s) was received within 120 hours (excluding the first Saturday, Sunday and legal holiday(s)) after receipt by the consignee.
- c. In the event the container(s) or pallet(s) is not so tendered to the Carrier as provided in paragraphs (4) (a) and (4) (b) above, a charge of USD 25.00, CAD 25.00, shall be assessed for each 24 hour period, or fraction thereof, in excess of the above allotted time, computed from midnight on the date of receipt of such container(s) or pallets(s) by the shipper or consignee, until the time such container(s) or pallet(s) is returned to the Carrier.
- d. In the event the container/pallet is returned to the Carrier at an airport city other than where such container was furnished (as described in (2)(a) or (2)(b) above) a service charge of USD 100.00/CAD 100.00 will be assessed in addition to the rental charge provided for in sub-paragraph (2)(c) above. This service charge shall not apply in those cases where the Carrier agrees in writing on the Container Control Receipt form, that the container/pallet may be returned at an airport city other than where such container/pallet was furnished.
- e. **EXCEPTION:** A service charge will not be applicable when ULD equipment is released/returned to Carrier in any one of the following cit pairs: New York/Newark, Miami/Ft. Lauderdale, Chicago/Milwaukee, Seattle/Portland
- f. In the event the empty container/pallet is returned to the carrier containing refuse and/or any other unauthorized articles or attachments, the shipper or consignee shall be liable to NW for:
 - (i) A service charge of USD 100.00 for the removal of refuse and/or any other unauthorized articles or;
 - (ii) A service charge of USD 250.00 for the removal of GOH racks and/or other articles permanently attached to the container/pallet by the shipper or consignee.

(B) **CONTAINER SUBSTITUTION**

- (1) When a shipper orders one or more carrier-owned container(s) described in Table A below, and such container(s) are not available or cannot be accommodated on a specific flight, the Carrier will substitute one or more container(s) described in Table A below, provided that:
 - (a) The shipper agrees to any proposed substitution.
 - (b) Neither the total net weight nor the total cubic capacity, as determined from Table A below, for the container(s) originally requested is exceeded.
 - (c) The shipper enters the following information on the air waybill.
 - (i) The number, type, total maximum net weight and total maximum cubic capacity of the container(s) requested.
 - (ii) The number, type, total net weight and total cubic capacity used in the container(s) furnished.
 - (2) If all of the conditions in (1) are met, the rates and charges applicable to the containers requested shall apply.
- NOTE:** In the event the shipment is tendered to the carrier in a sealed container(s) the carrier will inspect the container(s) at destination, with the consignee, to determine if the shipper exceeded the maximum cubic capacity of the container(s) requested.
- (3) If all of the conditions in (1) are not met, the rates and charges applicable to the container(s) furnished shall apply.

TABLE A

| CONTAINER | | MAXIMUM NET WEIGHT IN KILOGRAMS | MAXIMUM CAPACITY IN CUBIC FEET |
|----------------------|------------------|--|---|
| INTERNATIONAL | *DOMESTIC | | |
| 1 | M2 | 10,342 | 1,150 |
| 2-A | M1 | 6,375 | 549 |
| 3 | A-1 | 4,272 | 400 |
| 5 | L7 | 4,445 | 355 |
| 8 | L3 | 1,451 | 150 |
| 88 | FTC | 2,041 | 178 |

*For reference purposes only

(C) **ACCESSORIAL SERVICES AND CHARGES – TRANSPACIFIC** (Applicable only to Carrier-owned ULDs)

(1) **RECONTOURING/RELOADING CHARGES**

When the shipper tenders to the carrier an improperly loaded unit load device/pallet which cannot be accommodated on the aircraft, the carrier will recontour/adjust (i.e. reload or repack such unit load device/pallet) subject to the following charges: Applicable to shipments between U.S. and points in Area No. 3, except as provided below. Charges for unit load devices shown in Column I, shall be shown in Column II, Table 1:

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TABLE 1

| COLUMN I | COLUMN II |
|-----------------|-------------------------|
| ULD TYPE | CHARGE USD / CAD |
| 1 | 450.00 |
| 2, 2-A, 2-C | 225.00 |
| 2-H | 300.00 |
| 3, 4, 4-A, 5, 6 | 150.00 |
| 7, 8, 8-B, 9 | 75.00 |

(2) UNLOADING CHARGES

When Carrier must unload a unit load device/pallet or any part thereof (other than unloading off the aircraft or for customs inspection requiring a single clearance, including a provisional clearance under bond and a single delivery to the consignee), charges will be assessed as follows. Applicable between the U.S. and points in Area 3, except as provided below. Charges for unit load devices, shown in Column I, shall be as shown in Column II, Table 2.

