
UIIA Equipment Providers Free Days and Per Diem/Use Charges

Note: For your convenience, we have produced a quick and easy online reference for Motor Carriers to access free time and per diem information for UIIA Equipment Providers. The following document contains only those sections within participating UIIA EP addenda that reflect each Provider's free time and per diem charges.

Please note that there may be other sections contained in an EP's addendum where the application of per diem charges may be addressed (i.e. lost/stolen equipment). To obtain this information Motor Carriers will need to download the Equipment Provider's addendum in its entirety by clicking on the Equipment Provider's company name from your list of pending or approved Equipment Providers.

Click on the links on the following page to take you directly to the Equipment Provider you wish to obtain free time/per diem information for. Should you wish to get back to the list of providers, simply click on the "back to top" link at the bottom of the page.

List of Participating Equipment Providers

Free Days and Use Charges

OCEAN CARRIERS:

[ACL/Grimaldi Group/Inarme](#)
[ANL Singapore Co. Pte. Ltd.](#)

[APL Co. Pte Ltd](#)
[Bermuda Container Line Limited](#)
[Canadian Pacific-US \(SOO Line & D&H\)](#)
[CMA/CGM America, Inc.](#)
[COFC Logistics LLC](#)
[COSCO Shipping Lines Co. Ltd/COSCO Shipping Lines \(North America\) Inc.](#)

[Eimskip USA, Inc.](#)
[Evergreen Shipping Agency \(America\) Corporation](#)
[Hamburg Sud North America, Inc.](#)
[\(formerly HSAC Logistics, Inc.\)](#)
[Hapag-Lloyd \(America\) Inc.](#)
[Hyundai Merchant Marine, Inc.](#)
[Iowa Interstate Railroad](#)
[MACS Maritime Carrier Shipping LLC](#)
[Maersk Line U.S.A., Inc. as Agent for Maersk Line A/S \(dba](#)
[Maersk Line/Safmarine/Maersk Domestic/SeaLand\)](#)
[Matson Navigation Company](#)
[Matson Navigation Company of Alaska LLC](#)
[Mediterranean Shipping Company](#)
[Milestone Chassis Company LLC](#)
[Milestone Equipment Company LLC](#)
[National Shipping of America LLC](#)
[Ocean Network Express North America, Inc./Ocean Network](#)
[Express Pte. Ltd.](#)
[Odyssey FoodTrans LLC](#)
[OOCL \(USA\) Inc as agents for Orient Overseas Container Line](#)
[Limited and OOCL \(Europe\) Limited](#)
[Pacific International Lines \(Private\) Limited](#)
[Pasha Hawaii Holdings LLC](#)
[Sarjak Container Line Pvt. Ltd.](#)
[Schuyler Line Navigation Company LLC](#)
[Seaboard Marine Ltd.](#)
[SM Line Corporation](#)
[Somers Isles Shipping Ltd.](#)
[Swire Shipping \(formerly Indotrans, Inc/Indotrans Pacific\)](#)
[Tiger Cool Express LLC](#)
[Tote Maritime Puerto Rico LLC \(fmerly Sea Star Line LLC\)](#)
[Turkon Container Transportation & Shipping, Inc.](#)
[Wan Hai Lines Ltd.](#)
[XPO Stacktrain, LLC](#)
[Yangming Marine Transport Corp.](#)
[Zim American Integrated Shipping Services Co, LLC](#)

RAILROAD COMPANIES:

[BNSF Railway Company](#)
[Canadian National/Illinois Central Railroad](#)
[Kansas City Southern Railway Company](#)
[Norfolk Southern Corp.](#)
[Union Pacific Railroad Company](#)

CHASSIS MANAGEMENT COMPANIES:

[American Intermodal Management LLC](#)
[Bridge Chassis Supply LLC](#)
[North American Chassis Pool Cooperative LLC](#)
[The Genset Pool LLC](#)

ACL/Grimaldi Group/Inarme

1. Free Days

- A.** Standard containers, flatracks, open top containers without chassis

Imports – day of interchange plus 4 working days

Exports – day of interchange plus 7 working days

- B.** Refrigerated containers

Import or export: day of interchange plus 2 working days

- C.** Trailers, low boys, flatbeds, or other special project equipment

Import or Export: day of interchange plus 5 working days

- D.** Chassis – If Provider is required to provide chassis equipment, there are no free days.

2. Per Diem Charges:

A. Standard containers flatracks and open tops	\$ 140.00 per day
B. Refrigerated containers	\$ 375.00 per day
C. Trailers, low boys, flatbeds or other special equipment	\$ 125.00 per day
D. Chassis	\$ 25.00 per day

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American Intermodal Management LLC

D. Free Time.

There shall be no Free Time for Provider Equipment.

E. Per Diem.

Motor Carrier shall pay Provider, as a daily usage charge, an amount per calendar day, or any part thereof, for each unit of Equipment, together with all additional charges herein, for as long as Motor Carrier retains possession of the Equipment. Upon mutual consent of the Provider and Motor Carrier, in the event that the ocean carrier or third party agrees to pay the Provider for certain days during the Interchange Period and the Provider agrees to bill that party directly, the Provider will do so. Notwithstanding the existence of any billing arrangements between the Provider and ocean carriers or other third parties, Motor Carrier shall remain fully responsible for the performance of all terms and conditions of the UIIA and this Addendum.

The per diem usage charge per day or fraction thereof shall be:

Location	Effective Date	Daily Rate
Southern California	June 6, 2016	\$23.75
	July 1, 2018	\$24.50
Northern California	June 6, 2016	\$23.75
	July 1, 2018	\$24.50
Pacific Northwest	June 6, 2016	\$23.75
	July 1, 2018	\$24.50
Houston, TX	March 12, 2018	\$21.00
Memphis, TN	March 12, 2018	\$21.50

The daily usage charge shall exclude those holidays set forth on Provider's website. Motor Carrier shall pay or reimburse Provider for any and all sales tax which shall be included on Provider's invoice.

Motor Carrier shall not permit any Equipment provided to it to become subjected to any liens, encumbrances or charges which might otherwise apply to any Equipment.

Provider will invoice Motor Carrier bi-weekly. Payment shall be due to Provider thirty (30) days after the invoice receipt date. Motor Carrier shall be required to pay a late payment fee at the rate of one and one-half percent (1.5%) per month for all payments received more than thirty (30) days after date of invoice.

F. Method of Dispute Resolution.

Motor Carrier has thirty (30) days from the date of an invoice from Provider for Maintenance and Repair charges or Per Diem charges to dispute the invoice, or any portion thereof. All claims must be submitted in writing to Provider's Dispute department at: 7320 E. Butherus Drive, Ste. 201, Scottsdale, AZ 85260; email: operations@aimchassis.com; and must be accompanied by supporting documents, such as gate receipts, service contract numbers, etc. Provider will undertake to reconcile disputed items within thirty (30) days from the date of the notice of dispute and will either provide verification of the charges as invoiced or credit Motor Carrier's account for any amounts not properly invoiced. Any dispute as to specific invoice charges shall not relieve Motor Carrier from the obligation to pay undisputed charges, without delay or offset, as required by the terms of this Agreement. Provider reserves its rights and remedies under the Agreement, applicable law or other sources to compel and collect payment of unpaid charges.

Provider reserves the right to use a designated third-party billing vendor. Invoices received from Providers designated third-party billing vendor may be disputed directly with the Provider or the third-party vendor. The method of dispute resolution shall remain in accordance with the process outlined in the Addendum.

If the Motor Carrier fails to pay any invoices due under the terms of this Agreement within the due date for payment, Provider may, in addition to its rights in this Agreement and with proper notification to the Motor Carrier in accordance with Section G.14.c. of the UIIA, suspend or deny Motor Carrier's right to interchange any Provider Equipment until payment of outstanding amounts are received.

Effective: October 1, 2018

ANL Singapore Pte. Ltd. (Formerly US Lines LLC)

A. FREE TIME

For the U.S.:

Free Time period shall consist of the day the equipment is interchanged plus the next four working days: Saturdays, Sundays and holidays shall be excluded. Upon Expiration of free time, per diem charges shall be assessed on a straight calendar day basis until the equipment is returned.

Exception, free time for temperature controlled equipment is day of interchange plus the next two working days.

For Canada:

Free Time period shall consist of the day the equipment is interchanged plus the next four working days: Saturdays, Sundays and holidays shall be excluded. Upon Expiration of Free Time, per diem charges shall be assessed on a straight calendar day basis until the equipment is returned.

Exception, free time for temperature controlled equipment is day of interchange plus the next two working days.

When the chassis is also provided by the Provider for Carrier Haulage/Door moves, two calendar days Free Time for the chassis is allowed.

B. CHARGES

The Motor Carrier will be assessed a daily normal use charge and a daily excess use charge as described below (**Table 1 or Table 2**) from the Provider until said equipment is returned to the Provider. In the event that CMA CGM provides a chassis for moves that are not carrier arranged shipments, a Chassis Provision Charge (CPC) of **\$30** per day shall be assessed to the Motor Carrier. No Free Time shall apply to the CPC charge. Upon expiration of Free Time, the following charge will be applicable until the equipment is returned empty.

SHIPMENTS ARRIVING/DEPARTING ON ALL SERVICES

Table 1: Charges below for Equipment provided by ANL Singapore Pte. Ltd. at an interchange point within the United States

EQUIPMENT		EACH CALENDAR DAY AFTER FREE TIME EXPIRES
Dry (any size, including tanks)		\$195.00 per day
Non-operating Reefer (NOR)		\$250.00 per day
Special Equipment		\$400.00 per day

EQUIPMENT	DAYS 4-6	EACH CALENDAR DAY THEREAFTER
Reefer (any size)	\$350.00 per day	\$400.00 per day

EQUIPMENT		EACH CALENDAR DAY AFTER FREE TIME EXPIRES
Chassis (Canada)		\$80.00 per day

Table 2: Charges below for Equipment provided by ANL Singapore Pte. Ltd. at an interchange point within Canada

EQUIPMENT		EACH CALENDAR DAY AFTER FREE TIME EXPIRES
Dry (any size, including tanks)		\$195.00 per day
Non-operating Reefer (NOR)		\$250.00 per day
Special Equipment		\$400.00 per day

EQUIPMENT	DAYS 4-6	EACH CALENDAR DAY THEREAFTER
Reefer (any size)	\$350.00 per day	\$400.00 per day

EQUIPMENT		EACH CALENDAR DAY AFTER FREE TIME EXPIRES
Chassis (Canada)		\$80.00 per day

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D. ADDITIONAL TERMS AND CONDITIONS

1. Lost or stolen equipment must be reported by certified mail to ANL Singapore Pte. Ltd., c/o CMA CGM (America) LLC, 5701 Lake Wright Drive, Norfolk, VA 23502, Attn: Equipment Manager. Stolen reports must be accompanied by a police report. It is to be understood that the Motor Carrier is responsible for per diem until notification is received by ANL Singapore Pte. Ltd.
2. The Motor Carrier is responsible for per diem, fines, encumbrances, condition, and the ultimate safe return of the equipment to ANL Singapore Pte. Ltd.
3. In the event Motor Carrier redelivers Chassis to Provider at a geographical location different from where it was originally accepted, without prior written approval from Provider, Motor Carrier agrees to pay Provider all costs Provider may incur to return said Chassis to its point of origin, or other location that is no further away than the original delivery location. Motor Carrier agrees to pay a Mis- Delivery Fee of \$35.00 per day, in addition to the above noted costs, assessed from the date of improper delivery until the Chassis is delivered to the point of origin or other location that is no further away than the original delivery location.
4. In the event Motor Carrier returns/delivers an empty Container contrary to Provider's Empty Return Instructions (i.e. at the wrong interchange or container yard, or under the wrong interchange and/or company), Motor Carrier agrees to pay a Mis-Use Fee of \$700 per occurrence, in addition to any per diem charges (see Section B) incurred from the initial interchange (outbound) up to the date of interchange in accordance with Provider's Empty Return Instructions. Notwithstanding the foregoing, in the event Motor Carrier returns/delivers an empty Container to Columbia Group Depot yard in Newark, NJ that did not originate from Maher Terminals in Elizabeth, NJ, a non-origination fee of \$250 per container will be charged to the Motor Carrier to cover the additional cost incurred for the empty return.
5. In accordance with Section E.5 of the UIIA, all Equipment shall be returned to the Provider in a clean condition. In addition, all empty Equipment returned to Provider shall be free of hazmat placards and hazmat residue. Equipment cleaning and/or hazmat placard removal shall be billed at a minimum of \$60 (sixty dollars) charge per unit to the Motor Carrier.
6. Any request by a Motor Carrier to street turn equipment under its interchange (i.e. reuse empty import equipment in its possession for a subsequent export move without empty return and release from an authorized terminal or depot) must be submitted and approved through the Avantida platform at <https://portal.avantida.com>. Motor Carrier will be responsible for complying with any terms of use of the Avantida platform and for paying a service charge of \$25.00 USD for US locations or \$35.00 CAD for Canadian locations per street turn request directly to Avantida. Any equipment used by Motor Carrier for a street turn that is not submitted and approved through the Avantida platform will be subject to an Unauthorized Street Turn fee of \$250.00 USD per container per occurrence, and detention daily usage/per diem charges at the expiration of free time under the original import interchange

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A. FREE TIME

For the U.S.:

Free Time period shall consist of the day the equipment is interchanged plus the next three working days: Saturdays, Sundays and holidays shall be excluded. Upon Expiration of free time, per diem charges shall be assessed on a straight calendar day basis until the equipment is returned.

Exception, free time for temperature controlled and specialized equipment is day of interchange plus the next two working days. Free Time for other equipment which may be provided, such as trailers, low boy trailers and equipment leased for special projects, shall consist of the day the equipment is interchanged plus the next four working days.

For Canada:

Free Time period shall consist of the day the equipment is interchanged plus the next three working days: Saturdays, Sundays and holidays shall be excluded. Upon Expiration of free time, per diem charges shall be assessed on a straight calendar day basis until the equipment is returned.

Exception, free time for temperature controlled and specialized equipment is day of interchange plus the next two working days. Free Time for other equipment which may be provided, such as trailers, low boy trailers and equipment leased for special projects, shall consist of the day the equipment is interchanged plus the next four working days.

B. CHARGES

The Motor Carrier will be assessed a daily normal use charge and a daily excess use charge as described below (**Table 1 or Table 2**) from the Provider until said equipment is returned to the Provider. In the event that CMA CGM provides a chassis for moves that are not carrier arranged shipments, a Chassis Provision Charge (CPC) of **\$30** per day shall be assessed to the Motor Carrier. No Free Time shall apply to the CPC charge. Upon expiration of Free Time, the following charge will be applicable until the equipment is returned empty.

SHIPMENTS ARRIVING/DEPARTING ON ALL SERVICES**Table 1: Charges below for Equipment provided by APL Co. Pte Ltd at an interchange point within the United States**

EQUIPMENT	DAYS 5-8	DAYS 9-12	EACH CALENDAR DAY THEREAFTER
20' Standard	\$155.00 per day	\$205.00 per day	\$255.00 per day
40' Standard	\$155.00 per day	\$205.00 per day	\$255.00 per day
40' High Container	\$155.00 per day	\$205.00 per day	\$255.00 per day
45' Standard	\$155.00 per day	\$205.00 per day	\$255.00 per day

EQUIPMENT	DAYS 4-7	DAYS 8-11	EACH CALENDAR DAY THEREAFTER
20' Open Top	\$220.00 per day	\$265.00 per day	\$310.00 per day
40' Open Top	\$220.00 per day	\$265.00 per day	\$310.00 per day
20' Flat	\$220.00 per day	\$265.00 per day	\$310.00 per day
40' Flat	\$220.00 per day	\$265.00 per day	\$310.00 per day
Sea-deck	\$220.00 per day	\$265.00 per day	\$310.00 per day
Platform	\$220.00 per day	\$265.00 per day	\$310.00 per day

EQUIPMENT	DAYS 4-6	DAYS 7-10	EACH CALENDAR DAY THEREAFTER
Reefer containers (any size)	\$345.00 per day	\$445.00 per day	\$545.00 per day

EQUIPMENT	EACH CALENDAR DAY AFTER FREE TIME EXPIRES
Tank containers (any size)	\$195.00 per day

EQUIPMENT	DAYS 6-10	EACH CALENDAR DAY THEREAFTER
All other equipment which may be provided (such as trailers, low boy trailers and equipment leased for special projects)	\$135.00 per day	\$185.00 per day

Table 2: Charges below for Equipment provided by APL Co. Pte Ltd at an interchange point within Canada

EQUIPMENT	DAYS 5-8	DAYS 9-12	EACH CALENDAR DAY THEREAFTER
20' Standard	\$145.00 per day	\$195.00 per day	\$245.00 per day
40' Standard	\$145.00 per day	\$195.00 per day	\$245.00 per day
40' High Container	\$145.00 per day	\$195.00 per day	\$245.00 per day
45' Standard	\$145.00 per day	\$195.00 per day	\$245.00 per day

EQUIPMENT	DAYS 4-7	DAYS 8-11	EACH CALENDAR DAY THEREAFTER
20' Open Top	\$210.00 per day	\$260.00 per day	\$305.00 per day
40' Open Top	\$210.00 per day	\$260.00 per day	\$305.00 per day
20' Flat	\$210.00 per day	\$260.00 per day	\$305.00 per day
40' Flat	\$210.00 per day	\$260.00 per day	\$305.00 per day
Sea-deck	\$210.00 per day	\$260.00 per day	\$305.00 per day
Platform	\$210.00 per day	\$260.00 per day	\$305.00 per day

EQUIPMENT	DAYS 4-6	DAYS 7-10	EACH CALENDAR DAY THEREAFTER
Reefer containers (any size)	\$345.00 per day	\$445.00 per day	\$545.00 per day

EQUIPMENT	EACH CALENDAR DAY AFTER FREE TIME EXPIRES
Tank containers (any size)	\$195.00 per day

EQUIPMENT	DAYS 6-10	EACH CALENDAR DAY THEREAFTER
All other equipment which may be provided (such as trailers, low boy trailers and equipment leased for special projects)	\$135.00 per day	\$185.00 per day

D. ADDITIONAL TERMS AND CONDITIONS

1. Lost or stolen equipment must be reported by certified mail to APL Co. Pte Ltd, c/o CMA CGM (America) LLC, 5701 Lake Wright Drive, Norfolk, VA 23502, Attn: Equipment Manager. Stolen reports must be accompanied by a police report. It is to be understood that the Motor Carrier is responsible for per diem until notification is received by APL Co. Pte Ltd.
2. The Motor Carrier is responsible for per diem, fines, encumbrances, condition, and the ultimate safe return of the equipment to APL Co. Pte Ltd.
3. In the event Motor Carrier redelivers Chassis to Provider at a geographical location different from where it was originally accepted, without prior written approval from Provider, Motor Carrier agrees to pay Provider all costs Provider may incur to return said Chassis to its point of origin, or other location that is no further away than the original delivery location. Motor Carrier agrees to pay a Mis- Delivery Fee of \$35.00 per day, in addition to the above noted costs, assessed from the date of improper delivery until the Chassis is delivered to the point of origin or other location that is no further away than the original delivery location.
4. In the event Motor Carrier returns/delivers an empty Container contrary to Provider's Empty Return Instructions (i.e. at the wrong interchange or container yard, or under the wrong interchange and/or company), Motor Carrier agrees to pay a Mis-Use Fee of \$700 per occurrence, in addition to any per diem charges (see Section B) incurred from the initial interchange (outbound) up to the date of interchange in accordance with Provider's Empty Return Instructions. Notwithstanding the foregoing, in the event Motor Carrier returns/delivers an empty Container to Columbia Group Depot yard in Newark, NJ that did not originate from Maher Terminals in Elizabeth, NJ, a non-origination fee of \$250 per container will be charged to the Motor Carrier to cover the additional cost incurred for the empty return.
5. In accordance with Section E.5 of the UIIA, all Equipment shall be returned to the Provider in a clean condition. In addition, all empty Equipment returned to Provider shall be free of hazmat placards and hazmat residue. Equipment cleaning and/or hazmat placard removal shall be billed at a minimum of \$60 (sixty dollars) charge per unit to the Motor Carrier.

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6. Any request by a Motor Carrier to street turn equipment under its interchange (i.e. reuse empty import equipment in its possession for a subsequent export move without empty return and release from an authorized terminal or depot) must be submitted and approved through the Avantida platform at <https://portal.avantida.com>. Motor Carrier will be responsible for complying with any terms of use of the Avantida platform and for paying a service charge of \$25.00 USD for US locations or \$35.00 CAD for Canadian locations per street turn request directly to Avantida. Any equipment used by Motor Carrier for a street turn that is not submitted and approved through the Avantida platform will be subject to an Unauthorized Street Turn fee of \$250.00 USD per container per occurrence, and detention daily usage/per diem charges at the expiration of free time under the original import interchange

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I. FREE DAYS AND USE CHARGES

In the absence of any other written agreement with Motor Carrier and in accordance with Section E.6 of the UIIA, the following Free Time shall be allowed and the following use charges assessed to Motor Carrier.

