

ITEM 820

Effective: March 1, 2021

RECONSIGNMENT OR DIVERSION

A request for reconsignment or diversion of a shipment will be subject to the following conditions and charges:

1. Definitions of Reconsignment or Diversion
 - Relinquishment of shipment at point of origin. (See NOTE A)
 - A change in the name of the consignor and consignee. (See NOTE E)
 - A change in the place of delivery within original destination point. (See NOTE E)
 - A change in the destination point. (See NOTE E)

2. Conditions
 - Requests for reconsignment must be made in writing or confirmed in writing. The carrier must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests will not be accepted. The carrier will not accept disposition instructions printed on the bill of lading, shipping order, shipping label, or container as authority to reship, return, or reconsign a shipment.
 - The carrier will make a diligent effort to execute a request for reconsignment, but will not be responsible if such service is not affected.
 - All charges applicable to the shipment whether accrued or accruing must be paid or guaranteed to the satisfaction of the carrier before consignment will be made.
 - Only entire shipments, not portions of shipments, may be reconsigned.
 - Instructions for reconsignment of C.O.D. shipments will be accepted only from the consignor.
 - Marking or Tagging. (See NOTE B)
 - Reconsignment will not be permitted on "IN BOND" shipments.

3. Charges
 - Reconsignment as defined in Paragraph 1 will be subject to the following:

IF RECONSIGNMENT RESULTS IN A CHANGE:	In the name of the consignee with no change in place of delivery	In the place of delivery within destination service center	In the place of delivery outside destination service center
THE CHARGES WILL BE:			
Prior to tender of delivery (See NOTE C)	\$70.00 per shipment	\$70.00 per shipment	\$70.00 reconsignment fee + published tariff rates to and from reconsignment point, but not less than the published rate from original point of origin to ultimate destination. (See NOTE D)
After tender of delivery	\$70.00 per shipment	\$70.00 per shipment	\$70.00 reconsignment fee + published tariff rates to and from reconsignment point, but not less than the published rate from original point of origin to ultimate destination.

(continued on following page)

ITEM 820 (concluded)

NOTE A: Where a request is made by shipper, before a shipment has left the carrier's terminal at point of origin, for return of a shipment to the original place of shipment, or relinquish possession thereof to shipper or to another carrier at the carrier's terminal, such service, if performed, will be subject to a charge of \$5.00 per 100 lbs., with a minimum charge of \$50.00 per shipment and a maximum charge of \$200.00 per shipment or per vehicle if more than one vehicle is used to transport the shipment.

NOTE B: Shipments under the provisions of this item which require marking or tagging in order to comply with the provisions of NMFC Item 580 or when carrier is specifically requested to do so by the consignor or consignee will be marked or tagged by the carrier, subject to charges for marking or tagging.

NOTE C: The provisions governing reconsignment "prior to tender of delivery" will apply only when carrier receives the request for reconsignment:

1. Before shipment has been loaded on delivery vehicle (in cases where shipment is transferred to City delivery vehicle for delivery); or
2. Before shipment has been dispatched for delivery (in cases where shipment is not transferred to City vehicle for delivery).

Thereafter, the provisions governing reconsignment "after tender or delivery" will apply.

NOTE D: When consignor or consignee or its agent elects to accept shipment at the carrier's terminal located at reconsignment point, charges will be assessed on the basis of the applicable rates from point of origin to reconsignment point plus a reconsignment charge of \$70.00 per shipment or per vehicle if more than one vehicle is used to transport the shipment.

NOTE E: When there is a conflict on a bill of lading between the consignee city and zip code, SEFL will bill/route using the zip code. This follows the rules of the United States Postal Service. If the shipment needs to be rerouted due to the conflict, it will be subject to this rule and applicable charges will be applied.