

Date: June 7, 2022

To: Federal Maritime Commission

Re: Docket No. 21-03. Comments on Carrier Automated Tariffs Rulemaking

Yang Ming Marine Transport Corp. respectfully submits these comments in response to the Federal Maritime Commission's ("Commission") notice dated May 10, 2022.

In regard to the proposed 46 CFR 520.11(d):

(d) *Annotation.* An NVOCC which tenders cargo to another NVOCC must annotate each applicable bill of lading with the identity of any other NVOCC to which the shipment has been tendered. Such annotation must be shown on the face of the bill of lading in a clear and legible manner.

This provision adds additional requirement that documentation be annotated with the names of all NVOCCs associated with the cargo. The Commission's intention on facilitating the transparency to provide the BCO with a path for escalation is admirable, however, from a commercial standpoint, the practicality of this provision is concerned:

- The administrative burden on all parties would potentially cause documentation delays as information would need to be manually inputted, unless a revision of House Bill of Lading (HBL) is made to incorporate such necessary fields.
- Full disclosure of all associated NVOCCs could also border on breaching "business partner confidentiality" as the information can be utilized by some NVOCCs to go directly to the BCO instead of through other NVOCCs' arrangements.
- Even if the BCO has full transparency on NVOCCs utilized under a specific shipment, it is more than likely that the BCO would still need to channel its requests, disputes, etc. through the HBL issuing party, especially many foreign-based NVOCCs may have no point of contact/contact person in the US. ###