

TARIFF ODFL 100 – O

Effective 9/1/2020

ITEM 820 – RECONSIGNMENT OR DIVERSION

(See NOTE(S))

1. DEFINITIONS OF RECONSIGNMENT OR DIVERSION

- a. Relinquishment of the shipment at the point of origin, either back to the shipper or to another carrier.
- b. A change in the place of delivery; including, but not limited to, a change to pick up at Carrier's terminal.

2. CONDITIONS

- a. Requests for reconsignment must be made in writing from the shipper, consignee or their authorized agents. Carrier must be satisfied that the party making the request has the authority to do so. Carrier will not accept disposition instructions printed on the bill of lading, shipping label, or container as authority to reship, return or reconsign a shipment. Instructions to reconsign a COD shipment will be accepted only from the consignor.
- b. Carrier will make a diligent effort to execute a request for reconsignment.
 - i. Carrier is not obligated to retrieve a shipment that is already loaded on a vehicle and ready for over the road transportation in order to honor a request for reconsignment. If a shipment is already loaded on a line haul trailer when reconsignment instructions are received, the reconsignment point will be the next location at which the shipment is scheduled to be unloaded.
 - ii. If, at the customer's request, Carrier is able to unload freight from a trailer in order to retrieve a shipment for reconsignment, the following charge to retrieve the shipment and to reload the trailer from which the freight was removed will apply:
\$85.00 per man hour
- c. Only entire shipments (not portions of shipments) may be reconsigned.
- d. Instructions to reconsign an In-Bond shipment will not be accepted unless the shipment is moving under a U.S. Customs Bond 7512 and the shipper provides satisfactory proof to Carrier that the bond has been amended and the duties have been paid in full.
- e. All charges applicable to the shipment, whether accrued or accruing, must be paid or guaranteed to the satisfaction of Carrier before reconsignment will be made.

3. CHARGES

A request for the reconsignment or diversion of a shipment will be subject to any or all of the following charges, in addition to all other applicable charges:

- a. An administrative fee for change in documentation applies on all reconsigned shipments, including, but not limited to, dock pickups (See NOTE A):
\$50.00 per shipment
- b. Recalculated line haul charges as described in section i. below unless either of the following is true:
 - Shipment is reconsigned before leaving the origin terminal
 - Shipment is reconsigned to a point within the same delivering terminal service area before the freight leaves the destination service center for delivery.

In either of the above cases, line haul charges will be recalculated from the shipper's origin point to ultimate consignee.

- i. Line haul charges will be recalculated from the shipment's origin point to the point of reconsignment (see section ii.), and from the point of reconsignment to the ultimate consignee, using the paying customer's discount percentage and Exception Rating from the origin to the ultimate destination. If there is no Exception Rating or percentage discount published for the payor of the reconsignment charges, provisions published in Tariff ODFL 602 will apply.
- ii. The point of reconsignment will be determined as follows:
 - a. **Prior to tender for delivery:** the ODFL service center at which the shipment is stopped upon Carrier's acceptance of request for reconsignment.
 - b. **After tender for delivery:** the delivery point of the shipment prior to Carrier's acceptance of request for reconsignment.

NOTE A - An additional **\$50.00** administrative fee will apply each time Carrier is requested or required to amend the shipment instructions, including but not limited to, reversing a prior reconsignment to change the routing of the shipment back to the original tender instructions.