FREE TIME AND RATES

- A.** Free time period shall be allowed for the equipment commencing with the day the equipment is delivered to the Motor Carrier as follows:

1. Dry Container – 10 working days free time
2. Refrigerated Container – 5 working days free time
3. Chassis – 5 working days free time, except for chassis used for rail shipments the free time will be 2 working days
4. All Other Equipment – 5 working days free time

Saturdays, Sundays and Holidays shall be excluded in computing free time. Coincident with the expiration of said free time, per diem charges shall be assessed on the equipment for each calendar day until the day said equipment is properly returned to The Provider.

- B.** For Intermodal equipment used to move export or import shipments after the expiration of Free Time, the Motor Carrier shall be responsible for the payment of the following per diem charge:

1. Dry Container **\$15.00 per day**
2. Refrigerated Container **\$30.00 per day**
3. Chassis **\$20.00 per day**
4. Chassis used for rail shipments - Per Diem is based on the chassis owner charge
5. All other Equipment **\$20.00 per day**

NOTES:

- (i) The term day means the calendar period commencing at 0001 hours and terminating at 2400 hours or any fraction thereof.
- (ii) A working day shall not include Saturdays, Sundays or holidays.

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BRIDGE CHASSIS SUPPLY LLC (BCS)

III. Rental Billing Calculation - Motor Carrier agrees to pay BCS a Chassis Rental/Use Charge for use of chassis provided by BCS calculated as follows unless superseded by a separate bilateral agreement:

- A. Each calendar day or fraction thereof during the Interchange Period.
- B. There are no free days at the beginning of the Interchange Period and all days are billable including weekends and holidays.
- C. Upon mutual consent of BCS and Motor Carrier, in the event that an ocean carrier or other third party agrees to pay BCS for certain days during the Interchange Period and BCS agrees to bill that party directly, BCS will do so. Notwithstanding the existence of any billing arrangements between BCS and ocean carriers or other third parties, Motor Carrier shall remain fully responsible for the performance of all terms and conditions of the UIIA and this Addendum.
- D. Daily Chassis Rental/Use Charges and any changes with their effective date to those rates will be published on BridgeChassisSupply.com. BCS shall email rate changes to Motor Carrier with 30 days advance notice of effective date. The rates will be applicable to all chassis Interchanged to Motor Carrier on or after the published effective date.
- E. All Parties agree to be bound by the terms and conditions of this Addendum in any and all cases from the time that the Chassis is placed in the physical possession of Motor Carrier or its agents until the Chassis is returned to the physical possession of BCS or its agents.

IV. Invoicing and Invoice Terms

- A. Unless otherwise notified by Motor Carrier, BCS will send invoices to either the email address or physical address Motor Carrier has registered with IANA for UIIA Notices.
- B. Where proof of BCS's invoice issuance date is needed to verify compliance with any issuance deadlines contained in the UIIA, the following dates shall be used unless Motor Carrier has evidence to the contrary:
 - a. For emailed invoices, the invoice email date will be used.
 - b. For mailed invoices, BCS's system recorded invoice created date shall be used.
- C. BCS will endeavor to email monthly statements to Motor Carrier for all outstanding invoices.
- D. For invoice dispute deadline purposes, Motor Carrier's recorded date on mailed invoices or email date will be used as the receipt date. If Motor Carrier reports to have not received the invoice then the first statement date listing the invoice in dispute after the invoice created date shall be used.
- E. Subject to deadlines for invoicing in the UIIA, the frequency for BCS's invoicing of Motor Carrier shall be determined by BCS and is subject to change.
- F. All invoices must be paid in full within thirty (30) days of the invoice date.
- G. In the event Motor Carrier's payment by check or otherwise cannot be processed, any charges incurred by BCS will be invoiced back to Motor Carrier.
- H. Motor Carrier shall be required to pay a penalty for late payment at the rate of 1.5% per month (or portion thereof) for all payments not received within 30 days of invoice date.

V. Method of Invoice Dispute Resolution

- A. The following dispute resolution process applies for all types of invoices issued by Provider or its agent.
- B. Motor Carrier shall advise BCS in writing of any disputed items on invoices within 30 days of the receipt of BCS's invoice(s), of any disputed items on said invoice(s). Should Motor Carrier fail to dispute an invoice within 30 days after receipt of the invoice, the Motor Carrier will lose any further right to dispute the invoice. Further, Motor Carrier immediately will be responsible for payment thereof to BCS.
- C. Disputes must include:
 - a. Motor Carrier's name, address, telephone number and email address.
 - b. A copy of BCS's invoice with all supports
 - c. A detail explanation of the dispute
 - d. Documents (i.e. gate receipts) to support the dispute
 - e. A reasonable recommendation for a remedy

(BRIDGE CHASSIS SUPPLY LLC CONTINUED)

- D.** Motor Carrier shall provide disputes in writing to the party listed on the invoice as well as one of the following email addresses depending on the type of dispute:
- a.** Per Diem Billing : CYPERRDIEM@US.Kline.Com
 - b.** M&R/Lost/Stolen Billing: MECClaims@MEC-USA.Com
 - c.** Violation/Toll & Other Billing: RICLNEQ@US.Kline.com
 - d.** Other Types of Invoices: RICLNEQ@US.Kline.com
- E.** BCS will endeavor to respond to all claims within 30 days. Except for invoice types addressed under different terms in the UIIA, BCS does not forfeit its right to collect on invoices if it doesn't respond within the established guidelines.

Section VI. Other Charges

- A.** In the event Motor Carrier redelivers chassis to BCS at a geographical location different from where it was originally accepted, without prior written approval from BCS, Motor Carrier agrees to pay BCS all costs BCS may incur to return said chassis to its point of origin, or other location that is no further away than the original delivery location.
- B.** Provider reserves the right to include a \$50.00 administration fee to any invoice.
- C.** Rates are inclusive except where states taxes are applicable.

Section XII. Binding Arbitration

When there has been a decision through the arbitration process and full payment has not been made within the terms of the UIIA Agreement, the decision may be confirmed in any court of competent jurisdiction and shall be enforceable under the United Nations Convention on the Recognition and Enforcement of Arbitral Awards of June 10, 1958.

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Effective Date: January 3, 2013
LAST REVISED: JULY 1, 2017
IIEC REVISION: JUNE 5, 2015
IIEC REVISION: SEPTEMBER 21, 2018

I. NOTIFICATION AND FREE TIME

A. Free Time Commences

See II. DESTINATION STORAGE, A. Free Time Commences.

B. Amount of Free Time

See II, DESTINATION STORAGE, B. Amount of Free Time

C. Weekends

See II. DESTINATION STORAGE C. Charges Per 24-hour Period. Weekends are not free.

D. Holidays

See II. DESTINATION STORAGE C. Charges Per 24-hour Period. Holidays occurring within the free time are excluded from the free time calculation.

E. Equipment Inspection

Equipment is considered roadworthy when the Motor Carrier has executed the standard Equipment Interchange Receipt. In the event Motor Carrier and BNSF have signed a Checkpoint Bypass Letter of Agreement, a BNSF Express Lane Pass will be executed in lieu of an Equipment Interchange Receipt. The Parties shall be bound by the Terms and Conditions of the Equipment Interchange Receipt, as well as the notations made, or the Checkpoint Bypass Letter of Agreement.

F. Interchange of Equipment

BNSF and Motor Carrier may be subscribers to the TOFC/COFC Interchange Rules adopted by the Association of American Railroads during part or all of the period this Addendum is in effect. In that event, where provisions in this Addendum conflict with any of the said Interchange Rules, the provisions of this Addendum shall prevail over such Interchange Rules and shall govern the relationship of the Parties to this Addendum.

In accordance with Section E.1. of the UIIA, Motor Carrier shall be responsible for the safe and timely return of Equipment to BNSF or until delivered to an authorized party as set forth in Exhibit A to this Addendum, ordinary wear and tear excepted.

Motor Carrier shall not interchange Equipment to another rail carrier or third party not authorized by BNSF. If this occurs, Motor Carrier will be assessed a surcharge as set forth in Exhibit A to this Addendum. BNSF-controlled Chicago crosstown chassis removed from BNSF are to be returned bare to the same terminal from which they were removed unless otherwise instructed or authorized by BNSF Dispatch personnel in accordance with Section E.1. of the UIIA.

Motor Carrier agrees to pay all applicable transportation costs associated with the return of Equipment to BNSF.

In accordance with Section F.3. of the UIIA, Motor Carrier shall be responsible to BNSF for the performance of this Addendum and for parties who take possession of the Equipment until its proper return to BNSF or an authorized party.

Motor Carrier shall accept responsibility for all owner operators and their leased power units as if they were Motor Carrier's own employees and vehicles. Tractors must be licensed and display permanently attached logos on both sides.

Equipment obtained from BNSF by Motor Carrier will be governed by the terms and conditions of this Addendum. BNSF-owned/controlled container use charges will be billed directly to the customer to whom the container is assigned as specified in Exhibit A to this Addendum. To obtain BNSF-owned/controlled Equipment from a BNSF Intermodal hub, Motor Carrier must be able to provide a valid executed copy of the BNSF Addendum to the UII Agreement.

BNSF is a participant in a neutral chassis pool for domestic containers (Domestic Neutral Pool Chassis) that is managed by an independent third party pool operator. The use of Domestic Neutral Pool Chassis and associated charges are subject to the terms of the pool operator's chassis use agreement. The pool operator's chassis use agreement allows parties authorized by the pool operator to utilize Domestic Neutral Pool Chassis and establishes rules governing interchange among railroads. To participate in the Domestic Neutral Pool Chassis program, participants must sign a pool operator's chassis use agreement.

II. DESTINATION STORAGE

A. Free Time Commences

Upon notification.

B. Amount Of Free Time

Complete detail on BNSF Intermodal Storage can be found in the BNSF Intermodal Rules and Policies Guide, last revised 09/27/18, (Item 37: Storage at www.bnsf.com).

(BNSF Railway Continued)

At destination, free time is day of notification plus twenty-four (24) hours at Group 1 facilities or day of notification plus forty-eight (48) hours at Group 2, including Saturdays and Sundays. Exhibit D attached to this Addendum outlines Group 1 and 2 facilities, and associated free time.

The day of notification occurs before storage free time and chargeable days.

The event used to determine the day of notification will be the Integrated Service Planning (ISP) date and time (where applicable) when it occurs after the notification (Patron Notification). Otherwise, the event used to determine the day of notification will be either the Patron Notification (PN) or Estimated Time of Notification (ETN), whichever occurs at the later date and time.

If the day of notification falls on a holiday, the next day will be considered the day of notification. If a holiday occurs during the free time, the holiday is not included in the calculation of free time.

Holidays shown below:

January 1	July 4	December 24
Easter Sunday	Labor Day	December 25
Memorial Day	Thanksgiving Day	

If Motor Carrier is the party to be notified of Equipment availability at destination, notification to Motor Carrier will occur as designated on the Shipping Instructions twenty-four (24) hours per day, seven (7) days per week. BNSF is not responsible if the notify party does not receive the notification unless transmission error is due to the fault of BNSF.

All notification refusals must be submitted in writing and faxed to the BNSF Notification Desk at 1-800-699-9368. Notification refusals do not dismiss storage charges, and free time will not be restarted.

Report any Equipment requiring repairs to the BNSF hub personnel. Repair to private equipment is the shipper's responsibility.

C. Charges Per 24-hour Period

Storage day is from 12:00 a.m. to 11:59 p.m. Storage charges are applicable to all Equipment whether owned or leased by a railroad or privately owned.

At destination, the notify party will be responsible for payment of all storage charges. For all equipment, when applicable free time expires, the storage charge is \$150 per day (or fraction of a day) for each of chargeable days one, two, and three and \$200 per day (or fraction of a day) for day four and any subsequent days at Group 1 and 2 facilities. These charges apply on Saturdays, Sundays, and holidays. The amount of free time varies between Group 1 and Group 2 facilities. See Exhibit D.

Storage charges will begin the first 12:01 a.m. after notification if a Motor Carrier refuses Equipment once free time has expired.

Private bare chassis not removed within the twenty-four (24) hour period following notification, incur a \$150 per day charge at Group 1 and Group II facilities per vehicle for each fraction or full day, including Saturdays, Sundays, and holidays.

When Motor Carrier interchanges any shipment to BNSF for outbound rail transportation that is subsequently removed from BNSF for any reason whatsoever prior to rail movement, storage charges of \$150 per day at Group I and Group II facilities per vehicle for each full or fraction of a day, including Saturdays, Sundays, and holidays will be assessed to Motor Carrier.

If Motor Carrier, due to strike by railroad or Motor Carrier's employees, should experience difficulty in interchanging equipment, it may apply in writing to BNSF for relief from charges within fifteen (15) days following the strike. BNSF shall have sole discretion to grant or deny relief.

III. CONTAINER/CHASSIS USE/RENTAL/PER DIEM CHARGES

A. Type of Equipment

Not applicable to Motor Carriers for BNSF-owned/controlled containers/chassis.

1. Free Time Allowance

Not applicable to Motor Carriers for BNSF-owned/controlled containers/chassis.

2. Container/Chassis Use/Rental/Per Diem Charges

Not applicable to Motor Carriers for BNSF-owned/controlled containers/chassis.

IV. METHOD OF INVOICE DISPUTE RESOLUTION

A. Storage and Container/Chassis Use/Rental/Per Diem Billing

An individual bill for Equipment incurring storage charges will be submitted by BNSF on a daily basis following Equipment removal from BNSF's terminal.

Motor Carrier must submit billing disputes to BNSF within thirty (30) days of invoice date. BNSF will use commercially reasonable efforts to respond to a billing dispute within thirty (30) days of receipt. In the event Motor Carrier fails to pay all uncontested amounts due within thirty (30) days of the invoice date, this Addendum shall be subject to immediate cancellation by BNSF along with payment of interest on such unpaid sum from thirty (30) days after its invoice date to the date of payment at an annual rate equal to (i) the greater of (a) for the period January 1 through June 30, the prime rate last published in The Wall Street Journal in the preceding December plus two and one-half percent (2 ½%), and for the period July 1 through December 31, the prime rate last published in The Wall Street Journal in the preceding June plus two and one-half percent (2 ½%), or (b) twelve percent (12%), or (ii) the maximum rate permitted by Law, whichever is less. Motor Carrier will not be permitted to pick up Equipment at BNSF terminals during the cancellation period. In the event any charge due remains unpaid more than sixty (60) days from invoice date and BNSF refers collection of such charge to an attorney, Motor Carrier agrees to pay, in addition to said charge, all costs for attorneys' fees and collection expenses.

B. Unresolved Disputes

All unresolved disputes may be resolved through judicial means.

V. OTHER CHARGES

A. Failure to Furnish Disposition

Motor Carrier shall furnish disposition of Equipment upon request from BNSF. In the event Motor Carrier fails to respond to BNSF's request for disposition of Equipment within five (5) days from date of BNSF's request, a surcharge will be assessed to Motor Carrier as set forth in Exhibit A to this Addendum.

B. Hazardous Waste

BNSF prohibits the movement of municipal or solid waste in BNSF-owned/controlled Equipment. Anyone who transports such materials in BNSF-owned/controlled Equipment will be solely responsible for either returning the Equipment to an acceptable condition or replacing the Equipment

Exhibit A – Section II. Surcharges

A \$700 surcharge will be assessed for each occurrence against the Motor Carrier should the following events occur while in the Motor Carriers possession.

- Equipment interchanged to an unauthorized party.
- Chassis not returned within five (5) days following crosstown or pier terminal delivery.
- Failure to respond to BNSF's request within five (5) days for Equipment disposition.

A \$500 surcharge will be assessed for each occurrence against the Motor Carrier should a breach of the Addendum require cancellation and BNSF reinstatement of the Addendum.

EXHIBIT D
GROUP 1 AND GROUP 2 FACILITIES

Facility Group	Facility	Free Time = Notification Day +	Storage Charge (Day 1-3)	Storage Charge (Day 4+)
1	Chicago (Cicero), IL	24 Hours	\$150 per day	\$200 per day
	Chicago (Corwith), IL			
	Chicago (Willow Springs), IL			
	Los Angeles, CA			
	Phoenix, AZ			
	Portland, OR			
	San Bernardino, CA			
	South Seattle, WA			
	Stockton, CA			
	St. Louis, MO			
Facility Group	Facility	Free Time = Notification Day +	Storage Charge (Day 1-3)	Storage Charge (Day 4+)
2	Alliance, TX	48 Hours	\$150 per day	\$200 per day
	Albuquerque, NM			
	Atlanta (Fairburn), GA			
	Denver, CO			
	El Paso, TX			
	Houston, TX			
	Logistics Park Chicago, IL			
	Logistics Park Kansas City, KS			
	Memphis, TN			
	New Orleans, LA			
	Oakland International Gateway, CA			
	Omaha, NE			
	Seattle (SIG), WA			
	Spokane, WA			
	St. Paul, MN			

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**EXHIBIT D – CONTINUED
STORAGE DWELL TABLES**

NOTIFICATION OCCURS BY ISP DATE OR ETN

Equipment storage free time and charges below are applicable on all shipments and service levels at BNSF Intermodal Facilities. The facilities for each Group are listed in the next section. These tables are for reference and are not comprehensive. For additional Storage details, see the BNSF Intermodal Rules & Policies Guide, Item 37: Storage, (last revised 09/27/18).

Group 1

MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU
N	F	\$150	\$150	\$150	\$200	\$200	\$200	\$200	\$200	\$200
	N	F	\$150	\$150	\$150	\$200	\$200	\$200	\$200	\$200
		N	F	\$150	\$150	\$150	\$200	\$200	\$200	\$200
			N	F	\$150	\$150	\$150	\$200	\$200	\$200
				N	F	\$150	\$150	\$150	\$200	\$200
					N	F	\$150	\$150	\$150	\$200
						N	F	\$150	\$150	\$150

Group 2

MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU
N	F	F	\$150	\$150	\$150	\$200	\$200	\$200	\$200	\$200
	N	F	F	\$150	\$150	\$150	\$200	\$200	\$200	\$200
		N	F	F	\$150	\$150	\$150	\$200	\$200	\$200
			N	F	F	\$150	\$150	\$150	\$200	\$200
				N	F	F	\$150	\$150	\$150	\$200
					N	F	F	\$150	\$150	\$150
						N	F	F	\$150	\$150

N = Notification. The event used to determine the day of Notification will be the Integrated Service Planning (ISP) date and time (where applicable) when it occurs after the notification (Patron Notification). Otherwise, the event used to determine the day of notification will be either Patron Notification (PN) or Estimated Time of Notification (ETN), whichever occurs at the later date and time.

F = Free time (non-chargeable time). This is the day of Notification, plus applicable free hours for all equipment.

The table below shows the event sequence (left to right) that determines the day of notification and if an additional 24 hours Free Time will be applied.

Order of Events To Determine Notification			Notification Day	Additional Free Time
PN	ETN	ISP	ISP	No
ETN	PN	ISP	ISP	No
PN	ISP	ETN	ISP	No
ISP	PN	ETN	ETN	No
ISP	ETN	PN	PN	Yes
ETN	ISP	PN	PN	Yes

**EXHIBIT D – CONTINUED
STORAGE DWELL TABLES**

NOTIFICATION OCCURS AFTER ISP DATE AND ETN - ADDITIONAL 24 HOURS OF FREE TIME

Equipment storage free time and charges below are applicable on all shipments and service levels at BNSF Intermodal Facilities. The facilities for each Group are listed in the next section. These tables are for reference and are not comprehensive. For additional Storage details, see the BNSF Rules and Policies Guide, Item 37: Storage, last revised 09/27/18.

Group 1

MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU
N	F	F	\$150	\$150	\$150	\$200	\$200	\$200	\$200	\$200
	N	F	F	\$150	\$150	\$150	\$200	\$200	\$200	\$200
		N	F	F	\$150	\$150	\$150	\$200	\$200	\$200
			N	F	F	\$150	\$150	\$150	\$200	\$200
				N	F	F	\$150	\$150	\$150	\$200
					N	F	F	\$150	\$150	\$150
						N	F	F	\$150	\$150

Group 2

MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU
N	F	F	F	\$150	\$150	\$150	\$200	\$200	\$200	\$200
	N	F	F	F	\$150	\$150	\$150	\$200	\$200	\$200
		N	F	F	F	\$150	\$150	\$150	\$200	\$200
			N	F	F	F	\$150	\$150	\$150	\$200
				N	F	F	F	\$150	\$150	\$150
					N	F	F	F	\$150	\$150
						N	F	F	F	\$150

N = Notification. The event used to determine the day of notification will be the Integrated Service Planning (ISP) date and time (where applicable) when it occurs after the notification (Patron Notification). Otherwise, the event used to determine the day of notification will be either Patron Notification (PN) or Estimated Time of Notification (ETN), whichever occurs at the later date and time.