TABLE 2

| COLUMN I | COLUMN II |
|-----------------|-------------------------|
| ULD TYPE | CHARGE USD / CAD |
| 1 | 450.00 |
| 2, 2-A, 2-C | 225.00 |
| 2-H | 300.00 |
| 3, 4, 4-A, 5, 6 | 150.00 |
| 7, 8, 8-B, 9 | 75.00 |

(3) CUSTOMS INSPECTION UNLOADING CHARGES

When NW is required to unload a unit load device(s) for Customs inspection requiring a single clearance (including a provisional clearance under bond) and a single delivery to the consignee, a charge will be assessed as follows, except as provided below: Charges for unit load devices, shown in Column I; shall be as shown in Column II, Table 3.

TABLE 3

| COLUMN I | COLUMN II |
|-----------------|-------------------------|
| ULD TYPE | CHARGE USD / CAD |
| 1 | 300.00 |
| 2, 2-A, 2-C | 150.00 |
| 2-H | 200.00 |
| 3, 4, 4-A, 5, 6 | 100.00 |
| 7, 8, 8-B, 9 | 150.00 |

EXCEPTION: When Carrier is required to partially unload 45 kgs. or less from a unit load device(s) for Customs inspection requiring a single clearance (including a provisional clearance under bond) and a single delivery to the consignee, a charge of USD 10.00 will be assessed.

(D) ACCESSORIAL SERVICES AND CHARGES – TRANSATLANTIC (Applicable only to Carrier-owned ULDs between points in Area No. 1 and points in Area No. 2)

(1) RECONTOURING/RELOADING CHARGES

When the shipper tenders to the carrier an improperly loaded unit load device/pallet which cannot be accommodated on the aircraft, the carrier will recontour/adjust (i.e. reload or repack such unit load device/pallet) subject to the following charges. Applicable to shipments between U.S. and points in Area No. 3 except as provided below. Charges for unit load devices shown in Column I, shall be shown in Column II, Table 1.

TABLE 1

| COLUMN I | COLUMN II |
|-----------------|-------------------------|
| ULD TYPE | CHARGE USD / CAD |
| 1 | 300.00 |
| 2, 2-A, 2-C | 150.00 |
| 2-H | 200.00 |
| 3, 4, 4-A, 5, 6 | 100.00 |
| 7, 8, 8-B, 9 | 150.00 |

(2) UNLOADING CHARGES

When Carrier must unload any part of a unit load device/pallet (other than unloading off the aircraft or for Customs inspection), charges will be assessed as follows. Charges for unit load devices, shown in Column I shall be as shown in Column II, Table 2.

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TABLE 2

| COLUMN I | COLUMN II |
|---------------------|-----------------------------|
| ULD TYPE | CHARGE USD / CAD |
| 1 | 300.00 |
| 2, 2-A, 2-C | 150.00 |
| 2-H | 200.00 |
| 3, 4, 4-A, 5, 6 | 100.00 |
| 7, 8, 8-B, 9 | 150.00 |

(3) CUSTOMS INSPECTION UNLOADING CHARGES

When NW is required to unload a unit load device(s) for customs inspection requiring a single clearance (including a provisional clearance under bond) and a single delivery to the consignee, a charge will be assessed as follows, except as provided below. Charges for unit load devices, shown in Column I shall be as shown in Column II, Table 3.

TABLE 3

| COLUMN I | COLUMN II |
|---------------------|-----------------------------|
| ULD TYPE | CHARGE USD / CAD |
| 1 | 300.00 |
| 2, 2-A, 2-C | 150.00 |
| 2-H | 200.00 |
| 3, 4, 4-A, 5, 6 | 100.00 |
| 7, 8, 8-B, 9 | 150.00 |

EXCEPTION: When Carrier is required to partially unload 45 kgs. or less from a unit load device(s) for Customs inspection requiring a single clearance (including a provisional clearance under bond) and a single delivery to the consignee, a charge of USD 10.00 will be assessed.

