

Crowley Liner Org 025816 Tariff 001	Date Filed: 5/15/2018
Rule Name: LOADING BY CONSIGNOR - UNLOADING BY CONSIGNEE	Date Effective: 6/14/2018
	Revision: Original Publishing Code: I
<p>(AT OTHER THAN GROUP POINTS)</p> <p>Except as otherwise provided rates in this tariff require that consignor is to load and consignee is to unload the shipment, subject to the following additional provisions:</p> <ol style="list-style-type: none"> 1. The Bill of Lading and Shipping Order covering the shipment must be annotated "Shippers Load & Count" (SL&C). 2. The complete loading and unloading service of the freight, including the count thereof, must be performed by the shipper and consignee at his expense without any assistance from the carrier. The carrier's employee and power unit is to be released while loading and/or unloading is performed. At carrier's option, the carrier's employee and power unit may remain during loading or unloading but will render no assistance in loading or unloading. 3. (a) The complete loading service includes the loading of the freight into or on the carrier's vehicle and the stowing and arranging thereof. Any temporary blocking, flooring or lining, racks, standards, strips, stakes or similar bracing, dunnage or supports not constituting a shipping carrier, container or package, or a part of the vehicle, when required to protect and made shipments secure for transportation, must be furnished and installed by the shipper. (b) The complete unloading service means that the consignee must remove the freight from the position in which it is transported in or on the carrier's vehicle. 4. In the event the shipment is stopped or for partial loading or partial unloading, the party or parties tendering or receiving any portion of the shipment will be subject to the requirements as to loading or unloading, as the case may be. 5. Shipper shall be held responsible and agree to pay for any damage, repairs or replacement of trailer in the event of damage to or total loss of trailer due to improper stowage of cargo by shipper in said trailer. <p>NOTE: When the Bill of Lading and Shipper Order notation as required in Paragraph 1 of this RULE is inadvertently omitted, shipper and/or consignee must furnish the carrier with proof satisfactory to the carrier within 60 days from the date of delivery, that loading or unloading was actually performed in accordance with the provisions of this RULE except the absence of the notation required in Paragraph 1.</p>	