

Crowley Liner Org 023286 Tariff 002	Date Filed: 6/7/2018	Date Effective: 6/14/2018	Rule 6 Bill of Lading	Revision: Publishing Code: I	Original
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Bill of Lading

<u>Service</u>	<u>Additional BL Fee</u>	<u>Documentation Fee</u>	<u>Reconsignment Fee</u>	<u>Diversion Fee</u>
Puerto Rico	\$60	\$60/FCL \$30/VEH	\$50	\$60
USVI	\$60	\$50/FCL	\$60	\$60

Additional Bill of Lading

The bill of lading must show the same shipper for the initial and return movement. When an additional bill of lading is required for the return of the trailer from original destination point to origin point, shipper must state on the return bill of lading, vessel, voyage number and bill of lading number of initial movement. When shipments require more than one Bill of Lading, the first Bill of Lading will be included in the rate and each additional Bill of Lading will be assessed a charge per Bill of Lading (see table above for the details).

Documentation Fee:

When changes are made to documents at the request of the cargo interest, there will be a charge per bill of lading. Charge will apply on all cargo Southbound or Northbound, to or from the United States.

Reconsignment/ Diversion fee:

Reconsignment is a change in the name or address of the Consignee, Order Party, or both, which does not involve a change in the port of physical destination under the contract of carriage.

A request for the reconsignment or diversion of a shipment to effect a change in the name or address of a Consignor or Consignee, a change in the destination or place of delivery will be accepted subject to the following provisions:

1. Request for reconsignment or diversion must be made in writing to water carrier and the water carrier must be satisfied that the party making the request has the authority to do so. Conditional or qualified request for reconsignment or diversion will only be accomplished if shipment is in water carrier's possession. Reconsignment will not be billed for changes in the name or address of a consignor or consignee when corrections are made prior to the release of the bill(s) of lading.
2. A shipment which has been tendered for delivery may not thereafter be reconsigned or diverted but may be reshipped. A shipment may not be reconsigned, diverted, or reshipped in violation of an embargo.
3. Only entire shipments (not portions of shipments) may be reconsigned or diverted.
4. Carrier will make diligent efforts to execute valid reconsignment or diversion orders, but will not be responsible if, despite such efforts, reconsignments or diversion is not effected.

*** Puerto Rico Exceptions:**

On Southbound shipments to Puerto Rico, which are diverted prior to loading on the vessel, and when such diversion results in a change to a destination other than Puerto Rico, the shipment will be terminated at the point of diversion subject to the following:

- a) The participating carriers local commercially available rate from origin to point of diversion will be assessed in lieu of the intermodal rate outlined in this tariff.
- b) All other charges accrued against the shipment to the point of diversion will apply.
- c) An administrative charge of 10% of the rates and charges outlined in a and b above will be assessed plus the diversion charge outlined in Part B of this rule.

Reconsignment or diversion in Puerto Rico will be permitted only on shipments where the new destination or point of delivery is within the same basing point as the original billed destination or point of delivery. Requests to reconsign or divert shipments to destinations or points of delivery outside the original basing point will be handled only on a reshipment basis and at local trucking rates.

If change to document is other than a diversion or reconsignment this rule is not applicable