F = Free time (non-chargeable time). This is the day of notification, plus applicable free hours for all equipment.

The table below shows the event sequence (left to right) that determines the day of Notification, and if an additional 24 hours Free Time will be applied.

Order of Events To Determine Notification			Notification Day	Additional Free Time
PN	ETN	ISP	ISP	No
ETN	PN	ISP	ISP	No
PN	ISP	ETN	ISP	No
ISP	PN	ETN	ETN	No
ISP	ETN	PN	PN	Yes
ETN	ISP	PN	PN	Yes

CANADIAN NATIONAL/ILLINOIS CENTRAL RAILROAD

1. DEFINITION OF TERMS:

MOTOR CARRIER CHARGES: "Motor Carrier Charges" shall mean the daily charges for use and/or storage of Equipment as set forth in this Addendum or as may be set forth in subsequent amendments thereto.

DETENTION DAY: "Detention Day" shall mean a twenty-four (24) hour period, or part thereof, commencing 00:01 after released / interchanged from Canadian National / Illinois Central Railroad (CN).

CREDIT: "Credit" shall mean non-chargeable detention day. Credits can only be earned on those equipment released / interchanged to CN.

HOLIDAYS: "Holidays" shall mean the nationally recognized dates for the following only: New Year's Day, Washington's Birthday, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day, Christmas Eve Day, Christmas Day, and New Year's Eve Day.

3. EQUIPMENT USAGE:

(a) Interchange will be made on a compensation basis. Motor Carrier Charges shall be those listed below. Canadian National Railway (CN) reserves the right to change such Motor Carrier Charges upon thirty (30) days written notice, such notice to be sent by United States Mail, facsimile or delivery to the last known address of Motor Carrier, and such Motor Carrier Charges to take effect on the first day of the month following the expiration of the thirty (30) day notice period.

(b) Except as otherwise provided in the Agreement or this Addendum, the Motor Carrier may be subject to the regulations, rules and charges as published in the CN rules tariff CNR 9100. A copy of this tariff is available at www.cn.ca. The Equipment usage provisions contained herein represent a summary of the specific terms of CNR 9100 (Revision AI Effective 7/15/04).

(c) Charges for use of Equipment pursuant to this Agreement shall be assessed on the following basis:

INTERMODAL UNIT TYPE – RAILWAY CONTROLLED	DETENTION CHARGE PER UNIT/ PER DAY
1. Dry Units / Roadrailer Units	\$ 50.00
2. Refrigerated Units - turned on (\$100 for first 3 days - \$150 thereafter)	\$ 100.00/\$ 150.00
3. Refrigerated Units - turned off (used as dry)	\$ 50.00
4. Heated Units - turned on	\$ 100.00
5. Heated Units - turned off (used as dry)	\$ 50.00
6. All Other Intermodal Units - incl. Dom.Repo equipment (PL40/42/47) - plus chassis	\$ 30.00
7. All Other Intermodal Units - incl. Dom.Repo equipment (PL45) - without chassis	\$ 15.00

(d) Charges for equipment use will be calculated as follows:

- 1) Total detention day(s) for all units released will be added.
- 2) Total credits for all units released will be added.
- 3) If total credits exceed total detention day(s), detention charges will not be assessed.
- 4) If total detention day(s) exceed the total credits, calculation of charges will be assessed as follows:

(i) Subtract number of total credits from total detention day(s) to determine the chargeable detention day(s).

(ii) The number of chargeable detention day(s) will be assessed in accordance with Items 5225 and 5230 of tariff CNR 9100 (Revision AI Effective 7/15/04).

Credits will be granted per the following:

Type of Unit	Credits Allowed	Conditions
Dry	Two (2)	- None
Roadrailer	One (1)	- None
Refrigerated	One (1)	- Unit turned on
Refrigerated	Two (2)	- Unit turned off (used as dry)
Heated	One (1)	- Unit turned on
Heated	Two (2)	- Unit turned off (used as dry)
All Other IM Units	Two (2)	- Unit used as dry
All Other IM Units	One (1)	- When unit has detention day(s) occurring on Holiday or for each Detention day occurring during the Christmas Shutdown.

Note: Detention day(s) will not start accruing on Sundays (Saturdays also, if Intermodal terminal is closed) and/or Holidays. However, where detention day(s) have already started to accrue, Sundays (Saturdays also, if Intermodal terminal is closed) will be included in the detention calculation.

- (e) When Equipment for which CN is charged per diem by Equipment Owner is interchanged by Motor Carrier to another rail carrier as permitted herein, Motor Carrier shall furnish by mail, facsimile or delivery the fully completed crossover Interchange certificate to CN at the Intermodal Facility from which Motor Carrier received said equipment. The crossover Interchange certificate shall be furnished to CN within seventy-two (72) hours of the interchange to such rail carrier, or a charge of \$50.00 will be assessed against the Motor Carrier. The postmark date, receipt stamp at CN's gate or facsimile receipt as the case may be shall be used in determining compliance with the deadline. Motor Carrier shall be responsible for all Motor Carrier Charges on Equipment until interchanged to an authorized rail carrier.
- (f) If Motor Carrier is Notify Party, Motor Carrier shall be responsible for storage charges of \$25.00 per calendar day or fraction thereof on Shipper Owned Equipment following the expiration of allowable Free Time. Free Time will be considered day of notification plus two (2) days. Where free time has not yet expired, Sundays and Holidays will be considered additional free days.
- (g) If CN interchanges empty Equipment to Motor Carrier and Motor Carrier thereafter interchanges said empty Equipment to another rail carrier, loaded or empty, no credits will be allowed. Motor Carrier charges shall be assessed commencing on the day of Interchange from CN and continuing to the day the Equipment is interchanged to the other rail carrier. In addition, a \$300.00 misuse charge will be assessed against Motor Carrier.
- (h) When empty Equipment is interchanged to Motor Carrier from a CN's Intermodal Facility and is (1) returned empty to CN or (2) is returned empty or loaded, to a CN's Intermodal Facility other than the one from which the Equipment was originally interchanged to Motor Carrier, Motor Carrier Charges shall be assessed from day of interchange until day of return, both inclusive. In addition, a \$300.00 misuse charge will be assessed against the Motor Carrier.
- (i) In the event that equipment is interchanged to another rail carrier who does not have an appropriate interchange agreement, the detention charges will accrue until the unit is returned to CN.

4. **BILLING:**

- (a) CN will issue a statement of Motor Carrier Charges monthly to Motor Carrier. Such Statement shall contain sufficient detail to enable Motor Carrier to audit the statement.
- (b) Motor Carrier must submit billing disputes to Canadian National Railway, 277 Front Street, Floor 4, Toronto, ON, Canada M5V 2X7; or call 1-800-233-6022, or Fax disputes to 416-217-6051 within thirty (30) days statement date. In the event Motor Carriers fails to pay all uncontested amounts due within this thirty (30) day period, this Addendum shall be subject to immediate cancellation by CN. Motor Carrier will not be permitted to pick up any Equipment at Intermodal Facilities during the period that operations of this Agreement are suspended. If contested amounts have not been resolved within fifteen (15) days from the date that notice of billing dispute was received by CN, and charges are found by CN to be legitimate, this Addendum shall be subject to immediate cancellation by CN.
- (c) In the event any charges due remain unpaid more than sixty (60) days from invoice date and CN refers collection of such charges to a collection agency, Motor Carrier agrees to pay, in addition to said charges, an amount equal to 35% of said charges to represent attorney's fees and collection expenses.
- (d) Reinstatement of a terminated Agreement shall be at the sole discretion of CN and shall be subject to a reinstatement charge of \$500.00.

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ARTICLE 3: DETENTION CHARGES - DOMESTIC EQUIPMENTS

A. For each Equipment interchanged, detention charges per day shall be billed on the following basis, except no detention charges will be assessed on marine containers moving in import/export transportation service:

FIRST: The day of interchange and the immediate following three (3) days exclusive of Saturdays, Sundays and legal holidays will be days of grace, during which time no detention charges will be assessed. Thereafter, detention charges will be assessed including Saturdays, Sundays and legal holidays.

SECOND: (APPLIES ONLY WHEN AN INBOUND LOADED EQUIPMENT IS INTERCHANGED AND IS RETURNED LOADED FOR OUTBOUND MOVEMENT VIA CPR.) When a loaded Equipment is interchanged, and is returned loaded to the original place of interchange for outbound movement, the day of interchange and the immediately following six (6) days exclusive of Saturdays, Sundays and legal holidays will be days of grace during which time no detentions charge will be assessed. Thereafter, the applicable detention charges will be assessed including Saturdays, Sundays and legal holidays.

THIRD: The term "Holiday" shall include only the following:

New Year's Day - January 1
 President's Day
 Good Friday
 Memorial Day - Last Monday of May
 Independence Day - July 4
 Labor Day - First Monday of September
 Thanksgiving Day - Fourth Thursday of November
 Day after Thanksgiving Day - Fourth Friday of November
 Christmas Eve Day - December 24
 Christmas Day - December 25
 New Year's Eve Day - December 31

In the event any one of the above named Holidays occurs on a Sunday, the succeeding Monday shall be considered the Holiday.

FOURTH: A day shall be considered 12:01 a.m. to 11:59 p.m.

FIFTH: Charges will be assessed against the Motor Carrier who fails to accomplish interchange of loaded Equipment within the free time pickup period as specified hereunder.

The free time pickup period shall commence on the calendar day of the first 10:00 a.m. following telephone notice that Equipment is available at railroad terminal and shall terminate at 11:59 p.m. of the immediately succeeding three calendar days, with exception of information outlined under Article 3, Second Item. Detention charges are applicable for each day following the expiration of the free time pickup period to but not including the day of interchange, Saturdays, Sundays and legal holidays.

Detention charges assessed will be as follows:	
For the first day or fraction thereof	\$ 42.00/day.
For the second day and each succeeding day or fraction thereof Saturdays, Sundays and Legal Holidays excepted	\$ 52.00/day

SIXTH: Motor Carrier shall be responsible to CPR for detention and such detention shall be assessed accordingly to subparagraphs 1, 2, 3, 4 and 5 of this addendum. Such responsibility shall terminate only when Motor Carrier returns the equipment to CPR as evidenced by an Interchange and Inspection Form; or when written notice has been given that the Equipment is lost, stolen or destroyed; or when Motor Carrier interchanges the Equipment to a third party per the written instruction and permission of CPR.

SEVENTH: A Charge will be assessed against the Motor Carrier when empty Equipment is interchanged to that carrier and is returned empty for which there can be no line haul movement. CPR may claim and shall be compensated at a charge of \$52.00 per Equipment for each 24-hour period or fraction thereof. This charge when applied, will be in lieu of detention charges contained in this Addendum.

EIGHTH: Charges rendered by CPR to Motor Carrier must be paid in full within thirty (30) days from date of bill. Failure to comply with this provision will result in automatic cancellation of this Addendum, after notification of suspension has been given to Motor Carrier in accordance with G.14.c of the UIIA.

B. DETENTION CHARGES - U.S. EQUIPMENTS

FIRST: For equipment(s) where the line haul originates or terminates in Canada, Motor Carrier shall be allowed a free time allowance, hereinafter called "FREE TIME ALLOWANCE", as follows:

- | | | |
|-----|---|------------|
| (a) | Loaded equipment(s) inbound from U.S.A. | - 48 hours |
| (b) | Equipment(s) to be loaded outbound to the U.S.A. | - 48 hours |
| (c) | Loaded equipment(s) inbound from the U.S.A. which will be unloaded and re-loaded outbound to the U.S.A. | -144 hours |

The FREE TIME ALLOWANCE shall commence from the time Motor Carrier picks up and removes the equipment(s) from the CPR terminal (the "INTERCHANGE TERMINAL").

Saturdays, Sundays and Holidays will be excluded when computing free time.

Upon expiration of free time, Saturdays, Sundays and Holidays will be included as assessable detention days.

SECOND: The term "Holiday" shall include only the following:

New Year's Day - January 1
President's Day
Good Friday
Memorial Day - Last Monday of May
Independence Day - July 4
Labor Day - First Monday of September
Thanksgiving Day - Fourth Thursday of November
Day after Thanksgiving Day - Fourth Friday of November
Christmas Eve Day - December 24
Christmas Day - December 25
New Year's Eve Day - December 31

In the event any one of the above named Holidays occurs on a Sunday, the succeeding Monday shall be considered the Holiday.

THIRD: Subject to the FREE TIME ALLOWANCE, Motor Carrier shall pay a per diem equipment detention charge as indicated below for each twenty-four (24) hour period or fraction thereof commencing at the end of the FREE TIME ALLOWANCE and terminating at the time equipment(s) is returned to the INTERCHANGE TERMINAL.

For the first day or fraction thereof	\$ 42.00/day.
For the second day and each succeeding day or fraction thereof (Saturdays, Sundays and Legal holidays excepted)	\$ 52.00/day.

FOURTH: A day shall be considered 12:01 a.m. to 11:59 p.m.

C. MISUSE CHARGES

FIRST: EMPTY PICKED UP - EMPTY RETURNED TO SAME TERMINAL. When the Motor Carrier picks up empty equipment from CPR 's terminal and returns that equipment empty to CPR 's terminal, Motor Carrier shall pay a charge of one hundred dollars (\$100.00). No free days will be allowed.

SECOND: EMPTY PICKED UP - EMPTY RETURNED TO ANOTHER TERMINAL. When the Motor Carrier picks up empty equipment from CPR 's terminal and returns that equipment empty to another terminal of CPR, a charge of one hundred and twenty-five dollars (\$125.00) shall be paid by the Motor Carrier. No free days will be allowed.

THIRD: EMPTY PICKED UP - LOAD RETURNED TO ANOTHER TERMINAL. When the Motor Carrier picks up empty equipment from CPR's terminal and returns that equipment loaded to another terminal of CPR, and Motor Carrier shall pay a charge of twenty-five dollars (\$25.00). No free days will be allowed.

Exception: Charges in Third paragraph above will only be waived upon permission from the ramp where equipment was picked up. Said exception must be confirmed in writing or by facsimile message from the ramp.

(CPR-US (SOO LINE AND D&H CONT'D)

FOURTH: LOAD PICKED UP - EMPTY OR LOAD RETURNED TO ANOTHER TERMINAL. When the Motor Carrier picks up loaded equipment from CPR 's terminal and returns that equipment loaded or empty to another terminal of CPR, a charge of twenty-five dollars (\$25.00) shall be paid by the Motor Carrier. No free days will be allowed.

FIFTH: EMPTY PICKED UP - EMPTY OR LOAD DELIVERED TO ANOTHER RAIL CARRIER. When the Motor Carrier picks up empty equipment from CPR's terminal and delivers that equipment loaded or empty to another rail carrier, no free days will be allowed, and Motor Carrier shall pay an additional three hundred dollars (\$300.00).

Exception: Charges in Fifth paragraph above will only be waived upon permission from the ramp where equipment was picked up. Such exception must be confirmed in writing or by facsimile message from the ramp

SIXTH: LOAD PICKED UP - EMPTY OR LOAD DELIVERED TO ANOTHER RAIL CARRIER. When the Motor Carrier picks up loaded equipment from CPR's terminal and delivers that equipment, loaded or empty, to another rail carrier, no free days will be allowed, and Motor Carrier shall pay an additional three hundred dollars (\$300.00).

SEVENTH: PAYMENT OF CHARGES. Motor Carrier shall pay Misuse Charges in full rendered by CPR pursuant to this Addendum within thirty (30) days of the date of the invoice. Motor Carrier's failure to comply with this provision shall permit CPR to cancel the Addendum once notified in accordance with Section G.14.c of the UIIA.

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EFFECTIVE MARCH 15, 2006

IIEC REVISION: JANUARY 18, 2008

IIEC REVISION: JUNE 5, 2015

IIEC REVISION: SEPTEMBER 21, 2018

CMA CGM (AMERICA) LLC**A. FREE TIME**

Free Time period shall consist of the day the equipment is interchanged plus the next three working days: Saturdays, Sundays and holidays shall be excluded. Upon Expiration of free time, per diem charges shall be assessed on a straight calendar day basis until the equipment is returned.

Exception, free time for temperature controlled and specialized equipment is day of interchange plus the next two working days. Free time for temperature controlled equipment discharging in the Port of Philadelphia is day of interchange plus the next four (4) working days with a flat rate of \$175 per day.

Free time for temperature controlled equipment loading out of the Port of Oakland to any foreign destination is day of interchange plus the next three working days, charges outlined below in Section B will apply.

B. CHARGES

The Motor Carrier will be assessed a daily normal use charge and a daily excess use charge as described below (**Table 1**) from the Provider until said equipment is returned to the Provider. In the event that CMA CGM provides a chassis for moves that are not carrier arranged shipments, a Chassis Provision Charge (CPC) of **\$30** per day shall be assessed to the Motor Carrier. No Free Time shall apply to the CPC charge. Upon expiration of Free Time, the following will be applicable until the equipment is returned empty.

SHIPMENTS ARRIVING/DEPARTING ON ALL SERVICES**Table 1: Charges below for Equipment provided by CMA CGM at interchange points within the United States**

EQUIPMENT	DAYS 5-8	DAYS 9-12	EACH CALENDAR DAY THEREAFTER
20' Standard	\$155.00 per day	\$205.00 per day	\$255.00 per day
40' Standard	\$155.00 per day	\$205.00 per day	\$255.00 per day
40' High Container	\$155.00 per day	\$205.00 per day	\$255.00 per day
45' Container	\$155.00 per day	\$205.00 per day	\$255.00 per day

EQUIPMENT	DAYS 4-7	DAYS 8-11	EACH CALENDAR DAY THEREAFTER
20' Open Top	\$220.00 per day	\$265.00 per day	\$310.00 per day
40' Open Top	\$220.00 per day	\$265.00 per day	\$310.00 per day
20' Flat	\$220.00 per day	\$265.00 per day	\$310.00 per day
40' Flat	\$220.00 per day	\$265.00 per day	\$310.00 per day
20' Tank	\$220.00 per day	\$265.00 per day	\$310.00 per day
40' Tank	\$220.00 per day	\$265.00 per day	\$310.00 per day
20' AutoTainer*	\$220.00 per day	\$265.00 per day	\$310.00 per day
40' AutoTainer*	\$220.00 per day	\$265.00 per day	\$310.00 per day

*Containing wheeled vehicles only, otherwise standard rate and free time applies.

EQUIPMENT	DAYS 4-7	DAYS 8-11	EACH CALENDAR DAY THEREAFTER
20' Refrigerated	\$345.00 per day	\$445.00 per day	\$545.00 per day
40' Refrigerated	\$345.00 per day	\$445.00 per day	\$545.00 per day

Table 2: Charges below for Equipment provided by CMA CGM at interchange points within Canada**Imports:**

EQUIPMENT	DAYS 5-8	EACH CALENDAR DAY THEREAFTER
20' Standard	\$140.00 per day	\$170.00 per day
40' Standard	\$140.00 per day	\$170.00 per day
EQUIPMENT	DAYS 4-6	EACH CALENDAR DAY THEREAFTER
20' Standard- HAZ	\$180.00 per day	\$230.00 per day
24' Standard- HAZ	\$180.00 per day	\$230.00 per day
EQUIPMENT	EACH CALENDAR DAY AFTER FREE TIME EXPIRES	
20' Open Top	\$200.00 per day	
40' Open Top	\$200.00 per day	
20' Flat	\$200.00 per day	
40' Flat	\$200.00 per day	
EQUIPMENT	DAYS 4-6	EACH CALENDAR DAY THEREAFTER
20' Refrigerated	\$300.00 per day	\$400.00 per day
40' Refrigerated	\$300.00 per day	\$400.00 per day

Exports:

EQUIPMENT	DAYS 6-9	EACH CALENDAR DAY THEREAFTER
20' Standard	\$130.00 per day	\$160.00 per day
40' Standard	\$130.00 per day	\$160.00 per day
EQUIPMENT	DAYS 4-6	EACH CALENDAR DAY THEREAFTER
20' Standard- HAZ	\$162.00 per day	\$212.00 per day
24' Standard- HAZ	\$162.00 per day	\$212.00 per day
EQUIPMENT	EACH CALENDAR DAY AFTER FREE TIME EXPIRES	
20' Open Top	\$200.00 per day	
40' Open Top	\$200.00 per day	
20' Flat	\$200.00 per day	
40' Flat	\$200.00 per day	
EQUIPMENT	DAYS 6-8	EACH CALENDAR DAY THEREAFTER
20' Refrigerated	\$300.00 per day	\$350.00 per day
40' Refrigerated	\$300.00 per day	\$350.00 per day

D. ADDITIONAL TERMS AND CONDITIONS

1. Lost or stolen equipment must be reported by certified mail to CMA-CGM (America) LLC, 5701 Lake Wright Drive, Norfolk, VA 23502, Attn: Equipment Manager. Stolen reports must be accompanied by a police report. It is to be understood that the Motor Carrier is responsible for per diem until notification is received by CMA-CGM.
2. The Motor Carrier is responsible for per diem, fines, encumbrances, condition, and the ultimate safe return of the equipment to CMA-CGM.