(E) CONTAINER AND PALLET TYPES AND SPECIFICATIONS

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TABLE 1
CARRIER-OWNED CONTAINERS OR PALLETS

| TYPE | | | DESCRIPTION | MAXIMUM EXTERNAL DIMENSIONS (INCHES) | | | TARE WEIGHT | | MAXIMUM GROSS WEIGHT | | USABLE INTERNAL VOLUME | |
|-------|---------------------|-------------------|---|--------------------------------------|-------|--------|-------------|-------|----------------------|-------|------------------------|-------|
| INT'L | US | NW | | Length | Width | Height | LBS | KGS | LBS | KGS | CU FT | CU MT |
| 1 | M2 | PGA | 20 Ft. Main Deck Pallet (Strap Tie Down only) | 238.5 | 96 | 96 | 1035 | 469.5 | 25000 | 11340 | 1235 | 34.9 |
| 1A | M6 | PGA | 20 Ft. Main Deck Pallet (Strap Tie Down only) | 238.5 | 96 | 118 | 1035 | 469.5 | 25000 | 11340 | 1518 | 42.9 |
| 2 | M1 | PMP PQP P6P | 10 Ft. Main Deck Pallet/ With Net | 125 | 96 | 96 | 260 | 118 | 15000 | 6804 | 630 | 17.8 |
| 2 | M1 | AMA AQ6 | 10 Ft. Main Deck Structural Container | 125 | 96 | 96 | 1087 | 493 | 15000 | 6804 | 630 | 17.8 |
| 2A | M1 M3 | PAP P1P P1G | Main Deck Pallet/ With Net | 125 | 88 | 96 | 245 | 111 | 15000 | 6804 | 576 | 16.3 |
| 2B | -- | P6P PMP | 10 Ft. Main Deck Pallet/ With Net | 125 | 96 | 72 | 260 | 118 | 15000 | 6804 | 473 | 13.3 |
| 2C | -- | P1P P1G PAP | Main Deck Pallet/ With Net | 125 | 88 | 118 | 245 | 111 | 15000 | 6804 | 708 | 20.0 |
| 2H | M5 | PMP PQP P6P | 10 Ft. Main Deck Pallet/ With Net | 125 | 96 | 118 | 260 | 118 | 15000 | 6804 | 775 | 21.9 |
| 4 | A | -- | Main Deck Container @ (Contoured) (Not available from NW) | 108 | 88 | 86 | -- | -- | 10000 | 4536 | 358 | 10.1 |
| 4A | A | -- | Main Deck Container @ (Contoured) (Not available from NW) | 108 | 88 | 80 | -- | -- | 10000 | 4536 | 340 | 9.6 |
| 5 | LD7 | UAR | Lower Deck Non-Structural Fiberglass container (Full Net/Fabric Cover Front) (Not available from NW) | 125 | 88 | 63 | 600 | 272 | 10200 | 4627 | 355 | 10.0 |
| 5 | LD9 | AAR | Aluminum Container (Full Net/Fabric Cover Front) | 125 | 88 | 63 | 542 | 246 | 10200 | 4627 | 355 | 10.0 |
| 5 | LD9 | AAR | Lower Deck Structural (Contoured) (Aluminum Container) | 125 | 88 | 63 | 685 | 306 | 10200 | 4627 | 355 | 10.0 |
| 5 | LD7 LD9 | PAP P1G P1P | Lower Deck Pallet/ With Net | 125 | 88 | 64 | 245 | 111 | 10200 | 4627 | 384 | 10.8 |
| 6 | LD5 LD10 LD11 | -- | Lower Deck Container/ Pallet (Not available from NW) | 125 | 60.4 | 64 | -- | -- | 7000 | 3175 | 241 | 6.8 |
| 7 | -- | -- | Main Deck Container/ Pallet (Not available from NW) | 88 | 61.5 | 86 | -- | -- | 6500 | 2948 | 198 | 5.6 |
| 8 | LD3 | AKE AVE | Lower Deck Container Aluminum (Contoured) | 61.5 | 60.4 | 64 | 250 | 113 | 3500 | 1588 | 150 | 4.2 |
| 8B | FTC | -- | Lower Deck Non-Aircraft Corrugated Cardboard Container on Wooden Pallet (Not available from NW) | 81 | 60.4 | 63 | 165 | 75 | 4500 | 2041 | 178 | 5.0 |
| 8C | LD4 | -- | Lower Deck Non-Certified Container (Rectangular) (Not available from NW) | 61.5 | 60.4 | 64 | 90 | 41 | 2000 | 907 | 120 | 3.4 |
| 9 | -- | -- | Main Deck Container/ Pallet (Not available from NW) | 88 | 53 | 76 | -- | -- | 4000 | 1814 | 160 | 4.5 |

- # (A) The term "Pallet" in these descriptions refers to Carrier-owned pallet/net assembly.
- (B) A Pallet with load properly restrained and contoured within the maximum dimensions and maximum weight limitations of a particular type container shall be considered that type of container.
- @ (A) For accommodation on B747F type aircraft, the cargo loaded on a pallet can be of rectangular contour providing the maximum external dimensions and usable internal volume as indicated are not exceeded.
- * Tare weights, maximum gross weights, and usable internal volumes are for informational purposes only and may vary slightly depending on the manufacturer's specifications of the actual ULD used. External cubic displacement figures are listed for container/pallet types 4, 4A, 7 and 9 since usable internal volume figures are not available.

