

<b>Crowley Logistics, Inc. Org 023477 Tariff 004</b>	<b>Date Filed: April 23, 2018</b>	<b>Date Effective: April 23, 2018</b>	<b>Rule 26 Hazardous Material Shipments</b>	<b>Revision: 2<sup>nd</sup> Revised Publishing Code: C</b>
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**HAZARDOUS CARGO**

A. A Hazardous Cargo Surcharge will be applied for transporting hazardous cargo within the scope of this rule. The surcharge is applicable when Hazardous Materials or Dangerous Goods are required to be listed and described as such on shipping papers prepared in accordance with 49 CFR Part 172, Sub part C or on a Dangerous Goods Manifests prepared in accordance with Chapter 5.4, Section 9 of the International Maritime Dangerous Goods (IMDG) Code .

B. Hazardous cargo as defined in CFR-49 (parts 100-177) and the IMDG code, is subject to Carrier’s option of acceptance. All commodities accepted by Carrier are subject to the requirements for ocean carriage as prescribed by the CFR-49 (parts 100-177) and the IMDG code.

C. In the absence of specific rate provisions, all commodities defined as hazardous cargo in CFR-49 (parts 100-177) and the IMDG code, shall be considered, for tariff purposes, as dangerous or hazardous, and rated accordingly.

D. Carrier reserves the right to refuse or accept any cargo, hazardous or non-hazardous, which in its judgment is objectionable or likely to damage the equipment, docks, or other cargo, or for which, in the Carrier’s judgment, it has not safe and suitable stowage.

E. If a Hazardous Cargo description does not exist for a commodity, a Hazardous Cargo Surcharge may be applied to a non-hazardous cargo description in order to create a rate for the carriage of the hazardous cargo (i.e.: paint carried under the description of Building Materials, Non Hazardous). Any cargo description that contains a hazardous description (i.e. Chemicals, Hazardous) does not imply that the Hazardous Cargo Surcharge is included in the rate and such descriptions shall be subject to the Hazardous Cargo Surcharge.

This surcharge does not apply on Hazardous Materials classified and shipped in Limited or Excepted Quantities, when these materials do not also require specific segregation within the container, placarding, and stowage on vessel. Limited or Excepted Quantities are defined as material which presents a limited hazard during transportation due to its form, quantity and packaging as defined in 49 CFR and the IMDG. The shipper is responsible for identifying on its shipping instructions the cargo that is being shipped in Limited or Excepted Quantities and the applicable reference. Carrier is not responsible for validating the information provided by the Shipper for Hazardous Materials classified and shipped in Limited or Excepted Quantities.

UNLESS OTHERWISE SPECIFIED, A HAZARDOUS CARGO SURCHARGE SHALL APPLY ON ALL SHIPMENTS DESIGNATED AS HAZARDOUS AS FOLLOWS:

**A. Hazardous Cargo Surcharge From Puerto Rico to the Continental U.S.:** Except as otherwise provided, a Hazardous Cargo Surcharge shall apply in addition to all other rates and surcharges published herein. Hazardous Cargo Shipments are assessed on a Flat Fee per LCL or FCL Shipment.

LCL – Per Shipment	FCL Per Container
\$50.00	\$250.00

**B. Hazardous Cargo Surcharge From Puerto Rico and the Caribbean Base Ports/Points:** The Hazardous Cargo Surcharge shall apply in addition to all other rates and surcharges published herein. Hazardous Cargo Shipments are assessed on a Flat Fee per LCL or FCL Shipment.

LCL - Per Shipment	Per 20' Equivalent	Per 20'	Per 40'
\$50.00	\$125.00	\$125.00	\$250.00

**C. Hazardous Cargo Surcharge From Puerto Rico to Dominican Republic and Central America Base Ports/Points:** The Hazardous Cargo Surcharge shall apply in addition to all other rates and surcharges published herein. Hazardous Cargo Shipments are assessed on a Flat Fee per LCL or FCL Shipment.

LCL - Per Shipment	FCL Per Container
\$100.00	\$250.00

**(C) A. IMO Certification/Declaration from Puerto Rico to the All Points and Ports Listed in Rule 1 – Scope:** Carrier does not offer IMO Certification Services from Puerto Rico. Shipper's must make their own arrangements with 3<sup>rd</sup> party IMO Service Providers and provide paperwork prior to export.