(CMA CGM (AMERICA) LLC CONTINUED)

3. In the event Motor Carrier redelivers Chassis to Provider at a geographical location different from where it was originally accepted, without prior written approval from Provider, Motor Carrier agrees to pay Provider all costs Provider may incur to return said Chassis to its point of origin, or other location that is no further away than the original delivery location. Motor Carrier agrees to pay a Mis-Delivery Fee of \$35.00 per day, in addition to the above noted costs, assessed from the date of improper delivery until the Chassis is delivered to the point of origin or other location that is no further away than the original delivery location.
4. In the event Motor Carrier returns/delivers an empty Container contrary to Provider's Empty Return Instructions (i.e. at the wrong interchange or container yard, or under the wrong interchange and/or company), Motor Carrier agrees to pay a Mis-Use Fee of \$700 per occurrence, in addition to any per diem charges (see Section B) incurred from the initial interchange (outbound) up to the date of interchange in accordance with Provider's Empty Return Instructions. Notwithstanding the foregoing, in the event Motor Carrier returns/delivers an empty Container to Columbia Group Depot yard in Newark, NJ that did not originate from Maher Terminals in Elizabeth, NJ, a non-origination fee of \$250 per container will be charged to the Motor Carrier to cover the additional cost incurred for the empty return.
5. In accordance with Section E.5 of the UIIA, all Equipment shall be returned to the Provider in a clean condition. In addition, all empty Equipment returned to Provider shall be free of hazmat placards and hazmat residue. Equipment cleaning and/or hazmat placard removal shall be billed at a minimum of \$60 (sixty dollars) charge per unit to the Motor Carrier.
6. Any request by a Motor Carrier to street turn equipment under its interchange (i.e. reuse empty import equipment in its possession for a subsequent export move without empty return and release from an authorized terminal or depot) must be submitted and approved through the Avantida platform at <https://portal.avantida.com>. Motor Carrier will be responsible for complying with any terms of use of the Avantida platform and for paying a service charge of \$25.00 USD for US locations or \$35.00 CAD for Canadian locations per street turn request directly to Avantida. Any equipment used by Motor Carrier for a street turn that is not submitted and approved through the Avantida platform will be subject to an Unauthorized Street Turn fee of \$250.00 USD per container per occurrence, and detention daily usage/per diem charges at the expiration of free time under the original import interchange.

E. METHOD OF DISPUTE PROCESS

1. Motor Carrier has thirty (30) days from the date of an invoice for M & R or Per Diem claims to dispute the invoice to the Provider. All claims must be submitted in writing to our Dispute department at 5701 Lake Wright Drive, Norfolk, VA 23502/ fax number (703)341-1385/ email: M&R disputes to usa.matdisputes@cma-cgm.com and usa.detdembilling@usa.cma-cgm.com for detention and demurrage. The Provider must respond to the Motor Carrier within sixty (60) days from the date of the notice of dispute. The Motor Carrier will have fifteen (15) days from the date of the Provider's response to either pay the claim(s) or to seek arbitration.
2. All disputes must be accompanied by verifying backup i.e. gate receipts, service contracts numbers, etc.
3. Motor Carrier and Provider must begin civil action to recover any charges related to Equipment and/or services supplied hereunder within eighteen (18) months after the applicable claim accrues.

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EFFECTIVE: NOVEMBER 1, 2000

REVISED: APRIL 4, 2020

IIEC REVISION: FEBRUARY 20, 2015

IIEC REVISION: SEPTEMBER 21, 2018

Addendum to the Uniform Intermodal Interchange and Facilities Access Agreement

I. Notification and Free Time

- A.)** Free time commences on the day of Equipment of Equipment to the Motor Carrier.
- B.)** The Motor Carrier will be given 1 (one) business day of free time.
- C.)** Once free time has expired, all weekend and Holidays count as per diem.
- D.)** In the event of a street interchange to another Motor Carrier, the original carrier's free time will end on the date of interchange.

II. Per Diem and Container Detention

- A.)** Upon the expiration of free time, the per diem will be as follows –

Containers	- \$20.00 per day
Chassis	- \$15.00 per day

Effective: September 24, 2012
Revised: October 13, 2017
IIEC Revision: September 21, 2018

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Section 5. HOW INTERCHANGE IS MADE AND PAID FOR:

- A.** Interchange shall be made on a compensation basis, as shown in the TABLE OF CHARGES in paragraph 7 of this Addendum. Settlement shall be made at the end of each month or as otherwise agreed upon between the parties hereof. A day shall be considered a 24-hour period ending at 12:00 o'clock midnight, or a fraction of any such period.

Section 6. FREE TIME

- A.** Free Time shall be allowed for the equipment commencing with the day the equipment is delivered to the Motor Carrier at the terms indicated below. Saturdays, Sundays, and Holidays shall be excluded in computing free time. Coincident with the expiration of said free time, per diem charges shall be assessed on the equipment for each calendar day until the day said equipment properly returned to the Provider.
- B.** Free time at all U.S. locations shall apply to containers only and shall not apply to chassis.
- C.** For intermodal Equipment, which is released empty and later redelivered empty (i.e. empty to empty) without an intervening shipment, Motor Carrier shall be entitled to no Free Time and the Motor Carrier shall be responsible for payment of the per diem charges as per this Addendum and the Table of Charges below as if the free days were not listed.

Section 7. FREE TIME TABLE OF CHARGES

- A.** Charges applicable for interchange of equipment between the undersigned parties hereto shall be in accordance with the following schedule:

[SEE COSCO TABLE OF CHARGES ON FOLLOWING PAGE]

Region	IB DET			OB DET		
United States	GP/HQ	1-4	free	GP/HQ	1-4	free
(ESNR)		5-9	USD 125/125		5-9	USD 120/120
		10	USD 180/180		10	USD 150/150
	45HQ	1-4	free	45HQ	1-4	free
		5-9	USD 125		5-9	USD120
		10	USD 180		10	USD150
	OT/FL/PL	1-3	free	OT/FL/PL	1-3	free
		4-8	USD 190/190		4-8	USD190/190
		9-	USD 225/225		9-	USD 225/225
	RF/RQ	1-3	free	RF/RQ	1-3	free
		4-8	USD 325/325		4-8	USD 325/325
		9-	USD 425/425		9-	USD 425/425
	IB DET			OB DET		
United States	GP/HQ	1-4	free	GP/HQ	1-4	free
(SEA)		5-9	USD 125/125		5-9	USD 120/120
		10-	USD 180/180		10-	USD 150/150
	45HQ	1-4	free	45HQ	1-4	free
		5-9	USD 125		5-9	USD120
		10-	USD 180		10-	USD150
	OT/FL/PL	1-4	free	OT/FL/PL	1-4	free
		5-9	USD 190/190		5-9	USD 190/190
		10-	USD -225/225		10-	USD 225/225
	RF/RQ	1-3	free	RF/RQ	1-3	free
		4-8	USD -325/325		4-8	USD 325/325
		9-	USD 425/425		9-	USD 425/425
	IB DET			OB DET		
United States	GP/HQ	1-4	free	GP/HQ	1-4	free
(LAX, SFO)		5-9	USD 125/125		5-9	USD 120/120
		10-	USD 180/180		10-	USD 150/150
	45HQ	1-4	free	45HQ	1-4	free
		5-9	USD 125		5-9	USD120
		10-	USD 180		10-	USD150
	OT/FL/PL	1-4	free	OT/FL/PL	1-4	free
		5-9	USD 190/190		5-9	USD 190/190
		10-	USD 225/225		10-	USD 225/225
	RF/RQ	1-3	free	RF/RQ	1-3	free
		4-8	USD 325/325		4-8	USD 325/325
		9-	USD 425/425		9-	USD 425/425

See Equipment Type Abbreviation Key below:

Equipment Type Abbreviation Key

DC	Dry Container
GP	General Purpose Standard Container
HQ	Dry High Cube
HG	Hanger (Garment)
OT	Open Top
FL	Flatrack
PL	Platform
RF	Reefer
RQ	Reefer High cube

Region Abbreviation Key

ESNR	East/South/North all U.S. states except those listed under SEA/SFO/LAX Regions
SEA	Seattle Region – includes the U.S. states of Alaska, Idaho, Montana, Oregon and Washington
LAX/SFO	Los Angeles/San Francisco Region – includes the U.S. states of Arizona, California, Colorado, Nevada and Utah

(COSCO continued)

1. After free time expires, the inbound Per Diem is calculated at 00:00 AM from the first day of full gate-out till the day of empty return to Provider's designated facility in accordance with Section E.1.b. of the UIIA.
2. After free time expires, the outbound Per Diem is calculated at 00:00 AM from the first day of empty pick-up till the day of full return to Provider's designated facility in accordance with Section E.1.b. of the UIIA.
3. The IB/OB Per Diem are calculated by working day during both free period and charging days in the regions of LAX and SFO.
4. The IB/OB Per Diem are calculated by working day during free period and calculated by calendar day after expiration of free time in all other regions other than LAX and SFO.
5. For either CY or Door delivery, all shipments are to comply with the Provider's Addendum and for cargo moving from door service to inland points under Provider's haulage will be granted four (4) additional working days with a cap of a total of eight (8) workings days for dry containers and seven (7) working days for refrigerated containers.

The revised Table of Charges will take effect on October 1, 2019, default on the date when the full container is received by the Motor Carrier for import and default on the date when the motor carrier picks up the empty container for export.

6. Non-payment of COSCO per diem invoices (excluding items in dispute) within the indicated due date may result in shut-out and suspension of your Interchange Agreement with COSCO (in accordance with Section G.14.c of the UIIA) until all outstanding amounts are paid in full. FAXED CHECKS ARE NOT CONSIDERED PAYMENT. PAYMENT MUST BE made in the form of a money order or bank check and in COSCO's POSSESSION to reinstate the Motor Carrier's UIIA interchange agreement with COSCO and released from shut-out. Per diem invoices that have been turned over to our collection agent due to non-payment, will be assessed a late payment charges of 15% of the total invoice amount.

Effective November 30, 2014, all Per Diem invoice disputes must be sent to the following e-mail address: shaperdiem@coscon.com.

METHOD OF DISPUTE RESOLUTION

Motor Carrier shall advise Provider in writing of any disputed items on Provider's invoices within 30 days of the receipt of such invoice(s). Provider will undertake to reconcile such disputed items within **30 working days** of receipt of Motor Carrier's notice and will either provide verification for the charges as invoiced or will issue a credit to Motor Carrier's account for any amount not properly invoiced. Such disputes do not constitute valid grounds for withholding or delaying payments of undisputed charges as required by the terms of this Agreement. In the event that charges which have been verified by the Provider are gain rejected and disputed by Motor Carrier for whatever reasons, Provider reserves its rights and remedies under the law to compel payment of such charges.

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EFFECTIVE: JANUARY 10, 2004
REVISED: APRIL 6, 2020
Name Change Rescinded: April 1, 2007
IIEC Revision: JANUARY 18, 2008
IIEC REVISION: JUNE 5, 2015
Name Change: APRIL 1, 2018 – COSCO EUROPE REMOVED TO BECOME SEPARATE UIIA EP
IIEC REVISION: SEPTEMBER 21, 2018

11. FREE TIME AND PER DIEM CHARGES

FREE TIME - Free Time period shall consist of the day the equipment is interchanged plus the next four working days; Saturdays, Sundays and holidays shall be excluded. Upon expiration of free time, per diem charges shall be assessed on a straight calendar day basis until the equipment is returned.

An exception; temperature controlled equipment is allowed only two working days of free time.

CHARGES - The Motor Carrier will be assessed a daily normal use charge and a daily excess use charge as described below from the day of Interchange from the Provider until said equipment is returned to the Provider.

<u>EQUIPMENT TYPE</u>	<u>FIRST 5 DAYS AFTER FREE TIME</u>	<u>EACH CALENDAR DAY THEREAFTER</u>
20' Standard	\$ 15.00 per day	\$ 25.00 per day
20' Open Top	\$ 15.00 per day	\$ 25.00 per day
20' Flat Rack	\$ 15.00 per day	\$ 25.00 per day
20' Platform	\$ 15.00 per day	\$ 25.00 per day
20' Refrigerated	\$ 50.00 per day	\$ 75.00 per day
40' Standard/H.C.	\$ 15.00 per day	\$ 25.00 per day
40' Open Top	\$ 15.00 per day	\$ 25.00 per day
40' Platform	\$ 15.00 per day	\$ 25.00 per day
40' Refrigerated	\$ 75.00 per day	\$ 100.00 per day
20' Chassis	\$ 15.00 per day	\$ 25.00 per day
40' Chassis	\$ 15.00 per day	\$ 25.00 per day
GENSET	\$ 25.00 per day	\$ 50.00 per day

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EFFECTIVE: MARCH 31, 1997

REVISED: MARCH 2, 2012

IIEC REVISION: SEPTEMBER 21, 2018

3. Use Charges

The Motor Carrier shall pay to Evergreen the following amounts as Use Charges: 1.) 1st Excess Period charges and 2.) 2ND Excess Period charges, on a per-diem basis, for its possession of the Equipment during the Interchange Period, as provided in the Table Of Equipment Detention Charges & Free Time below:

- a). The Motor Carrier shall be allowed Free Time, inclusive of the day it receives the Equipment, during which time no Use Charges are payable by Motor Carrier to Evergreen. Free Time excludes Saturday, Sunday and legal Holidays but includes return day. For purposes of this Addendum, "Free Time" shall mean the period of time during the use period that Evergreen allows the Motor Carrier to use such Equipment without having to pay use charges.
- b). The Motor Carrier shall pay to Evergreen, Excess Period charges on the Equipment for each day beginning on the day after Free Time and ending on the day of return of the Equipment, or ending on the day of expiration of the 2nd Excess Period, whichever first occurs, including Saturdays, Sundays, and legal Holidays. For purposes of this Addendum, the term "day" shall be a 24 hour period ending at 12:00 midnight, or any fraction of such a period.
- c). In addition to the Excess Period charges, specified in section b, above, the Motor Carrier shall pay to Evergreen, 2nd Excess Period charges on the Equipment for each day elapsed beginning on the day following the expiration of the Excess Period to the day of return of the Equipment, including the day of return, Saturday, Sundays, and legal Holidays.
- d). *Where the Equipment consists of a dry container (not reefer) which the Motor Carrier has taken possession of and if such dry container is used in connection with a Double Move (defined as inland transportation whereby Motor Carrier transfers the mode from full import container to full export container in one single move) the Motor Carrier must access IANA's street turn application (SIA) via link on navigation bar or by going to directly to www.streetinterchange.com or EGA's shipmentchain.com to submit the street turn request for approval that Motor Carrier may use the container for export. Upon Evergreen's approval, the start date for export use will begin and Motor Carrier will be allowed four additional business days free time, excluding Saturday, Sunday and legal Holidays but including return day. After the Free Time is used, Motor Carrier is responsible for paying any and all Excess Period and 2nd Excess Period charges to Evergreen, as described in the Table Of Equipment Detention Charges And Free Time, as described below. If Motor Carrier fails to submit the street turn request by above mentioned websites within 7 days after container is returned as export load, the per diem will be charged to the Motor Carrier and no additional free time will be allowed for export container. In the circumstance, where the street turn also involves a street interchange where two Motor Carriers are involved, the export Motor Carrier will be the Party held responsible for the per diem charges and no additional free time will be allowed for the export container.*
- e). No Free Time will be allowed if any Equipment, which was originally picked up by the Motor Carrier for export booking, is returned as "Empty" for any reason. The Motor Carrier shall pay Evergreen the Excess Period charges and/or 2nd Excess Period charges on the Equipment as set forth in Table Of Equipment Detention Charges & Free Time.
- f). Evergreen shall invoice the Motor Carrier for Use Charges and such charges shall be due and payable within 30 days of the invoice date. Any payment not received by Evergreen within thirty (30) days of the invoice day shall accrue interest from the thirty-first (31st) day at the highest interest rate allowed by law.
- g). Evergreen's failure to take action to collect Use Charges shall not constitute a waiver of its rights to do so.
- h). When bare pool or non pool chassis provided by or on behalf of Evergreen have been used by the Motor Carrier to return Evergreen's loaded export container or Evergreen's empty import container to Evergreen's designated facility in accordance with Section E.1. of the UIIA Interchange Agreement remain in Motor Carrier's possession for two business days after the return Interchange of such containers, chassis per diem will be billed commencing the third day from such Interchange as per the per diem rate table below provided that the Motor Carrier does not make an additional container move within the aforesaid two business days after the return Interchange specified above.
- i). Motor Carrier shall be responsible for any and all costs, including Evergreen's legal expenses and attorney fees associated with collecting per-diem charges.

(EVERGREEN CONTINUED)

TABLE OF EQUIPMENT DETENTION CHARGES & FREE TIME AT ALL US STATES

For Both Import and Export

Type of Equipment	Standard Free Time (SFT)	1 st Excess period 1 st to 5 th calendar days	2 nd Excess Period From 6 th Calendar day
20'/40'/45' Dry Container	4 business days + day of pick-up	\$110.00 per day	\$150.00 per day
	Standard Free Time (SFT)	1 st Excess period 1 st to 4 th calendar days	2 nd Excess Period From 5 th Calendar day
Refrigerated Container	3 business days + day of pick-up	\$300.00 per day	\$350.00 per day
Flatbed, Flat Racks, Open Tops, Tanks	4 business days + day of pick-up	\$200.00 per day	\$230.00 per day

Note 1.) The Motor Carrier shall be allowed four (4) working days free time for dry container, flatbed, flat rack, open tops and tank container; three (3) working days free time for refrigerated container; four (4) working days free time for refrigerated containers loaded with dry cargoes plus pickup day, excluding Saturday, Sunday and legal holidays. Free time includes return day.

Note 2.) The 1st Excess Period will commence immediately upon the end of the Free Time and end on the day of return of the Equipment, or on the start of the 2nd Excess Period, whichever first occurs. Saturdays, Sundays, and legal Holidays are included in computing the Excess Period.

Note 3.) The 2nd Excess Period will commence immediately upon the end of the 1st Excess Period and will continue through to the day of return of the Container. Saturdays, Sundays, and legal Holidays are included in computing the 2nd Excess Period.

Note 4.)

- (A) This rule governs per-diem charges where a Service Contract provides for Contractual Free Time ("CFT") that is greater than Standard Free Time ("SFT"). Saturdays, Sunday and legal Holidays shall be included in computing Excess Periods.
- (B) The Motor Carrier shall pay per-diem charges for each day past CFT until the day the Container is returned by the Motor Carrier to the designated place or location.
- (C) The per-diem Excess Period shall be calculated up to the date of return as follows:
1. If CFT is greater than SFT plus 1st Excess Period, the per-diem shall be charged at the rate of "2nd Excess Period.
 2. If CFT is greater than SFT, but less than the total number of days of the SFT plus the First Excess Period, per diem will be charged as follows:
 - a. Gap period: The period between the end of CFT and the expiration of the last day of the combined total of the SFT plus the First Excess Period.
 - b. When the container is returned during the gap period, the First Excess Period charge rate shall be applicable from the first day after CFT expires up until the return day of the container.
 - c. When the container is returned after the combined SFT plus the first excess period, per diem will be charged on the basis of (i) the total of all first excess period charges applicable during the Gap Period set forth in (a) above plus (ii) second excess period charges which shall be assessed starting the day after the expiration of the Gap Period in (a) above and terminating upon the actual return date of the container.

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(EVERGREEN CONTINUED)

Chassis Used for Both Import & Export

Type of Equipment	Standard Free Time (SFT)	Excess Period
Chassis Used for 20'/40'/45' Dry Container	4 business days + day of pick-up	\$20.00 per day
Chassis Used for Refrigerated Container	3 business days + day of pick-up	\$20.00 per day
Chassis Used for Flatbed, Flat Racks, Open Tops, Tanks	4 business days + day of pick-up	\$20.00 per day
Bare Chassis	No Free Time	\$95.00 per day
Bare Gen-Set Chassis	No Free Time	\$145.00 per day

Note: The Motor Carrier shall be allowed four (4) working days free time for chassis used for dry container, flatbed, flat rack, open tops and tank container; three (3) working days free time for chassis used for refrigerated container; four (4) working days free time for refrigerated containers loaded with dry cargoes plus pickup day, excluding Saturday, Sunday and legal holidays. Free time includes return day. The Excess Period will commence immediately upon the end of the Standard Free Time and end on the day of return of the Equipment.