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130 COMMODITY RESTRICTIONS

Container rates and charges named in the rates section of this tariff will not apply on the following commodities:

- (A) Live animals;
- (B) Uncremated human remains;
- (C) Commodities named in International Civil Aviation Organization Technical Instructions and/or IATA Dangerous Goods Regulations published by IATA and by supplements or revisions to and successive issues of said publications.
EXCEPTION: Commodities that bear the notation "NOT RESTRICTED" will be accepted for transportation.
- (D) Bank notes; diamonds; emeralds; gold (in the following forms: bullion, casting, circle, dore, foil, grain, ingot-refined or unrefined moldings; powder, rod, sheet, specie, sponge, tube, and/or wire); pearls (excluding artificial or cultured pearls); Iridium, Osmium, Palladium, Platinum Alloys, Rhodium, and/or Ruthenium (in the following forms; bars, gauze grain, ingot, rod, sheet, sponge, strip, tube and/or wire); rubies; sapphires; securities; shares, or share coupons; traveler's cheques.

135 LIABILITY FOR LOSS OR DAMAGE OF NW-OWNED CONTAINER(S) OR PALLET(S)

- (A) When Carrier furnishes a container (including pallet supporter or straps) the shipper or consignee shall be liable to Carrier for loss or damage to such container and its structural parts, pallet supporter or straps, as specified in paragraphs (B) and (C) below, occurring at any time or place when not in the possession of the Carrier.
- (B) The charge for the loss of each container, structural part, pallet supporter, pallet, net or strap will be:

| CONTAINER TYPE/STRUCTURAL PART/ACCESSORY | CHARGE IN USD PER CONTAINER, STRUCTURAL PART PER ACCESSORY SPECIFIED |
|--|--|
| A | 2,160.00 |
| L3 | 1,440.00 |
| L7 / L9 | 2,400.00 |
| M1 | 5,040.00 |
| M2 | 16,000.00 |
| Pallet and Net (88" x 125") | 900.00 |
| Pallet and Net (96" x 125") | 1,080.00 |
| Pallet Only (96" x 238) | 6,840.00 |
| Pallet Supporter | 20.00 |
| Strap (each) | 15.00 |
| Doors (M1/L9) | 1,500.00 |

(C) CHARGE FOR REPAIR OF DAMAGED CONTAINERS

A shipper or consignee who returns to Carrier a container in an unserviceable condition shall be liable for the costs necessary to return the container to a serviceable condition.

- (D) When a container/pallet delivered to the shipper for loading or delivered to the consignee for unloading is not returned to Carrier within 30 calendar days after receipt by the shipper or consignee, said shipper or consignee shall be liable to Carrier for loss of the container/pallet as provided in accordance with paragraph (A) above. If the container/pallet is subsequently returned to Carrier, the shipper or consignee will be relieved of the liability for loss of the container and will be assessed charges in accordance with Rule No. 125(A)(2)(c) of this tariff. When provisions of paragraph (A) herein are applicable, any charges assessed in accordance with Rule No. 125(A)(2)(c) are not applicable. The 30-day calendar period will be counted from the first calendar day following delivery of the container/pallet to the shipper or consignee.

140 RETURN TRANSPORTATION OF SHIPPER-OWNED CONTAINERS (Applicable only to local transportation on NW)

- (A) Empty shipper-owned type C0 7(LN), C0 *(D), and C) S(E, EH, E2) containers will be transported between any two NW online points at the applicable general commodity bulk minimum charge (see the rates section and Rule No. 20 of this tariff).
- (B) CONDITIONS
 - (1) Such transportation will be performed after the accommodation of all other revenue traffic.
 - (2) The charge per container will also apply to a bundle of containers (folded flat so that the height does not exceed 12 inches, and all pieces of each container must be tied together). The bundle shall not exceed five containers.
 - (3) The provisions of this rule apply only when the shipper presents to Carrier at the time of acceptance of the shipment, an accompanying airbill clearly indicating that NW had transported freight in the empty containers at the applicable rates or charges named in this tariff.
 - (4) Interlining is not permitted.

