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APPENDIX B

MINIMUM LEVELS OF SERVICE

1. Extent of Undertaking to Provide Minimum Level of Service

With a view to providing adequate, economic and efficient shipping services, Member Lines agree, subject to the conditions set out in this Appendix, to provide the minimum level of service specified in Paragraph 3.

2. Basis of Providing Minimum Level of Service

The Minimum Service Level in this Appendix is subject to Force Majeure (including strikes, actual conflict or civil disturbance) wherever occurring.

The minimum level of service specified in Paragraph 3 is established having regard to actual trading and operational conditions in the 12 months to 1 July, 2008 ~~30 April, 2003~~. In the event that any of these conditions change to a degree which could prevent the achievement of the specified minimum level of service, the Member Lines have the right, with prior notice to the relevant Designated Shipper Body, to provide proportionately a lower level of service for a period not exceeding 90 days.

If the present Appendix is not amended in respect of the minimum service level within the 90 day period, Member Lines will take whatever action is necessary to provide the minimum level of service specified in Paragraph 3.

3. Statement of Minimum Service Levels

The minimum service level for the purpose of this Agreement on the basis in Paragraph 2 is as follows:

a. Minimum Capacity and Service
The Member Lines collectively undertake to maintain sufficient tonnage in the trade to provide 185,120 ~~140,500~~ TEUs and 190 ~~165~~ sailings per annum on a regular basis together with sufficient containers in good working order and condition.

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b. Loading Ports
(by direct service or indirect service)

Los Angeles/Long Beach
Oakland
Seattle
Philadelphia
New York
Savannah
Baltimore

c. Discharge Ports
(by direct service or indirect service)

Melbourne
Sydney
Brisbane

d. Other Ports
Ports other than those stipulated in 3b and 3c above may be served directly or indirectly by the Lines. Additional freight or on-carrying charges may apply.

4. Amendment

This Appendix is subject to amendment by Member Lines after negotiation, if required, with the relevant Designated Shipper Body, currently the Importers Association of Australia.

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