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EFFECTIVE: AUGUST 1, 2004
(REVISED FEBRUARY 12, 2020)
Name Chg reflected: March 1, 2007
IIEC REVISION: MARCH 2, 2015
IIEC REVISION: SEPTEMBER 21, 2018

PART I EQUIPMENT FREE TIME/DETENTION CHARGES

- A. **From/To United States:**
Detention Charges per Container:

Free Time Commences on the day of interchange.

	Dry	Reefer	Special (OT, FR)
Free Time (Business Days)	4	3	3
Charges after Free Time	Days 1-4 \$140	Days 1-3 \$330	Days 1-3 \$310
	Days 5-8 \$190	Days 4+ \$435	Days 4+ \$410
	Days 9+ \$220		

- B. **From/To Canada:**
Detention Charges per Container:

Free Time Commences on the day of interchange.

	Dry	Reefer	Special (OT, FR)
Free Time (Business Days)	4	3	3
Charges after Free Time	Days 1-4 \$140	Days 1-3 \$330	Days 1-3 \$310
	Days 5-8 \$190	Days 4+ \$435	Days 4+ \$410
	Days 9+ \$220		

- C. Saturdays, Sundays and Holidays are excluded from Free Time calculations, but are included and chargeable once free time expires.
- D. When a container is used by the motor carrier for a two way loaded movement (import/export) move, Free Time will be extended by two days.
- E. In the event Provider requires Equipment to be returned to a location other than where it was received by the Motor Carrier, in the absence of a separate bilateral agreement between the parties designating an Equipment return location, Provider or its agent shall post notice of the return location requirements on the internet at www.returnlocation.com. Should Equipment return location change, Provider will notify Motor Carrier of changes in accordance with Section E.1. of the UIIA.
- F. Separate bilateral agreements, emails from Hamburg Sud North America issued by 1600 the day prior to return from the Provider, and shipping orders from Hamburg Sud North America supersede conflicting internet postings.
- G. In order to furnish Provider with e-mail address(es) to be used for notification when return locations are changed, Motor Carrier shall sign up to the e-mail distribution group for the region(s) in which Motor Carrier operates at www.returnlocation.com.

Part IX. Administrative Fee

Provider reserves the right to include a \$45.00 administration fee to any invoice.

Part X. Street Turns

When a Motor Carrier has possession of equipment and desires to employ that equipment in a second booking (i.e., deliver cargoes on a Full Import booking and then use that same equipment for loading cargoes on a Full Export booking), the Motor Carrier must first obtain authorization / approval from Provider's designated agent for this activity at <https://www.avantida.com/en/the-platform/>. Approval of such reassignment ("street turn") shall serve as the termination of Import Per Diem calculation and start Export Per Diem calculation. If designated agent approves the reassignment/transfer of equipment, the Motor Carrier shall incur a usage charge in the amount of \$30.00.

If a Motor Carrier conducts a street turn without such approval, that Motor Carrier will be assessed a fee in the amount of \$100.00 by the Provider.

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EFFECTIVE MARCH 10, 1997

Name Change Reflected: September 17, 2003

REVISED: MARCH 1, 2020

IIEC REVISION: SEPTEMBER 21, 2018

4. USE CHARGES; SPECIAL APPLICATIONS

- 4.1** Motor Carrier shall pay Provider Use Charges on the Equipment as set forth in Schedule "A", which is annexed hereto and made a part hereof, for each day elapsed from the date of Interchange of each unit of Equipment until the date of return of each unit of Equipment unless otherwise expressly agreed to by Provider in writing.
- 4.2** When Equipment is damaged and reported to the Provider pursuant to paragraph 2 of this Agreement, Use Charges will cease from the date of notification requesting authorization to repair damages exceeding \$50.00 until repairs are authorized or instructions given as to disposition by Provider.
- 4.3** If Provider requests Equipment to be returned to a designated depot or location for repairs, Motor Carrier will, unless otherwise agreed to between the parties, return such Equipment within five (5) days after receipt of such request, otherwise Use Charge will be reinstated.
- 4.4** Use Charge shall not be paid by an intermediate Motor Carrier on Equipment returned to a designated depot or location for repairs under paragraph 4.3. Equipment moving under this paragraph shall be so indicated on Equipment Interchange Receipt.
- 4.5** When Equipment has been reported to the Provider under the provisions of paragraph 3 to be lost, stolen or destroyed, the Use Charge shall be suspended from the date of written receipt by the Provider of telephonic notification until receipt of written notification five (5) days thereafter. If Provider does not receive written notification within said five days, the Use Charge shall be reinstated until written notification is received. Upon receipt of such written notification, the Use Charge will be suspended until thirty (30) days after the statement of replacement value or depreciated value has been received by the Motor Carrier, and then will run continuously until payment in full is received by Provider.
- 4.6** In the event Equipment is transferred by Motor Carrier to third person not a party to this Agreement, Motor Carrier will remain responsible for the Use Charges pursuant to this Agreement. In addition, in such event, any such third party receiving Equipment from Motor Carrier directly or through an agent or other representative shall be responsible for all duties and liabilities to Provider as if it were the Motor Carrier.
- 4.7 Recovery** – The payment of the depreciated replacement value invoice for lost, stolen or damaged equipment is not a transfer of title and the Provider and/or Equipment Owner retains all rights to the Equipment. In the case that lost or stolen Equipment is recovered, the Provider will refund the depreciated replacement value payment to the Motor Carrier, less any cost of recovery, damage repairs or any other cost and usage charges through the date that the Container is returned to active status with the Provider.
- 4.8** In the event the Motor Carrier has requested empty rail billing of an emptied import container in their possession by e-mail and said request is granted and processed by the Provider (if Motor Carrier request is verbal, e-mail confirmation must be furnished to Motor Carrier by Provider), if such container is in turn used in connection with a double-move (defined as inland transportation whereby Motor Carrier transfers the node from full import container to full export container in one single move) and the Provider is not notified of this by the Motor Carrier, the Motor Carrier is responsible for paying, administration fee of \$250 USD, plus any additional costs, fines or penalties which are associated as a result of the error. This provision would not be applicable if the Motor Carrier was not the party that requested the railbilling.

SCHEDULE A
(EFFECTIVE May 1, 2015/Revised: March 5, 2020)

FREE TIME AND CHARGES -- IN THE UNITED STATES ONLY:

1. FREE TIME

- a.** For import shipments, all Equipment excluding Temperature Controlled Equipment (Refrigerated and Tank Equipment; Operating or Non-Operating): Day of initial Interchange plus four (4) working days, i.e., excluding Saturdays, Sundays and Holidays. (SEE NOTES)
- b.** For export merchant haulage shipments, all Equipment excluding Temperature Controlled Equipment (Refrigerated and Tank Equipment; Operating or Non-Operating): Day of initial Interchange plus four (4) working days, i.e., excluding Saturdays, Sundays and Holidays. (SEE NOTES)
- c.** For export carrier haulage shipments, all Equipment excluding Temperature Controlled Equipment (Refrigerated and Tank Equipment; Operating or Non-Operating): Day of initial Interchange plus four (4) working days, i.e., excluding Saturdays, Sundays and Holidays. (SEE NOTES)
- d.** For import and export shipments, Temperature Controlled Equipment (Refrigerated and Tank Equipment; Operating or Non-Operating): Day of Interchange plus two (2) working days, i.e., excluding Saturdays, Sundays and Holidays. (SEE NOTES)

Note: In regards to items b and c above - "Carrier Haulage" is when Provider contracts directly with the MC for Inland transportation services and. "Merchant Haulage" is when a third party contracts with a MC for inland transportation services using Provider's equipment.

2.1 CHARGES**Charges applicable per Calendar Day after freetime expires**

Equipment Type	Import When Chassis is provided or Carrier Haulage	Export When Chassis is provided or Carrier Haulage
Regular Equipment	\$185	\$175
Special Equipment	\$185	\$175
Temperature Controlled Equipment (TC)*	\$425	\$425

Equipment Type	Import when Chassis is NOT provided or Merchant Haulage					
Tier/Charges	Tier 1	Tier 2	Tier 3	Tier 1 Charges	Tier 2 Charges	Tier 3 Charges
Regular Equipment	1 – 5 days	6 – 10 days	11 days or more	\$160	\$185	\$200
Special Equipment	1 – 4 days	5 days or more	NA	\$250	\$350	NA
Temperature Controlled Equipment (TC) *	NA	NA	NA	\$400	NA	NA

Equipment Type	Export when Chassis is NOT provided or Merchant Haulage					
Tier/Charges	Tier 1	Tier 2	Tier3	Tier 1 Charges	Tier 2 Charges	Tier 3 Charges
Regular Equipment	1- 5 days	6 - 8 days	9 days or more	\$125	\$150	\$170
Special Equipment	1- 5 days	6 - 8 days	9 days or more	\$125	\$150	\$170
Temperature Controlled Equipment (TC) *	NA	NA	NA	\$400	NA	NA

*Refrigerated and Tank Equipment; Operating. For Imports, the TC charges will also be applicable for Non-Operating Equipment. For exports the Regular Equipment charges will be applicable for Non-Operating Equipment.

NOTES:

1. Regular Equipment includes General Purpose Equipment of all sizes, with or without chassis, among others, 20', 40' and 45' dry containers and high-cube (9'6") containers.
2. Special Equipment includes Opentop containers, Hardtop containers, Ventilated containers, Flatrack containers, Tank Equipment, etc. excluding Temperature Controlled (Refrigerated and Tank Equipment; Operating or Non-Operating), bare chassis, trailers all types or Regular Equipment.
3. Free time shall commence at the time the equipment is turned over to the custody of the Motor Carrier or their agent and end at the time the equipment is returned to the custody of the ocean carrier or its agent (the "interchange point"). On an intermodal move, the bill of lading issued by ocean carrier shall determine the beginning or ending interchange point--i.e., the beginning interchange point on an intermodal import move shall be the point at which the ocean carrier's bill of lading ends, and the ending interchange point on an intermodal export move shall be the point at which the ocean carrier's bill of lading begins.

(Hapag Lloyd Continued)

- a) US Government Agency Inspections
Import containers which are subject to US Government Agency inspection, requiring to transport the container from the marine terminal to a US Inspection facility, shall, for the purpose of Detention free time and charges, be treated as having been interchanged to the Motor Carrier on the day of container removal from the marine terminal.
4. With respect to any shipment for which carrier equipment is used, the Motor Carrier shall be liable for the payment of all use charges that may be imposed with respect to the use of that equipment pursuant to this Rule.
5. When Temperature Controlled (refrigerated) containers or hardtop containers are utilized as dry cargo containers at the Equipment Provider's request, Free Time and Use charges will be assessed at the same terms applicable to Regular Equipment.
6. Equipment held at Motor Carrier's facility after Import cargo has been delivered will have no relief from Schedule A terms without Provider's written authorization to establish an equipment pool with Free Time and Use privileges.
7. In the event Provider requires Equipment to be returned to a location other than where it was received by the Motor Carrier, in the absence of a separate bilateral agreement between the parties designating an Equipment return location, Provider or its agent shall post notice of the return location requirements on the internet at <https://www.hapag-lloyd.com/en/offices-localinfo/north-america/usa.html#tab=ti-empty-return-depots>. Should Equipment return location change, Provider will notify Motor Carrier of changes in accordance with Section E.1. of the UIIA.
8. All charges are on a calendar day basis, except in the state of California, where charges will be applicable on working days only.
9. Street Turns: Where the Equipment consists of a container which the Motor Carrier has taken possession of and if such container is used in connection with a double move (defined as inland transportation whereby Motor Carrier transfers the node from full import container to full export container in one single move) the Motor Carrier must obtain approval from Provider's designated agent for this activity at <https://www.avantida.com> to confirm that Motor Carrier may use the container for export. Approval of such reassignment ("street turn") shall serve as the termination of Import Per Diem calculation. Upon Provider's approval, the start date for export use will begin and Motor Carrier will be allowed 7 additional calendar days free time for the export booking. The Motor Carrier shall incur a usage charge depending on if the double move is used in connection with a Carrier Haulage (CH) or Merchant Haulage (MH) move for each leg of the double move (import/export combination) as follows:

Move Type	Import and Export Legs are MH	Either One of the Import or the Export Leg is MH	Import and Export Legs are CH
Charge	\$16	\$8	\$ 0

After the Free Time is used, Motor Carrier is responsible for paying use charges, as described in Section 2.1. Charges. If Motor Carrier reuses the container without receiving approval from Carrier's designated agent, a surcharge of USD \$50 will be charged to the Motor Carrier.

10. If Motor Carrier's interchange rights are reinstated after termination, Provider reserves the right to assess a \$250 reinstatement fee against the Motor Carrier.
11. Motor Carrier shall be assessed a misuse charge of \$1,000 for unauthorized usage of Hapag Lloyd equipment that is unrelated to a Hapag Lloyd container movement or has not been authorized by Hapag Lloyd in writing.
12. If an empty container is picked up for an export shipment and returned as an empty, the free time will be day of interchange plus one (1) days subject to charges specified in 2.1. for export shipments.
13. Drop & Pick: For carrier haulage shipments, the Motor Carrier shall not drop a container at a customer's facility unless (1) specifically approved by Hapag-Lloyd or (2) Motor Carrier notifies Hapag-Lloyd that customer has requested Motor Carrier to drop the container within 24 Hours of dropping the container. In both instances, Hapag-Lloyd agrees to invoice the customer rather than the Motor Carrier for any Per Diem incurred. Failure to comply with this process does not remove the MCs right to dispute per diem charges, as per section E.6.c of the Agreement. Failure for the Motor Carrier to comply also does not remove or reduce any obligation of the Provider under the UIIA.

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EFFECTIVE: JANUARY 15, 1997
REVISION EFFECTIVE: MARCH 5, 2020
IIEC REVISION: SEPTEMBER 21, 2018

HYUNDAI MERCHANT MARINE, INC.

Section 1. Free Time and Use Charges

In the absence of any other written agreement with Motor Carrier and in accordance with Section E.6 of the UIIA, the following free time shall be allowed and the following use charges assessed to Motor Carrier.

I. Equipment Free Time and Use/Rental Charges

- A. For Equipment used to move import and export shipments by HMM, the following free time shall be allowed: (see notes)
1. Regular Equipment: Four (4) working days.
 2. Refrigerated/Tank Equipment: Three (3) working days.
 3. Open Top/Flat Rack, Open Side Equipment: Three (3) working days
 4. Chassis: Four or three working days based on the type of corresponding containers.
- B. The Motor Carrier will be assessed a daily use/rental charge for containers and/or chassis until said Equipment is returned to the Provider or its authorized facility operator in accordance with Section E.1. of the UIIA.
- C. For Equipment used to move **import shipments by HMM** after the expiration of free time, the Motor Carrier shall be billed for the payment of the following per diem use/rental charges: (see notes)

Equipment Type	TIER	Period	Rate
Regular Equipment	Tier 1	Day 1 – 4	US\$ 160.00 per day
	Tier 2	Day 5 – 8	US \$ 195.00 per day
	Tier 3	Day 9 and thereafter	US \$ 245.00 per day
Open Top/Flat Rack and Open Side Equipment	Tier 1	Day 1 – 4	US\$ 300.00 per day
	Tier 2	Day 5 and thereafter	US\$ 400.00 per day
Refrigerated/Tank Equipment	Tier 1	Day 1 – 4	US\$ 380.00 per day
	Tier 2	Day 5 and thereafter	US\$ 430.00 per day
Chassis: Provided by HMM			US\$ 25.00 per day (will be added on per diem charge for Containers)

Notes:

- Regular equipment includes equipment of all types/sizes including 20, 40 and 45 dry containers, high cube containers, hanger containers, other than open top containers, flat rack containers, open side containers, refrigerated equipment and tank equipment.
- This rule governs per-diem charges where a Service Contract provides for Contractual Free Time ("CFT") that is longer than Standard Free Time ("SFT"). Saturdays, Sunday and legal Holidays shall be included in computing Excess Periods.

(A) The Motor Carrier shall pay per-diem charges for each day past CFT until the day the Equipment is returned by the Motor Carrier to the designated place or location.

(B) The per-diem Excess Period charges shall be calculated up to the date of return as follows:

(1) If CFT ends at the point that would have been billed at the 2nd Tier Period if SFT had been applied then it will commence at the 2nd Tier Period.

(2) If CFT ends at the point that would have been billed at the 3rd Tier Period if SFT had been applied then it will commence at the 3rd Tier Period.

- The term "day" means the calendar period commencing at 0001 hours and terminating at 2400 hours or any fraction thereof.
- A "working day" shall not include Saturdays, Sundays or Legal Holidays.

- D. For Equipment used to move **export shipments** by HMM after expiration of free time, the Motor Carrier shall be billed for the payment of the following per diem use/rental charges: (see notes):

Equipment Type	TIER Rate	Days	Rate
Regular Equipment	Tier 1	Day 1 – 4	US\$ 165.00 per day
	Tier 2	Day 5 – 8	US \$ 195.00 per day
	Tier 3	Day 9 and thereafter	US \$ 245.00 per day
Flat Rack/Open Top and Open Side Equipment	Tier 1	Day 1 – 4	US\$ 300.00 per day
	Tier 2	Day 5 and thereafter	US\$ 400.00.00 per day
Refrigerated/Tank Equipment	Tier 1	Day 1 – 4	US\$ 380.00 per day
	Tier 2	Day 5 and thereafter	US\$ 430.00 per day
Chassis: Provided by HMM			US\$ 25.00 per day (will be added on per diem charge for Containers)

Note:

- Regular equipment includes equipment of all types/sizes including 20, 40 and 45 dry containers, high cube containers, hanger containers, other than open top containers, flat rack containers, open side containers, refrigerated equipment and tank equipment.
- This rule governs per-diem charges where a Service Contract provides for Contractual Free Time ("CFT") that is longer than Standard Free Time ("SFT"). Saturdays, Sunday and legal Holidays shall be included in computing Excess Periods.
 - a. The Motor Carrier shall pay per-diem charges for each day past CFT until the day the Equipment is returned by the Motor Carrier to the designated place or location.
 - b. The per-diem Excess Period charges shall be calculated up to the date of return as follows:
 - (1) If CFT ends at the point that would have been billed at the 2nd Tier Period if SFT had been applied then it will commence at the 2nd Tier Period.
 - (2) If CFT ends at the point that would have been billed at the 3rd Tier Period if SFT had been applied then it will commence at the 3rd Tier Period.
- The term "day" means the calendar period commencing at 0001 hours and terminating at 2400 hours or any fraction thereof.
- A "working day" shall not include Saturdays, Sundays or Legal Holidays.

- E. In the event that Provider provides a chassis for CY shipments at the request of the Motor Carrier, Motor Carrier shall be billed for the payment of the rental charges at the rate of \$25 per day. In this case, there will be no free time available.
- F. A Motor Carrier interchanging Equipment with a rail carrier for an OCP movement shall not be assessed for per diem use charges for the transit time with rail carrier. If the interchange with the rail carrier occurs within the free time permitted, provided, however, that requisite shipping documents and an EIR between the rail carrier and the Motor Carrier shall be provided upon request by Provider.
- G. Invoices submitted by Provider, or their agents for per diem use/rental charges are due and payable by Motor Carrier and must in all events be paid within thirty (30) days of the date of the invoice.
- H. For intermodal equipment, which is released empty and later redelivered empty (i.e. empty to empty) without an intervening shipment or street turn is canceled for whatever reason after street turn request has been initiated, Motor Carrier agrees equipment per diem use/rental charges will be started once street turn has been initiated and therefore Motor Carrier shall be entitled to no free time and the Motor Carrier shall be responsible for the payment of Detention Charges as per this Addendum. Notwithstanding the foregoing, no charge will apply if the street turn equipment is received back to Provider within 24 hours from the original out gating time and date.

II. Canada Free Time and Per Diem Charges – The below free time and per diem charges are applicable only for movement of Equipment that originates in Canada.

- A. For Equipment used to move import shipments, the following free time shall be allowed (see notes)
 - 1. Regular Equipment: Three (3) working days.
 - 2. Refrigerated/Tank Equipment: Three (3) working days.
 - 3. Open Top/Flat Rack Equipment: Three (3) working days.
 - 4. Open Side Equipment: Three (3) working days

(Hyundai Merchant Marine, Inc – cont'd)

B. For Equipment used to move import shipments after the expiration of free time, the Motor Carrier shall be billed for the payment of the following per diem charge. (see notes)

1. Regular Equipment	Days 1 - 4	US\$ 170.00 per day
	Days 5 and thereafter	US\$ 190.00 per day
2. Open Top/Flat Rack and Open Side Equipment	Days 1-3	US\$ 310.00 per day
	Days 4 and thereafter	US\$ 415.00 per day
3. Refrigerated/Tank Equipment	Days 1-3	US\$ 350.00 per day
	Days 4 and thereafter	US\$ 500.00 per day

Note: Regular equipment includes equipment of all types/sizes, among others, 20, 40, 45 dry containers, high-cube containers, hanger containers, other than open top containers, flat rack containers, open side containers, refrigerated equipment and tank equipment.