166 MILITARY RATES

(A) DOCUMENTS

Military shipments must move on one of the following documents:

- (1) U.S. Government Bill of Lading;
- (2) Commercial Bill of Lading endorsed to show that such Bill(s) of Lading are to be exchanged for U.S. Government Bill(s) of Lading at destination;
- (3) Commercial Bill(s) of Lading endorsed "transportation hereunder is for the U.S. Government and the actual transportation charges paid to NW by the shipper or receive are to be reimbursed by the U.S. Government";
- (4) Commercial Bill(s) of Lading for the Army and Air Force Exchange Service for which the Army and Air Force Exchange Service pays the charges.

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- (B) SCR 9996 will be accepted for transportation on a space available basis after accommodation of all other revenue traffic.

185 DEFERRED GENERAL AND SPECIFIC COMMODITY RATES AND CHARGES

(A) APPLICATION

Deferred rates and charges as specified in the rates section apply from airport-to-airport. These rates and charges apply from and to the points named in the tariff and do not apply to/from intermediate points. Carriage must be performed exclusively on NW's scheduled services.

(B) ASSESSMENT OF CHARGES

Charges will be assessed on the actual or volume weight, whichever is greater, of the shipment. All transportation charges will be paid either by the shipper or consignee.

(C) PRIORITY OF TRAFFIC

Deferred freight tendered by a shipper will have a lower priority for carriage than all other cargo and will be transported only after all other cargo has been accommodated. If after seven days the shipment has not been accommodated, Carrier shall contact the shipper to advise him of the cargo's disposition. The shipper will then have the option of forwarding the shipment at the otherwise applicable rate on the next available flight, or directing Carrier to continue to hold the shipment on a deferred basis.

(D) OTHER CONDITIONS

- (1) Each deferred shipment air waybill must be marked or labeled "Deferred Air Freight".
- (2) (Applicable to bulk shipments only). The minimum charge per consignment is the charge for 500 kgs.
- (3) A shipment which exceeds 64 inches in height will only be accepted pursuant to this rule when destined to Boston, MA; Chicago, IL; Detroit, MI; Minneapolis, MN; New York, NY; and Seattle, WA.

EXCEPTION: A shipment which exceeds 64 inches in height may be accepted to all other points for which this rule applies, provided advance arrangements with Carrier have been made and confirmed in the U.S.A.

(E) UNACCEPTABLE SHIPMENTS

Shipments not acceptable as Deferred Shipments:

- (1) Hazardous materials;
- (2) Live animals;
- (3) Human remains;
- (4) Articles of extraordinary value;
- (5) Perishables.

197 EQUATION HEAVY INTERNATIONAL SERVICE (Not applicable to/from Canada)

(A) GENERAL APPLICATION

Carrier will provide time-definite Equation Heavy International Service for shipments between points in Europe and Asia, and between points within Asia, subject to equipment, flight and service availability, and conditions herein. Shipper or agent must indicate such service with confirmed flight number(s) and date(s) in the accounting box on the face of the air waybill.

(B) ADVANCE ARRANGEMENTS

Shipments shall be booked and tendered to NW within the following minimum times prior to scheduled flight departure:

| ORIGIN | MINIMUM TIME |
|--------------------------------------|--------------|
| U.S. origin shipments | 4 Hours |
| Europe origin shipments | 4 Hours |
| Asia origin shipments (except Japan) | 4 Hours |
| Japan origin shipments | 90 Minutes |

(C) TERMS OF CARRIAGE

This service provides for the arrival of shipment and documentation on confirmed flight(s) or on flight(s) having actual arrival time prior to the confirmed flight(s) when shipment is accepted, subject to terms and conditions of Equation Heavy International Service.

(D) WEIGHT/DIMENSIONAL LIMITATIONS

There are no weight limitations; however, the dimensional limitations are subject to Rule No. 77 of this tariff.

(E) RESTRICTIONS

Equation Heavy International Service does not apply to the following items:

- (1) Human remains
- (2) Live animals
- (3) Valuable cargo
- (4) Courier

(F) APPLICABLE RATES AND CHARGES

- (1) Between points within Asia, and from points in Asia and Europe to the U.S.A., the rates and charges for shipments shall be the applicable GCX rate or charge, subject to the GCX minimum charge.
- (2) From points in the U.S.A. to points in Asia and Europe, the rate or charge shall be determined by applying 170% to the otherwise applicable rate or charge, subject to 170% of the otherwise applicable minimum charge.