

Crowley Liner Org 023286 Tariff 002	Date Filed: 6/7/18
1. Rule Name: SHIPPER OR CONSIGNEE OWNED OR LEASED CONTAINERS	Date Effective 6/14/18
	Revision: Original Publishing Code: I
<p>Except as otherwise provided herein, when prior arrangements have been made with the carrier, and when space is available, carrier will accept for transportation cargo in trailers owned or leased by shipper or consignees, but not leased to such shippers or consignees by the carrier, provided that the following conditions are satisfied:</p> <p>A. When referring to trailers in this RULE, it will mean ISO containers, ISO trailers or ISO tanks used in the transportation of cargo. Carrier will not accept cargo loaded in non-ISO trailers (box trucks, utility trailers, cargo trailers).</p> <p>B. Shipper shall load contents of the trailer and consignee shall unload contents of the trailer. Shipments under the provision of this RULE shall move under the provision of "Shipper's Seal Load, Stow and Count" bill of lading.</p> <p>C. Trailers must be delivered to or removed from Carriers terminals during normal business hours at shipper/consignee's expense.</p> <p>D. Trailers will not be accepted by the carrier under this part, and the charges set forth herein are not applicable to such trailers when in the judgement of the carrier, trailers:</p> <ol style="list-style-type: none"> a. Are unsafe; b. Place the cargo loaded therein in jeopardy; c. Place the vessel, terminal facilities, or other trailer or cargo in jeopardy; d. Require particular stowage or handling in the vessel, except if such trailers comply with the Rules and Regulations governing the handling of explosives or other dangerous articles or if carrier determines it can be handled with additional blocking, lashing or other special arrangement, all additional costs incurred will be for the account of cargo; e. When because of size, dimension, weight, inadequacy of cradles or other circumstances, cannot be transported and delivered safely; <p>E. For each trailer accepted pursuant to the provisions of this part carrier will execute Trailer Inspection Safety Report. After receipt of the trailer by the carrier and before arrival of the trailer at the terminal at the port of discharge or the origin port of loading, due notice of such arrival having been given by the carrier, the carrier will be (a) liable for the actual value of the trailer in case of loss, or (b) for any damage to the trailer; such liability not including the contents thereof, wherein the carrier's liability is as set forth in this tariff, and in its bill of lading.</p> <p>F. Trailers will be returned to shipper or consignee in a sound condition. However, carrier will not be responsible for the condition of the interior of trailers.</p> <p>G. Measurement of trailer used to move cargo will be taken into consideration when applying RULE 4.</p> <p>H. Five (5) days free time will be allowed. On import cargo, free time starts the first Calendar day after the container is discharged from the vessel. On export cargo, free time starts the first Calendar day after the cargo is delivered to the carrier's terminal.</p> <p>At the expiration of the free time period, the equipment will be subject to storage charges of \$85 per day for the first 5 days, \$185 per day for each day thereafter.</p> <p>If Shipper-Owned equipment is on a Crowley chassis then standard chassis free time and per diem charges will apply as defined in carrier's tariff.</p> <ul style="list-style-type: none"> • When shipper owned equipment is provided, carrier's published tariff rate or service contract rate for commodity being shipped shall apply. Shipper owned equipment will be one way unless return is provided under service contract when agreed. Shipper owned equipment must be D.O.T. / Marine worthy. 	