Notes:

- 1) The term day means the calendar period commencing at 0001 hours and terminated at 2400 hours or any fraction thereof.
- 2) A working day shall not include Saturdays, Sundays or Holidays.

C. For Equipment used to move **export shipments**, the following free time shall be allowed (see notes)

1. Regular Equipment: Three (3) working days.
2. Refrigerated/Tank Equipment: Three (3) working days .
3. Open Top/Flat Rack and Open Side Equipment: Three (3) working days.

D. For Equipment used to export shipments after the expiration of free time, the Motor Carrier shall be billed for the payment of the following per diem charge: (see notes)

1. Regular Equipment – (20') Regular Equipment – (40', 40H', 45')	Days 1- 5	US\$ 170.00 per day
	Days 6 and thereafter	US\$ 190.00 per day
2. Open Top/Flat Rack and Open Side Equipment	Days 1- 5	US\$ 310.00 per day
	Days 6 and thereafter	US\$ 415.00 per day
3. Refrigerated/Tank Equipment (20', 40', 40H)	Days 1- 5	US\$ 350.00 per day
	Days 6 and thereafter	US\$ 500.00 per day

E. For intermodal equipment, which is released empty and later redelivered empty (i.e. empty to empty) without an intervening shipment, Motor Carrier shall be entitled to no Free Time and the Motor Carrier shall be responsible for the payment of Detention Charges as per this Addendum.

Note: Regular equipment includes equipment of all types/sizes including dry containers, high-cube containers, hanger containers, other than open top containers, flat rack containers, open side containers, refrigerated equipment and tank equipment.

Notes:

- 1) The term day means the calendar period commencing at 0001 hours and terminated at 2400 hours or any fraction thereof.
- 2) A working day shall not include Saturdays, Sundays or Holidays.

Section 2. METHOD OF DISPUTE RESOLUTION

Motor Carrier shall advise HMM in writing of any disputed items on Provider's invoices within 30 days of the receipt of such invoice(s). Provider will undertake to reconcile such disputed items within sixty (60) days of receipt of Motor Carrier's notice and will either provide verification for the charges as invoiced or will issue a credit to Motor Carrier's account for any amount not properly invoiced.

Such disputes do not constitute valid grounds for withholding or delaying payments of undisputed charges as required by the terms of this Agreement. In the event that charges which have been verified by the Provider are again rejected and disputed by Motor Carrier for whatever reasons, Motor Carrier will have 15 days from the date of Provider's response to either pay the claim or seek arbitration pursuant to Article H of the UIIA and Exhibit D thereto.

Section 7. OTHER CHARGES

A. Provider reserves the right to assess administrative charges of \$150.00 to Motor Carrier per Traffic Citation / Fines on bill back Invoices generated.

(Hyundai Merchant Marine, Inc – cont'd)

- B.** In the event Motor Carrier redelivers Equipment to Provider at a geographical location different from where it was originally accepted, without prior written approval from Provider, Motor Carrier agrees to pay Provider all costs Provider may incur to return said Equipment to its point of origin, or other location that is no further away than the original delivery location. Motor Carrier agrees to pay a Mis-Delivery Fee of \$250.00, in addition to the above noted costs.
- C.** Motor Carrier may be assessed a misuse charge at rates noted below for unauthorized usage of HMM container and chassis that is unrelated to a HMM container movement or has not been authorized by HMM in writing.

 - US\$ 500 – per 20' dry container
 - US\$ 800 – per 40' or 40' high cube dry container
 - US\$ 2000 – per 20' or 40', 40' high cube reefer container
 - US\$ 2000 – per 20' or 40' special equipment
 - US\$ 250 per day – per chassis equipment with underslung genset or per clip on genset and not used for HMM reefer booking or Bill of Lading
- D.** Motor Carrier shall be required to pay a penalty for late payment at the rate of 2% per month (or portion thereof) for all payments not received within 30 days of the invoice date.
- E.** If Motor Carrier's interchange rights are reinstated after termination, HMM reserves the right to assess a \$250.00 reinstatement fee against the Motor Carrier.
- F.** Collection expenses incurred by HMM in collecting past due charges shall be invoiced to the delinquent Motor Carrier.
- G.** If Motor Carrier initiates a street turn, an administrative fee of \$50.00 will be charged by Provider. Under no circumstances Motor Carrier shall be authorized to street turn equipment without Provider's prior approval.

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EFFECTIVE: FEBRUARY 1, 1996
IIEC REVISION: SEPTEMBER 21, 2018
REVISED: APRIL 1, 2020

IOWA INTERSTATE RAILROAD

I. Notification and Free Time

- A. Free time commences at notification for storage and at pick-up for detention.
Notification after 1700 is counted as the next day.
- B. Amount of free time for storage is day of notification plus 48 hours.
- C. Amount of free time for detention is day of pick-up plus 72 hours.
- D. Sundays are not included in the expiration of free time.
- E. Holidays are not included in the expiration of free time.
- F. Bad ordered equipment would affect the expiration of free time until the equipment is renotified in good order.

II. Storage

- A. Free time commences at notification. Notification after 1700 is counted as the next day.
- B. Amount of free time is day of notification plus 48 hours.
- C. Charges per 24-hour period
 - 1. Days 1 – 5 are \$50 per day
 - 2. Days 6 and beyond are \$150 per day

III. Per Diem and Trailer Detention

- A. For rail controlled trailers
 - 1. Free time commences at pick-up.
 - 2. Free time allowance for empty to load is day of pick-up plus 72 hours.
 - 3. Free time allowance for load to empty is day of pick-up plus 72 hours.
 - 4. Free time allowance for load to load is day of pick-up plus 120 hours (including Sundays and holidays).
 - 5. Per Diem
 - a) Days 1 – 5 are \$35 per day
 - b) Days 6 and beyond are \$50 per day

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KANSAS CITY SOUTHERN RAILWAY COMPANY (KCS)

III. Notification and Free Time:

- A. Notification Notification shall mean telephone, facsimile or other electronic transmission of advise that Equipment is available for pickup. KCS shall provide only one Notification of the availability of equipment for pickup. Notification shall be given to Motor Carrier if identified on the bill of lading or other shipping documents as the notify party, or to the notify party on such documents if the Motor Carrier is not identified. If Motor Carrier specified as the Notify Party refuses Notification, the Motor Carrier must contact KCS and advise refusal.
- B. Destination Storage If the Motor Carrier receives Notification the Motor Carrier shall pay to KCS any applicable destination storage charges, as stated in the KCS Rules Publication 9011 dated March 4, 2011 and successive issues thereof. KCS will provide Motor Carrier a copy of any change to these provisions thirty (30) days prior to the effective date of the changes.
- C. Notification and Free Time for Private Equipment

Notification Plus Free Days

Monday	Mon, Tues, Wed, Thur, Fri
Tuesday	Tues, Wed, Thur, Fri, Sat.
Wednesday	Wed, Thur, Fri, Sat, Sun
Thursday	Thur, Fri, Sat, Sun, Mon
Friday	Fri, Sat, Sun, Mon, Tues
Saturday	Sat, Sun, Mon, Tues, Wed
Sunday	Sun, Mon, Tues, Wed, Thurs

All PROVIDER charges are \$100.00 per day on and after the first chargeable day.

FLIP CHARGE: \$50.00 will be assesses for each flip performed.

FREE DAY: Free days include one (1) day notification plus four (4) calendar days. Sundays and legal holidays will be included when computing free time. Regardless of customs clearance requirements the equipment will be governed by the free time standards.

NOTIFICATION OF AVAILABILITY: Notice will be given immediately upon removal of the unit from the rail car.

STORAGE DAYS: Storage days will commence from the first 12:01 AM following the last Free Day and continue until the unit is picked up by the customer.

STORAGE CHARGE: \$100.00 per equipment unit, per storage day.

The above charges apply to the following intermodal terminals: Dallas, TX, Jackson, MS, Kansas City, MO, Laredo, TX, and Rosenberg, TX.

D. PROVIDER Observed Holidays

New Year's Day
Thanksgiving Day
Christmas Eve
Christmas Day
New Years Eve

IV. Origin Storage; Origin Dwell:

- A. Storage and Per Diem charges for EMP, TMXU and KCMU equipment are billed by REZ1. Per Diem is billed independently of Storage.
- B. Private containers / trailers Storage will be billed by KCS.
- C. Origin Dwell time starts when Equipment is returned loaded at the Intermodal Facility.
- D. FREE DAY: In-gate date plus three (3) calendar days. Sundays and legal holidays will be included when computing free time. Regardless of custom's clearance requirements the equipment will be governed by the free time standards.
- E. STORAGE CHARGE: \$100.00 per equipment unit, per storage day.

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(KCS CONTINUED)

V. Destination Storage:

- A.** Destination dwell time starts with ramp notification.
- B.** Destination dwell time ends with the out-gate. Day of Notification plus four (4) calendar days. Sundays and legal holidays will be included when computing free time. Regardless of custom's clearance requirements the equipment will be governed by the free time standards.
- C.** Destination dwell days are calculated in twenty four (24) hour increments, midnight to midnight. Partial days are rounded up to the next full day.

VI. Swing Charges for Private and rail Controlled Containers:

- A.** KCS has authority to ground Private / Rail Controlled containers if the notified party has exceeded the free time.
- B.** PROVIDER will charge a \$50.00 Swing/Flip charge to perform the following transfer:
 - 1.** Transfer container from ground storage to chassis
 - 2.** Transfer container from one chassis to another
 - 3.** Transfer container on chassis to ground storage

Authorization or Guarantee for Swing/Flip charges must be emailed to the ramps in advance.
PROVIDER will bill for all Storage and Swing Charges.

VII. Unscheduled KCS Terminal Closings:

- A.** Equipment Use Charge and/or Yard Storage shall not accrue for Equipment during an Unscheduled KCS Terminal Closing.

VIII. Misuse and Crossover Charges:

- (1)** Upon reasonable notice, KCS reserves the right to have REZ1 charge an additional misuse and/or a crossover charge of \$100.00 for the first day and each day after per piece of Equipment until the Equipment piece is returned to the appropriate KCS intermodal terminal. This will apply to any of the following situations:
 - 1.** If the Motor Carrier picks up an empty or loaded piece of equipment and utilizes it for other moves for benefit of the Motor Carrier and returns it empty or loaded to KCS or another railroad.
 - 2.** Motor Carrier fails to return Equipment with three (3) days after the KCS written notice.
 - 3.** Motor Carrier picks up empty or loaded from one KCS terminal and returns it empty or loaded to a different KCS terminal.
 - 4.** Motor Carrier picks up empty or loaded Equipment from KCS and returns it empty or loaded to another railroad.

EFFECTIVE: JULY 19, 2012
IIEC REVISION: JUNE 5, 2015

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MACS Maritime Carrier Shipping LLC

I. FREE DAYS AND USE CHARGE

In the absence of any other written agreement with Motor Carrier and in accordance with Section E.6. of the UIIA, the following Free Time shall be allowed and the following Use Charges assessed to Motor Carrier. See Exceptions (C,D,E,F,G) below.

- A.** For intermodal equipment used to move export or import shipments, or empty repositioning, the following Free Time (inclusive of Saturdays, Sundays, legal and port authority holidays) shall be allowed:
- (1) For 20 or 40 foot container (dry, ventilated, open top, high cube, flatrack, platform): Day of interchange plus four (4) consecutive calendar days.
 - (2) For 20 or 40 foot chassis (single axle, double axle): Day of interchange plus four (4) consecutive calendar days.
 - (3) For all other equipment (tri-axes, trailers, low boy trailers, equipment leased for special projects, etc) which may be provided: Day of interchange plus one (1) calendar day.
- B.** For intermodal equipment received by Motor Carrier, after expiration of Free Time, the Motor Carrier shall be responsible for payment of the following Use Charge (per diem):

For a period of 5 days (Normal Period)	For a period of 2 days (Normal Period)	For the period after Normal Period until returned (Penalty Period):
20 foot / 40 foot Container: \$ 30.00	20 foot tri-axe chassis: \$150.00	20 foot / 40 foot Container: \$ 50.00
20 foot / 40 foot Chassis: \$ 50.00	For all other equipment: \$150.00	20 foot / 40 foot Chassis: \$ 75.00
		20 foot tri-axe chassis: \$200.00
		For all other equipment: \$200.00

- C. EXCEPTION:** For intermodal equipment re-used (i.e. loaded to loaded), Motor Carrier shall be allowed 2X the Free Time period as per Section I, Paragraph A of this Addendum. Thereafter, Motor Carrier is responsible for the payment of Detention Charges as per this Addendum.
- D. EXCEPTION:** For intermodal equipment, which is released empty and later redelivered empty (i.e. empty to empty) without an intervening shipment, Motor Carrier shall be entitled to no Free Time and the Motor Carrier shall be responsible for the payment of Detention Charges as per this Addendum.
- E. EXCEPTION:** For Provider-arranged inland delivery (Combined Transport Bill of Lading), on behalf of cargo Provider/beneficial Provider, to cargo Provider's loading/unloading facility, two (2) Free Time calendar days shall be granted and Motor Carrier shall be responsible for the payment of Detention Charges as per this Addendum.
- F. EXCEPTION:** For Provider-arranged inland delivery (Combined Transport Bill of Lading), on behalf of cargo Provider/beneficial Provider, to final inland destination being a Railroad, no Detention Charges shall be assessed provided that, on the day of equipment release, container is interchanged in the same day by the Railroad and Provider's chassis is returned the same day. Failure of which will result in no Free Time being granted and Motor Carrier being responsible for the payment of Detention Charges as per this Addendum.
- G. EXCEPTION:** For equipment released to a Motor Carrier for subsequent activity related to US Government handling (i.e. Customs-CBP, USDA, FDA, etc), no Free Time shall be granted and the Motor Carrier shall be responsible for the payment of Detention Charges as per this Addendum.
- H.** Failure of Motor Carrier to remit valid charges when due, may result in loss of intermodal equipment release privileges until such matters have been resolved. In addition, Motor Carrier shall be required to pay a monthly penalty charge of one and one-half percent (1.5%) of the charges on all past-due invoices over thirty (30) days old. Provider deems it necessary to contract the services of a collection company for delinquent invoice(s), those service fees and/or commissions shall be payable by Motor Carrier.
- I.** Whenever a Motor Carrier uses a Provider's single chassis for the haulage of Provider's multiple container booking or bill of lading, the Motor Carrier shall be allowed an extra five (5) free consecutive calendar days per each container which will be applied to the associated chassis (standard detention terms apply to the containers). However, during the extra free days period, chassis free time shall expire prematurely the day after the last of the booking's or bill of lading's containers is returned to the Provider.

NOTES:

- (i) The term day means the calendar period commencing at 0001 hours and terminating at 2400 hours or any fraction thereof.

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EFFECTIVE: OCTOBER 1, 1999

REVISED: AUGUST 1, 2008

Name Change: September 20, 2016

IIEC REVISION: SEPTEMBER 21, 2018

**MAERSK LINE U.S.A., INC. as Agent for MAERSK LINE A/S
(dba Maersk Line/ Safmarine/Maersk Domestic/SeaLand)**

Section VII. FREE TIME, DETENTION AND PER DIEM CHARGES:

Item A) When Free Time applies

Free time for Equipment shall commence on the day of Equipment departure from the marine terminal, railroad or container yard used by Provider.

For Per Diem charges shall apply per calendar day including Saturdays, Sundays and Holidays until Equipment is returned to the container yard used by Provider, except where prohibited under applicable law (e.g. California).

Item B) Per Diem Free Time

Per Diem Free Time - U.S. Only
a. Dry Equipment/Dry Loaded (Non-Operating) Refrigerated Equipment:
Four (4) working days
b. Operating Refrigerated Equipment:
Three (3) working days
c. Specialized Equipment to include /Flat Bed Trailers/ Flat Racks/ Tank/ Lowboy or Specialized Flat Bed/Open Top Equipment:
Three (3) working days

Freetime applicable to operating reefer cargo for the commodity meat at all U.S. ocean terminals except:

Baltimore, MD, Boston, MA, Jacksonville, FL, Mobile, AL, Newark, NJ, Port Everglades, FL, Staten Island, NY will get 5 working days free and \$135 per day after.

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Item C) Per Diem Rates

Per Diem Rates- US Only	
I. Per Diem	II. Per Diem for containers picked up from a container yard, rail ramp or ocean terminal at Alaska
a. Dry Equipment/Dry Loaded (Non- Operating) Refrigerated Equipment:	a. Dry Equipment/Dry Loaded (Non- Operating) Refrigerated Equipment:
Days 1-4: USD 140.00	Days 1-7 USD 140.00
Days 5-8: USD 190.00	Days 8+ USD 190.00
Days 9+: USD 220.00	Day 9+ USD 220.00
b. Operating Refrigerated Equipment:	b. Operating Refrigerated Equipment:
Days 1-3: USD 330.00	Days 1-3: USD 330.00
Days 4+: USD 435.00	Days 4+: USD 435.00
c. Specialized Equipment (to include /Flat Bed Trailers/ Flat Racks/ Tank/ Lowboy or Specialized Flat Bed/Open Top	c. Specialized Equipment (to include /Flat Bed Trailers/ Flat Racks/ Tank/ Lowboy or Specialized Flat Bed/Open Top
Days 1-3: USD 320.00	Days 1-3: USD 320.00
Days 4+: USD 425.00	Days 4+: USD 425.00

Canada only

Dry, non-Operating Refrigerated

Days after free time	Cost Per day
1st day to 4th Day	USD 140.00
5th day to 8th day	USD 190.00
Day 8+	USD 220.00

Operating Refrigerated

Days after free time	Cost Per day
1st day to 3rd Day	USD 330.00
4th day to 7th day	USD 435.00
Day 8+	USD 470.00

Item D) Rail Interchange

Provider shall not charge Motor Carrier for Per Diem during the time period when Provider Equipment is interchange with a rail carrier. If Motor Carrier can provide proof of such interchange to the Provider's Corporate Per Diem department that is reasonably acceptable to Provider. The proof of Interchange must be sent to –

Maersk Agency U.S.A. Inc.
 9300 Arrowpoint Boulevard
 Charlotte, NC 28273-8136
 Attention: Trucker Collections
NAMDAPCOL@Maersk.com

Section XII. Unauthorized Street Turn Fee

When a Motor Carrier has possession of equipment and desires to employ that equipment in a second booking (i.e., deliver cargoes on a Full Import booking and then use that same equipment for loading cargoes on a Full Export booking), the Motor Carrier must first obtain authorization / approval from Maersk's designated agent for this activity at <https://www.avantida.com/en/the-platform/>. Approval of such reassignment ("street turn") shall serve as the termination of Import Per Diem calculation and start Export Per Diem calculation. If designated agent approves the reassignment/transfer of equipment, the Motor Carrier shall incur a usage charge in the amount of \$30.00.

If a Motor Carrier conducts a street turn without such approval, that Motor Carrier will be assessed a fee in the amount of \$100 by the Provider.

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EFFECTIVE: FEBRUARY 1, 1996

REVISED: MARCH 4, 2020

IIEC REVISION: JUNE 5, 2015

NAME CHANGE: FEBRUARY 17, 2017

MATSON NAVIGATION COMPANY, INC.

IV. USE CHARGES

A. Domestic Shipments

2. Use charges shall be assessed at the following daily rates:

20 foot dry container	\$ 3.50
20 foot refrigerated container	\$ 17.00
20 foot chassis	\$ 35.00
20 foot 3-axle chassis	\$ 35.00
24 foot dry container	\$ 3.90
24 foot flatrack	\$ 5.90
24 foot refrigerated container	\$ 20.00
40 foot dry container	\$ 5.00
40 foot flatrack	\$ 7.00
40 foot refrigerated container	\$ 35.00
45 foot dry container	\$ 6.00
40 foot flatbed	\$ 11.00
24 foot chassis	\$ 35.00
24 foot 3-axle chassis	\$ 35.00
40 foot chassis	\$ 35.00
40 foot 3-axle chassis	\$ 35.00
45 foot chassis	\$ 35.00
Motor generator	\$ 25.00

B. International Shipments

For shipments transported pursuant to a through movement in international commerce, free time commences at 0001 hours the first working day after the Motor Carrier has removed the Equipment from the destination container yard or terminal facility and ends at 2400 hours on the last day of the specified number of free time working days. The charges set forth in Paragraph IV.B.2 of this Addendum will be assessed for each 2400 hours or fraction thereof beyond the allowed free time once the Equipment is removed from the container yard or terminal facility. Work stoppages at the container yard or terminal facility due to labor disputes or other force majeure situations preventing delivery or acceptance of the Equipment will be excluded from the calculation of free time.

