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NCBFAA Door Delivery Position Paper

Our association would like to bring to the attention of the steamship line industry an ongoing problem that our members have experienced with some members of the steamship line industry involving "Door Deliveries" / "On Carriages" / "Route Coded" bills of lading.

Carriers increasingly sell through services to inland points to shippers and importers. As per the "terms and conditions" of the ocean carriers bill of lading the responsibility for the inland cost and arrangement **are the obligation of the carrier.** Once the freight is accepted under these booking arrangements, the customs broker has no obligation or involvement in the delivery.

Despite the clear area of responsibility assumed by ocean carriers under "the contract of carriage" on this type of move, some ocean carriers and/or their appointed terminal operators request and/or demand that the customs broker issue a delivery order or delivery instructions. Many times the ocean carrier will call the broker to verify phone numbers, delivery addresses etc. For a customs broker to provide any information concerning the inland move could place the customs broker at risk, in view of how some carriers have been conducting their collection practices.

Additionally, some carriers instruct terminals to bill the customs broker for any storage, demurrage or detention/ per diem incurred on shipments that are not picked up timely. The pick up arrangements are outside the scope of the customs brokers responsibility on such bills of lading. Additionally, the customs broker has no ability to arrange the pickup on ocean carrier route coded cargo. A customs broker's responsibility ends once the goods are released by Customs and Border Protection. Moreover, brokers have no beneficial interest in and do not assert dominion or control over the cargo.

We ask that all ocean carriers please be aware of and respect the terms and conditions of their own bill of lading on these movements. The ocean carrier assumes full risk and responsibility for the inland cost and delivery arrangements and should **not** insist that the customs broker provide any information or delivery orders concerning the inland move on these types of bills of lading. **And**, the carriers should **not** insist that brokers be responsible for unpaid freight, demurrage or detention charges in the event the broker does agree to provide requested information or delivery orders. We urge the carriers both to understand and respect the limited role played by brokers with respect to the handling of import cargo and desist from this practice.

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