1. Free time

- a. Regular dry equipment: day of initial interchange plus five (5) working days, i.e., excluding Saturdays, Sundays and holidays
- b. Open top containers/flatbed or flatrack trailers: day of initial interchange plus five (5) working days, i.e., excluding Saturdays, Sundays and holidays
- c. Refrigerated equipment: day of initial interchange plus three (3) working days, i.e., excluding Saturdays, Sundays and holidays

2. Charges

Detention charges shall be charged for each calendar day following free time as follows:

Dry containers	U.S. \$ 85.00
Open top containers/flatbed or flatrack trailers	U.S. \$ 85.00
Refrigerated equipment	U.S. \$ 150.00

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4. EQUIPMENT USAGE FREE TIME AND PERDIEM

4.1 Domestic Shipments:

- a) This Section sets forth the applicable free time and Per Diem charges for Equipment Interchanged between Provider and Motor Carrier for Equipment used to support inbound or outbound shipments in the U.S. noncontiguous domestic or coastwise trade lane.
- b) The EIR, Equipment Interchange Receipt, from a marine terminal, rail ramp, container yard and or Customer location shall be used to determine number of days in Motor Carrier's possession.
- c) For shipments moved to and from Domestic Locations, regardless of whether on an intermodal or port to port basis, the Motor Carrier shall pay Per Diem charges per the below table except for Household goods. Household goods free time is day of Interchange plus twenty-nine (29) calendar days inclusive of weekends and holidays for a total of thirty (30) free days; provided the container number listed on the Interchange has been assigned to a new Outbound booking number with the Provider. Household good free time of thirty (30) free days is only applicable to the contiguous U.S.

FREE TIME AND PER DIEM CHARGES

<u>Equipment Type</u>	<u>Free Time (a)</u>	<u>Charges (b)</u>
Dry Containers	5 days	\$11.00 per day
Open Top/Flatbed	5 days	\$15.00 per day
Refrigerated/Tank Containers (wet or dry)	3 days	\$50.00 per day
Bare Chassis	5 days	\$ 6.00 per day

- d) Excludes day of initial Interchange, holidays and first Saturday and Sunday.
- e) Charges apply on all days, or fractions thereof, after free time expires.
- f) When repairs of Equipment are to be made under the provisions of Section 2 of this Addendum, Provider shall receive Per Diem charges as shown in this section 4.1.c. while the Equipment is out of service or if the Equipment is extensively damaged, Per Diem charges will continue until agreement is reached between Provider and the Motor Carrier for the Motor Carrier to pay for the depreciated replacement value of the Equipment. Per diem will not be charged to the Motor Carrier while the Equipment is out of service for purposes of correcting normal wear and tear.

4.2 Dispute Resolution for Per Diem Charges for Domestic Shipments:

- a) Motor Carrier shall notify Provider in writing of any disputed items on Provider's invoices (with any and all supporting information i.e., gate receipts, dock receipts) within thirty (30) days of the receipt of such invoice(s). Provider will undertake to reconcile such disputed items within sixty (60) days of receipt of Motor Carrier's notice and will either provide verification for the charges as invoiced or will issue a credit to Motor Carrier's account for any amount not properly invoiced.

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MEDITERRANEAN SHIPPING COMPANY S.A.**1. A. FREE DAYS AND USE CHARGES FOR EQUIPMENT**

The EQUIPMENT shall consist of Containers, Chassis and Gen Sets. The billing of container equipment, will include the use of Mediterranean Shipping Co. S.A. Chassis or Gen Sets, individually or together in any combination at the extended use or excess use charges. Charges will continue until the equipment is returned to the place of interchange or other mutually agreed upon location.

Chassis (naked) retained by the Motor Carrier after delivery of the Container to Mediterranean Shipping Co. S.A, unless employed with another Container of MSC, will be invoiced as per below:

- 20' and 40' chassis (any type): \$95 per day
- Tri axle: will be invoiced at \$300 per day
- Chassis with mounted underslung gen set: will be invoiced at \$200 per day

ALL EXPORT AND EMPTY TO EMPTY RATES (ALL TRADE LANES)

Equipment	Charges	Rates
All Dry Containers	Days 1 thru 4	\$115.00 (Extended Use Charges)
All Dry Containers	Days 5 thru 8	\$165.00 (Excess Use Charges)
All Dry Containers	Days 9 and Thereafter	\$195.00 (Third Tier)
All Reefer and Special Equipment	Days 1 thru 3	\$320.00 (Extended Use Charges)
All Reefer and Special Equipment	Days 4 and Thereafter	\$420.00 (Excess Use Charges)

IMPORT ONLY (EXCLUDING FAR EAST)

Equipment	Charges	Rates
All Dry Containers	Days 1 thru 4	\$115.00 (Extended Use Charges)
All Dry Containers	Days 5 thru 8	\$165.00 (Excess Use Charges)
All Dry Containers	Days 9 and Thereafter	\$195.00 (Third Tier)
All Reefer and Special Equipment	Days 1 thru 3	\$320.00 (Extended Use Charges)
All Reefer and Special Equipment	Days 4 and Thereafter	\$420.00 (Excess Use Charges)

IMPORTS ORIGINATING FAR EAST

Equipment	Charges	Rates
All Dry Containers (without chassis)	Days 1 thru 4	\$90.00 (Extended Use Charges)
All Dry Containers (without chassis)	Days 5 thru 8	\$140.00 (Excess Use Charges)
All Dry Containers (without chassis)	Days 9 and Thereafter	\$170.00 (Third Tier)
All Dry Containers (with MSC Provided Chassis)	Days 1 thru 4	\$115.00 (Extended Use Charges)
All Dry Containers (with MSC Provided chassis)	Days 5 thru 8	\$165.00 (Excess Use Charges)
All Dry Containers (with MSC Provided chassis)	Days 9 and Thereafter	\$195.00 (Third Tier)
All Reefer and Special Equipment (without chassis)	Days 1 thru 3	\$300.00 (Extended Use Charges)
All Reefer and Special Equipment (without chassis)	Days 4 and Thereafter	\$400.00 (Excess Use Charges)
All Reefer and Special Equipment (with MSC Provided Chassis)	Days 1 thru 3	\$320.00 (Extended Use Charges)
All Reefer and Special Equipment (with MSC Provided Chassis)	Days 4 and Thereafter	\$420.00 (Excess Use Charges)

FREE TIME: Shall be allowed as per outlined below for all MSC equipment. It includes day of pick-up, day of return, plus any weekend or holiday within this period, if any. All days are billable after the expiration of free time.

Exception to the above free time: For containers picked up empty and returned empty (i.e. empty to empty), Motor Carrier shall be entitled to 1 day of Free Time and will be responsible for the payment of use charges as per Section 1.A. of this Addendum.

California Law: on weekends, should MSC be unable to accept return of equipment at its terminals or CYs, then those days will be counted as additional free time in accordance with SB45.

Rates are outlined in the above table.

FREE TIME TABLE FOR MERCHANT HAULAGE, INTERMODAL & EMPTY TO EMPTY

	Free time given	Free Time Description	Starting Rate Tier After Free Time Expires
<i>Merchant Haulage</i>			
20'/40' Dry Containers	4 working days	(date of interchange + 3 working days)	Starts w/Extended Use Tier
20'/40' Reefer and Special Equipment	3 working days	(date of interchange + 2 working days)	Starts w/Extended Use Tier
Street turned containers (not diverted) STANDARD EQUIPMENT ONLY	10 calendar days	10 straight calendar days	Starts w/Extended Use Tier
<i>Intermodal</i>			
20'/40' Dry Containers	6 working days	(date of interchange + 5 working days)	Starts w/Excess Use Tier
20'/40' Reefer and Special Equipment	4 working days	(date of interchange + 3 working days)	Starts w/Excess Use Tier
Street turned containers (not diverted)	10 working days	(date of interchange + 9 working days)	Starts w/Excess Use Tier
<i>Empty to Empty</i>			
all containers	1 day	date of interchange	Starts w/Extended Use Tier

This rule governs per-diem charges where a Service Contract provides for Contractual Free Time ("CFT") that is longer than Standard Free Time ("SFT"). Saturdays, Sunday and legal Holidays shall be included in computing Excess Periods.

- a. The Motor Carrier shall pay per-diem charges for each day past CFT until the day the Equipment is returned by the Motor Carrier to the designated place or location.
- b. The per-diem Excess Period charges shall be calculated up to the date of return as follows:
 1. If CFT ends at the point that would have been billed at the 2nd Tier Period if SFT had been applied then it will commence at the 2nd Tier Period.
 2. If CFT ends at the point that would have been billed at the 3rd Tier Period if SFT had been applied then it will commence at the 3rd Tier Period.

TWO- WAY MOVEMENT- STANDARD EQUIPMENT ONLY: Whenever a two-way movement (Import to Export) is involved the free time shall be increased to 10 calendar days. Changing an export container from one export booking to another (diverting) will not be considered as two-way movement. Normal free time will apply in these cases. Does not apply to special equipment.

B. Daily Equipment Usage Charges at Rail Ramp

Charges assessed by Mediterranean Shipping for the use of its equipment sitting at rail ramp after the expiration of free time. Charges accrue from the moment rail free time expires until container is gated out. It is applicable only if delay is caused by Motor Carrier.

Below are the applicable equipment use charges:

20'/40' Dry Containers Days 1 Thru 5	\$165.00 Per Day
20'/40' Dry Containers Days 6 and Thereafter	\$195.00 Per Day
20'/40' Open Top/Flat Rack/Platform Days 1 Thru 5	\$215.00 Per Day
20'/40' Open Top/Flat Rack/Platform Days 6 and Thereafter	\$265.00 Per Day
20'/40' Reefer Container Days 1 Thru 3	\$215.00 Per Day
20'/40' Reefer Container Days 4 and Thereafter	\$285.00 Per Day

5. OTHER CHARGES:

- a. In the event Motor Carrier redelivers equipment to Provider at a geographical location different from where it was originally accepted, without prior written approval from Provider, Motor Carrier agrees to pay Provider all costs Provider may incur to return said equipment to its point of origin, or other location that is no further away than the original delivery location.

(Mediterranean Shipping – continued)

b. Misuse Charges

Motor Carrier may be assessed a surcharge **at rates noted below** for unauthorized usage of Mediterranean Shipping containers and chassis that is unrelated to a Mediterranean Shipping container movement or has not been authorized by Mediterranean Shipping in writing.

Usd \$500 - per 20' dry van

Usd \$800 - per 40' dry van or 40' high cube

Usd \$2000 - per 20' or 40' reefer

Usd \$2000 - per 20' or 40' special equipment

Usd \$200 per day – per chassis equipped with underslung genset and not used for MSC reefer booking or Bill of Lading

- c. Provider reserves the right to assess an administrative charge of \$50.00 to Motor Carrier per traffic citation/fines on bill back invoices generated.

EFFECTIVE: OCTOBER 1, 1999

REVISED: March 6, 2019

IIEC REVISION: SEPTEMBER 21, 2018

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I. Rental Billing Calculation

Motor Carrier agrees to pay MCC a Chassis Rental/Use Charge for use of chassis provided by MCC calculated as follows unless superseded by a separate bilateral agreement.

- A. Each calendar day or fraction thereof during the Interchange Period, calculated as one full day.
- B. There are no free days at the beginning of the Interchange Period and all days are billable including weekends and holidays.
- C. Daily Chassis Rental/Use Charges and any changes with their effective date to those rates will be published on www.chassisfinder.com. MCC shall email rate changes to Motor Carrier with 30 days advance notice of effective date. The rates will be applicable to all chassis interchanged to Motor Carriers, that have executed the MCC use agreement, on or after the published effective date.
- D. All Parties agree to be bound by the terms and conditions of this Addendum in any and all cases from the time that the chassis is placed in the physical possession of Motor Carrier or its agents until the chassis is returned to the physical possession of MCC or its agents.
- E. In the absence of any other written agreement with Motor Carrier and in accordance with Section E.6. of the UIIA, Motor Carrier hereby agrees to pay MCC the daily use charge as agreed between the Motor Carrier and the daily amount posted for MCC on www.chassisfinder.com for the chassis type being used by the Motor Carrier.

II. Invoicing and Invoice Terms

- A. Unless otherwise notified by Motor Carrier, MCC will send Invoices to either the email address or physical address Motor Carrier has registered with IANA for UIIA Notices.
- B. Where proof of MCC's invoice issuance date is needed to verify compliance with any issuance deadlines contained in the UIIA, the following dates shall be used unless Motor Carrier has evidence to the contrary:
 - a. For emailed invoices, the invoice email date will be used.
 - b. For mailed invoices, MCC's system recorded invoice created date shall be used.
- C. For invoice dispute deadline purposes, Motor Carrier's recorded date on mailed invoices or email date will be used as the receipt date.
- D. Subject to deadlines for invoicing in the UIIA, the frequency for MCC's invoicing of Motor Carrier shall be determined by MCC and is subject to change.
- E. All invoices must be paid in full within thirty (30) days of the invoice date unless charges are disputed by the Motor Carrier in accordance with the dispute resolution process set forth in the MCC Addendum.
- F. In the event Motor Carriers payment by check or otherwise cannot be processed, any charges incurred by MCC due to the unprocessed payment will be invoiced back to Motor Carrier.
- G. Motor Carrier shall be required to pay a penalty for late payment at the rate of 1.5% per month (or portion thereof) for all payments not received within 30 days of invoice date.
- H. Motor Carrier shall be responsible for any and all costs, including Provider's legal expenses and attorney fees, associated with collecting per diem charges.

III. Method of Invoice Dispute Resolution

- A. The following dispute resolution process applies for all types of invoices issued by MCC or its agent.
- B. Motor Carrier shall advise MCC in writing of any disputed items on invoices within 30 days of the Motor Carrier's receipt of MCC's invoice(s), of any disputed items on said invoice(s). Should Motor Carrier fail to dispute an invoice within 30 days after issuance of the invoice, the Motor Carrier will lose any further right to dispute the invoice. Further, Motor Carrier immediately will be responsible for payment thereof to MCC.
- C. Disputes must include:
 - a) Motor Carrier's name, SCAC code, address, telephone number and email address;
 - b) A copy of MCC's invoice with all supports;
 - c) A detail explanation of the dispute;
 - d) Documents (i.e. gate receipts) to support the dispute; and
 - e) A reasonable recommendation for a remedy.

- D.** Motor Carrier shall provide disputes in writing to the party listed on the Invoice.
- E.** MCC will respond to all claims within 30 days of receipt of Motor Carrier's dispute claim.

IV. Other Charges

- A.** In the event Motor Carrier redelivers chassis to MCC at a geographical location different from where it was originally accepted, without prior written approval from MCC, Motor Carrier agrees to pay MCC all costs MCC may incur to return said chassis to its point of origin, or other location that is no further away than the original delivery location.
- B.** MCC reserves the right to assess an administrative charge of \$50 to Motor Carrier for violation and citation invoices issued by MCC to Motor Carrier allowable under the UIIA.
- C.** Rates are inclusive except where states taxes are applicable.

III. Rental Billing Calculation

Motor Carrier agrees to pay MEC a Chassis Rental/Use Charge for use of chassis provided by MEC calculated as follows unless superseded by a separate bilateral agreement.

- A. Each calendar day or fraction thereof during the Interchange Period, calculated as one full day.
- B. There are no free days at the beginning of the Interchange Period and all days are billable including weekends and holidays.
- C. Daily Chassis Rental/Use Charges and any changes with their effective date to those rates will be published on www.chassisfinder.com. MEC shall email rate changes to Motor Carrier with 30 days advance notice of effective date. The rates will be applicable to all chassis interchanged to Motor Carriers, that have executed the MEC use agreement, on or after the published effective date.
- D. All Parties agree to be bound by the terms and conditions of this Addendum in any and all cases from the time that the chassis is placed in the physical possession of Motor Carrier or its agents until the chassis is returned to the physical possession of MEC or its agents.
- E. In the absence of any other written agreement with Motor Carrier and in accordance with Section E.6. of the UIIA, Motor Carrier hereby agrees to pay MEC the daily use charge as agreed between the Motor Carrier and the daily amount posted for MEC on www.chassisfinder.com for the chassis type being used by the Motor Carrier.

IV. Invoicing and Invoice Terms

- A. Unless otherwise notified by Motor Carrier, MEC will send Invoices to either the email address or physical address Motor Carrier has registered with IANA for UIIA Notices.
- B. Where proof of MEC's invoice issuance date is needed to verify compliance with any issuance deadlines contained in the UIIA, the following dates shall be used unless Motor Carrier has evidence to the contrary:
 - a. For emailed invoices, the invoice email date will be used.
 - b. For mailed invoices, MEC's system recorded invoice created date shall be used.
- C. For invoice dispute deadline purposes, Motor Carrier's recorded date on mailed invoices or email date will be used as the receipt date.
- D. Subject to deadlines for invoicing in the UIIA, the frequency for MEC's invoicing of Motor Carrier shall be determined by MEC and is subject to change.
- E. All invoices must be paid in full within thirty (30) days of the invoice date unless charges are disputed by the Motor Carrier in accordance with the dispute resolution process set forth in the MEC Addendum.
- F. In the event Motor Carriers payment by check or otherwise cannot be processed, any charges incurred by MEC due to the unprocessed payment will be invoiced back to Motor Carrier.
- G. Motor Carrier shall be required to pay a penalty for late payment at the rate of 1.5% per month (or portion thereof) for all payments not received within 30 days of invoice date.
- H. Motor Carrier shall be responsible for any and all costs, including Provider's legal expenses and attorney fees, associated with collecting per diem charges.

V. Method of Invoice Dispute Resolution

- A. The following dispute resolution process applies for all types of invoices issued by MEC or its agent.
- B. Motor Carrier shall advise MEC in writing of any disputed items on invoices within 30 days of the Motor Carrier's receipt of MEC's invoice(s), of any disputed items on said invoice(s). Should Motor Carrier fail to dispute an invoice within 30 days after issuance of the invoice, the Motor Carrier will lose any further right to dispute the invoice. Further, Motor Carrier immediately will be responsible for payment thereof to MEC.
- C. Disputes must include:
 - a) Motor Carrier's name, SCAC code, address, telephone number and email address;
 - b) A copy of MEC's invoice with all supports;
 - c) A detail explanation of the dispute;
 - d) Documents (i.e. gate receipts) to support the dispute; and
 - e) A reasonable recommendation for a remedy.

(Milestone Equipment Company LLC – continued)

- D. Motor Carrier shall provide disputes in writing to the party listed on the Invoice.
- E. MEC will respond to all claims within 30 days of receipt of Motor Carrier's dispute claim.

VI. Other Charges

- A. In the event Motor Carrier redelivers chassis to MEC at a geographical location different from where it was originally accepted, without prior written approval from MEC, Motor Carrier agrees to pay MEC all costs MEC may incur to return said chassis to its point of origin, or other location that is no further away than the original delivery location.
- B. MEC reserves the right to assess an administrative charge of \$50 to Motor Carrier for violation and citation invoices issued by MEC to Motor Carrier allowable under the UIIA.
- C. Rates are inclusive except where states taxes are applicable.

Effective: December 15, 2017
IIEC REVISION: SEPTEMBER 21, 2018

IV. EQUIPMENT USAGE FREE TIME AND PERDIEM

A.

FREE TIME AND PER DIEM CHARGES

<u>Equipment Type</u>	<u>Free Time (a)</u>	<u>Charges (b)</u>
Dry Containers	5 days	\$20.00 per day
Open Top/Flatbed/Flatrack	5 days	\$25.00 per day
Refrigerated/Tank Containers (wet or dry)	3 days	\$60.00 per day
Chassis	No free time	\$20.00 per day

Excludes day of initial Interchange, holidays and first Saturday and Sunday.

- B.** When repairs of Equipment are to be made under the provisions of Section 2 of this Addendum, Provider shall receive Per Diem charges while the Equipment is out of service. Per Diem will not be charged to the Motor Carrier while the Equipment is out of service for purposes of correcting normal wear and tear. If the Equipment is extensively damaged, Per Diem charges will continue until the date the equipment is declared destroyed at which point the Motor Carrier will be invoiced for the depreciated replacement value of the equipment.
- C.** Motor Carrier shall notify Provider in writing of any disputed items on Provider's invoices (with any and all supporting information i.e., gate receipts, dock receipts, etc.) within thirty (30) days of the receipt of such invoice(s). Provider will undertake to reconcile such disputed items within thirty (30) days of receipt of Motor Carrier's notice and will either provide verification for the charges as invoiced or will issue a credit to Motor Carrier's account for any amount properly invoiced.

NORFOLK SOUTHERN CORPORATION

SECTION 1: GENERAL DEFINITIONS

- 1.4 Equipment Use Charge is the hourly rate for use of Equipment interchanged to Motor Carrier. Any fraction of an hour used is rounded to the next full hour. The Notify Party (Motor Carrier) will be responsible for payment of Equipment Use Charges for the entire time Equipment is in possession of the Motor Carrier, including time Equipment is held for loading or unloading at a shipper's siding. Equipment Use Charges are set forth in Section 6.1.
- 1.5 U.S./Canadian Funds Charges are stated in U.S. Funds. If Motor Carrier's principal bank for payment of its accounts is located in Canada, the charges may be paid in either U.S. or Canadian funds, but any payment in Canadian funds shall be equivalent to all charges shown, computed in U.S. dollars. If charges are paid in Canadian funds, the exchange rate shall be that rate computed by NS in accordance with Tariff CFA 6016 Item 10 (last revised January 1, 1991) for all its other miscellaneous billings on the date of the bill.

SECTION 3: EQUIPMENT INTERCHANGE TO MOTOR CARRIER

- 3.1 Notification Notification shall mean telephone, facsimile or other electronic transmission of advice that Equipment is available for pickup. NS shall provide only one Notification of the availability of Equipment for pickup. Notification shall be given (i) to Motor Carrier if identified on the bill of lading or other shipping documents as the notify party, (ii) to the notify party on such documents if the Motor Carrier is not identified, or (iii) to any other party identified on such documents if neither Motor Carrier nor a notify party is identified on the documents. If Motor Carrier specified as the Notify Party refuses Notification, the Motor Carrier must contact NS and advise of refusal. The Motor Carrier actually interchanging the Equipment will then be responsible for Equipment Use and Storage Charges from the time NS contacted the shipper of record.
- 3.2 Destination Storage If the Motor Carrier receives Notification the Motor Carrier shall pay to NS any applicable destination storage charges, as stated in the NS Exempt Intermodal Transportation Rules Circular (last revised March 29, 2007) or subsequent document, as amended from time to time. NS shall provide the Motor Carrier with a copy of the pertinent provisions, and shall mail or deliver to the Motor Carrier a copy of any change to these provisions thirty days prior to the effective date of the change.
- 3.3 Motor Carrier Representative's Authority; Verification Motor Carrier authorizes any and all of its drivers, employees, agents or representatives to inspect Equipment; to execute the Equipment Interchange Receipt in its current form or any form which does not impose additional legal obligations; and, to interchange Equipment to NS and from NS into Motor Carrier's account, possession, custody and responsibility under this Addendum.

SECTION 4: MOTOR CARRIER RETURN OF EQUIPMENT

- 4.1 Equipment Return Conditions; NS Refusal of Return Unless Equipment complies with Sections D.3.d. and E.5.a. of the UIIA, NS may refuse return of the Equipment and removal of it from Motor Carrier's account and responsibilities under this Addendum.
- 4.2 Day of Return for:
- A. Empty Equipment returned to NS is the calendar day and hour in which all of the following conditions are met: (i) the Equipment has passed any safety inspection reasonably required by NS, or has been accepted by NS because only Equipment Owner's responsibility repairs are required; and (ii) has been uncoupled from Motor Carrier's power unit.
 - B. Loaded Equipment returned to NS is the calendar day and hour on which all of the conditions for Day of Return for Empty Equipment is met, and (iii) NS has been provided in writing or via EDI with complete shipping instructions.
 - C. Equipment returned to parties in Appendix B is the day NS is relieved of all legal and financial responsibility (including use charges) for the Equipment.
- 4.3 Permitted Proper Return. Motor Carrier may return Equipment (i) to NS at the terminal where it was picked up, or (ii) if picked up loaded, to a party in Appendix B, subject to any applicable charges in Section 6.1
- 4.4 Equipment Interchange Certificate. If Motor Carrier returns or interchanges Equipment to a party other than NS, Motor Carrier shall provide an interchange certificate (as contained in Appendix C) via fax, to NS at the terminal where the Equipment was picked up within 5 days of its return or interchange. Certificates must be sent to the attention of the Terminal Manager of the location where Equipment was received. In the event of a dispute, fax confirmations are acceptable proof that a certificate has been sent.

SECTION 5: FREE TIME

- 5.1** The Motor Carrier picking up Equipment will be responsible for all Equipment Use Charges incurred from the initial notification of the availability of the Equipment OR the time Equipment is interchanged empty from an NS terminal to Motor Carrier. Initial Notification is the first notification of availability by NS to the Notify Party specified in the waybill.
- 5.2** Free time will be computed for Equipment interchanged between the parties under the following schedule.
- (A)** Equipment interchanged to Motor Carrier loaded and returned to NS loaded:
- 120 HOURS FREE FROM TIME OF NOTIFICATION
- (B)** Equipment interchanged to Motor Carrier (a) empty and returned loaded to NS, or (b) loaded and returned to NS empty, or (c) loaded or empty to a carrier listed in Appendix B:
- 72 HOURS FREE FROM TIME OF NOTIFICATION
- (C)** Equipment interchanged to Motor Carrier empty and (i) returned empty to NS, or (ii) returned to another party, or (iii) not returned:
- 0 HOURS FREE
- 5.3** Only one Free Time period will be allowed for Equipment prior or subsequent to its loaded movement via NS, regardless of transfer of possession of the Equipment among consignor(s), consignee(s), other third parties (including other carriers) and Motor Carrier.
- 5.4** Saturdays and Sundays will be counted when calculating Free Time for Equipment Use Charges.
- 5.5** Holidays At NS terminals in the U.S., holidays used in computing Free Time shall include only New Year's Day, President's Day (formerly Washington's Birthday), Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the day after Thanksgiving, Christmas Eve, Christmas Day, and New Year's Eve.

SECTION 6: EQUIPMENT USE CHARGES

- 6.1** Equipment Use Charges Equipment Use Charge is the hourly rate for use of Equipment interchanged to Motor Carrier as follows:

Rail Controlled Trailer	= \$1.25 per hour
Private Container	= no charge
Chassis	= no charge

NOTE: Any fraction of an hour is rounded to the next full hour.

Equipment Use Charges will be billed monthly for all pieces of Equipment returned to NS or interchanged to another rail carrier by the last day of the preceding month. Monthly billable amounts will be determined based on a credit/debit system. When Equipment is returned or interchanged to another rail carrier before the Free Time Allowance elapses, credit points will be issued. Credit points will equal the number of unused hours remaining in the Free Time Allowance. When Equipment is returned or interchanged to another rail carrier after the Free Time Allowance elapses, debit points will be issued. Debit points will equal the number of hours used in excess of the Free Time Allowance. If Equipment is returned during the last hour of the Free Time Allowance, no debit or credit points will be issued.

- 6.2** Equipment Use Billing Each month, all credit and debit points will be summed to determine a net debit/credit total. If the net total equals a credit or zero, a monthly statement will be issued but NO payment will be due. If the net total equals a debit, the amount due will be calculated as the number of debit points times the hourly rate in Section 6.1. Credit points remaining at the end of each month will expire and will not be credited to the next month. Credit points are not dollars, will not be refunded, nor can they be used to pay or offset charges other than Equipment Use Charges.

When a loaded piece of Equipment is taken from a NS Terminal and interchanged under load to another rail carrier within the cycle time allowance, a maximum of twelve (12) credit points will be issued, regardless of the amount of cycle time remaining on the Equipment.

- 6.3** Unscheduled NS Terminal Closing Equipment Use Charges shall not accrue for Equipment during an Unscheduled NS Terminal Closing if Equipment is returned to NS by the end of the next NS business day on which the NS terminal is open.

- 6.4 Equipment Use Charges for Lost, Stolen, Destroyed Equipment Equipment Use Charges for lost, stolen or destroyed Equipment shall cease on the NS business day after Motor Carrier notifies the NS Senior AVP
- 6.5 Intermodal Operations or NS Manager Intermodal Maintenance of the loss of or casualty to the Equipment. If Equipment is found and its return is accepted by NS or another carrier, Equipment Use Charges shall be reinstated retroactive to the day they ceased, and shall accrue until the Day of Return (defined in Section 4).
- 6.6 Misuse Charges Upon reasonable notice, Norfolk Southern reserves the right to charge a misuse charge of \$100 for the first day and \$50 per day per piece of Equipment thereafter until Equipment is returned for each day Equipment is outstanding. This will apply to any of the following situations:
- 1) If Motor Carrier picks up an empty or loaded piece of Equipment and uses it for other moves for benefit of the Motor Carrier and returns it empty or loaded to NS or another railroad.
 - 2) Motor Carrier fails to return Equipment within three days after NS makes request in writing. Misuse charges will start to accrue after the third day if Motor Carrier fails to return Equipment.
 - 3) Motor Carrier picks up empty Equipment from NS terminal and returns it loaded to a different NS terminal.
 - 4) Motor Carrier picks up empty Equipment from NS and returns it to another railroad.
 - 5) Motor Carrier picks up loaded Equipment from NS and returns it to another railroad.
 - 6) Motor Carrier picks up loaded Equipment from NS and returns it loaded to another NS terminal.
 - 7) Motor Carrier picks up loaded Equipment from NS and returns it empty to another NS terminal.

SECTION 7: EQUIPMENT USE AND STORAGE CHARGES / BILLING AND PAYMENT

- 7.1 Billing and Payment Motor Carrier shall advise NS of its current billing address, and employee by title, to which bills shall be sent, and of its current telephone number.
- 7.2 Undisputed Billing MOTOR CARRIER SHALL PAY NS THE UNDISPUTED PORTION OF EVERY BILL BY ITS DUE DATE, WHICH SHALL BE STATED ON THE FREIGHT BILL. FAILURE TO PAY UNDISPUTED BILLS BY THE DUE DATE SHALL BE GROUNDS FOR IMMEDIATE CANCELLATION OF THIS ADDENDUM.
- 7.3 Disputed Billing Motor Carrier shall provide the NS Customer Accounting Department with written reasons and evidence for any disputed or unpaid bills within 30 days of the freight bill date. If NS does not send Motor Carrier its decision on review of Motor Carrier's reasons for a billing dispute within 90 days of NS' receipt of Motor Carrier's reasons, the dispute will be considered resolved in Motor Carrier's favor. NS will provide Motor Carrier with notification of the dispute resolution decision regardless of the outcome. An opinion issued by NS on review of a billing dispute shall be binding, unless an arbitrator or court finds the opinion to be clearly inaccurate as a matter of law, or clearly contrary to the weight of the evidence.
- 7.4 Reinstatement If 25% of Motor Carrier's non-disputed account balance reaches 90 days old, Motor Carrier's NS Addendum will be canceled (Motor Carrier can not use or interchange NS Equipment) until non-disputed account balance is paid in full. A reinstatement fee of \$300 will be charged, if NS elects to reinstate Motor Carrier's NS Addendum.

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III. Rental Billing Calculation – Motor Carrier agrees to pay NACPC a Chassis Rental/Use Charge for use of chassis provided by NACPC calculated as follows unless superseded by a separate bilateral agreement.

- A.** Each calendar day or fraction thereof during the Interchange Period.
- B.** There are no free days at the beginning of the Interchange Period and all days are billable including weekends and holidays.
- C.** Upon mutual consent of NACPC and Motor Carrier, in the event that the ocean carrier or other third party agrees to pay NACPC for certain days during the Interchange Period and NACPC agrees to bill that party directly, NACPC will do so. Notwithstanding the existence of any billing arrangements between NACPC and ocean carriers or other third parties, Motor Carrier shall remain fully responsible for the performance of all terms and conditions of the UIIA and this Addendum.
- D.** Daily Chassis Rental/Use Charges and any changes with their effective date to those rates will be published on www.nacpc.org. NACPC shall email rate changes to Motor Carrier with 30 days advance notice of effective date. The rates will be applicable to all chassis interchanged to Motor Carriers, that have executed the NACPC use agreement, on or after the published effective date.
- E.** All Parties agree to be bound by the terms and conditions of this Addendum in any and all cases from the time that the chassis is placed in the physical possession of Motor Carrier or its agents until the chassis is returned to the physical possession of NACPC or its agents.
- F.** In the absence of any other written agreement with Motor Carrier and in accordance with Section E.6. of the UIIA, Motor Carrier hereby agrees to pay NACPC a daily use charge of \$20 per day.

IV. Invoicing and Invoice Terms

- A.** Unless otherwise notified by Motor Carrier, NACPC will send invoices to either the email address or physical address Motor Carrier has registered with IANA for UIIA Notices or post them on a website.
- B.** Where proof of NACPC's invoice issuance date is needed to verify compliance with any issuance deadlines contained in the UIIA, the following dates shall be used unless Motor Carrier has evidence to the contrary:
 - a.** For emailed invoices, the invoice email date will be used.
 - b.** For mailed invoices, NACPC's system recorded invoice created date shall be used.
 - c.** For web invoices, system recorded date invoice was created shall be used.
- C.** For invoice dispute deadline purposes, Motor Carrier's recorded date on mailed invoices or email or website date will be used as the receipt date.
- D.** Subject to deadlines for invoicing in the UIIA, the frequency for NACPC's invoicing of Motor Carrier shall be determined by NACPC and is subject to change.
- E.** All invoices must be paid in full within thirty (30) days of the invoice date.
- F.** In the event Motor Carrier's payment by check or otherwise cannot be processed, any charges incurred by NACPC due to the unprocessed payment will be invoiced back to Motor Carrier.
- G.** Motor Carrier shall be required to pay a penalty for late payment at the rate of 1.5% per month (or portion thereof) for all payments not received within 30 days of invoice date.
- H.** Motor Carrier shall be responsible for any and all costs, including Provider's legal expenses and attorney fees, associated with collecting per diem charges.

V. Method of Invoice Dispute Resolution

- A.** The following dispute resolution process applies for all types of invoices issued by NACPC or its agent.
- B.** Motor Carrier shall advise NACPC in writing of any disputed items on invoices within 30 days of the issuance of NACPC's invoice(s), of any disputed items on said invoice(s). Should Motor Carrier fail to dispute an invoice within 30 days after issuance of the invoice, the Motor Carrier will lose any further right to dispute the invoice. Further, Motor Carrier immediately will be responsible for payment thereof to NACPC.

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C. Disputes must include:

- a. Motor Carrier's name, address, telephone number and email address
- b. A copy of NACPC's invoice with all supports
- c. A detail explanation of the dispute
- d. Documents (i.e. gate receipts) to support the dispute
- e. A reasonable recommendation for a remedy

D. Motor Carrier shall provide disputes in writing to the party listed on the invoice.

E. NACPC will respond to all claims within 30 days

EFFECTIVE: APRIL 1, 2013
REVISED: AUGUST 24, 2015
IIEC REVISION: JUNE 5, 2015
IIEC REVISION: SEPTEMBER 21, 2018

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Addendum to the Uniform Intermodal Interchange and Facilities Access Agreement**FREE TIME AND DETENTION CHARGES (IN THE UNITED STATES ONLY)****I. FREE TIME**

- A. Regular Equipment:** Day of initial interchange **plus four (4) working** days, i.e., excluding Saturdays, Sundays, and Holidays (See Notes).
- B. Operating Reefer/Tank & Other Specialized Container Not Covered Elsewhere:** Day of initial interchange plus three (3) working days, i.e., excluding Saturdays, Sundays, and Holidays (See Notes).

II. DETENTION CHARGES

Detention Charges shall be charged for each calendar day following free time as follows (See Notes):

<u>TYPE OF EQUIPMENT</u>	<u>CHARGES PER DAY</u>
Dry Containers/Trailers	\$140.00
Open Top, Bulk, Hard Top, Ventilated & Flat Rack Containers	\$150.00
Operating Reefer, Tank & Other Specialized Container Not Covered Elsewhere	\$190.00
Bare Chassis	\$45.00

Notes:

- a. Regular equipment excludes all chassis and includes containers of all sizes, not limited to 20' / 40' / 45' containers and non-operating reefer units used for cargo not requiring refrigeration. Regular equipment does not include **operating** refrigerated equipment, tank equipment, and other specialized container not covered elsewhere.
- b. Free time shall commence at the following business day after initial interchange, and exclude Saturday, Sunday and holidays. Once free time expires, Detention/Per Diem charges shall be charged for each calendar day, including Saturday, Sunday and holidays, until equipment is returned to the custody of the Provider. On an intermodal move, the bill of lading issued by the ocean carrier shall determine the beginning or ending interchange point – i.e., the beginning interchange point on an intermodal import move shall be the point at which the ocean carrier's bill of lading ends, and the ending interchange point on an intermodal export move shall be the point at which the ocean carrier's bill of lading begins.
- c. With respect to any shipment for which carrier equipment is used, the Motor Carrier shall be liable for the payment of all detention charges that may be imposed with respect to the use of that equipment pursuant to this Rule.

V. OTHER CHARGES**Administrative Fee**

Provider reserves the right to assess an administrative fee of \$75.00, on any invoice, irrespective of the invoice amount.

Mis-use Fee

Motor Carrier shall be assessed a misuse charge of \$1,000 for unauthorized use of Provider's equipment that is unrelated to the Provider's container movement or has not been authorized by Provider in writing.

Invoices submitted by Provider for damages, repairs or correction to improper repairs are due and payable by the Motor Carrier within 30 (thirty) days from receipt of the invoice, unless the Motor Carrier disputes the charges in accordance with the Method of Dispute Resolution process in the Provider's addendum or submits a claim related to the disputed charges for binding arbitration in accordance with Section H.1. and Exhibit D of the UIIA.

(Ocean Network Express – continued)

Unreported Street Turn Fee

The Motor Carrier (MC) must receive street turn approval from ONE before the container is loaded with cargo. Street turn approval must be requested by the MC through ONE 's "Service Provider Portal" (SPP) located on <https://us.one-line.com>.

ONE reserves the right to deny any street turn request for any reason. If the MC does not submit a request through the SPP before loading the container and the failure results in manual (email/phone) intervention by ONE to process the street turn, an administrative fee of \$75 will be charged to the MC. The administrative fee may be waived if the MC attempts to submit a street turn request through the SPP before actual loading of the container but is unable to do so due to SPP error, provided the MC submits evidence to ONE that an attempt was made.

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EFFECTIVE: MARCH 1, 2018
REVISED: OCTOBER 7, 2019

ODYSSEY FOODTRANS LLC (formerly OL&T FoodTrans LLC)

D. Free Time.

Free Time shall commence on the day of Equipment departure in the custody of the Motor Carrier from the marine terminal, railroad or container yard used by the Provider.

Provider shall not charge Motor Carrier for Per Diem during the time period when Provider Equipment is Interchanged with a rail carrier if Motor Carrier can provide proof that is reasonably acceptable to the Provider of such Interchange.

Provider will charge Per Diem for each Day or fraction thereof, including Saturday, Sunday and Government recognized legal holidays, if Equipment is not returned to the Provider within the allowed Free Time. For the purpose of this provision, the first "Day" shall commence on the date of Interchange from the marine terminal, railroad or container yard used by the Provider. Free Time shall expire per the schedule below at which point Per Diem charges will accrue until the Equipment has been returned to the Provider. Except where modified by a written bilateral agreement with Motor Carrier, the following Free Time shall apply:

- i. For 20 ft. ISO tank container: Day of the initial Interchange plus one (1) Working Day.
- ii. For ISO tank drop frame chassis: Day of the initial Interchange plus one (1) Working Day.

E. Per Diem, Container and Trailer Detention.

Equipment	Per Diem Charge
20 ft. ISO tank container	\$45.00 per Day, or fraction thereof, for seven Days and \$58.00 per Day thereafter.
ISO tank drop frame chassis	\$45.00 per Day, or fraction thereof, for seven Days and \$58.00 per Day thereafter.

For avoidance of doubt, in computing Per Diem charges for Equipment after the expiration of Free Time, Saturdays, Sundays and holidays are included.

Misuse charges: Motor Carrier may be assessed a surcharge of \$250 per day or fraction thereof for unauthorized usage of Provider's Equipment when it is used for activity unrelated to Provider's services or an activity that has not been authorized, in writing, by the Provider.

F. Method of Dispute Resolution.

Motor Carrier has thirty (30) days from the date of an invoice from Provider for Maintenance and Repair charges or Per Diem charges to dispute the invoice, or any portion thereof. All claims must be submitted in writing to Provider's Dispute department at: Odyssey FoodTrans LLC, 18662 MacArthur Blvd., Suite 340, Irvine, CA 92612, Attn: Raymond Kwok (Controller), and must be accompanied by supporting documents, such as gate receipts, service contract numbers, etc. Provider will undertake to reconcile disputed items within thirty (30) days from the date of the notice of dispute and will either provide verification of the charges as invoiced or credit Motor Carrier's account for any amounts not properly invoiced. Any dispute as to specific invoice charges shall not relieve Motor Carrier from the obligation to pay undisputed charges, without delay or offset, as required by the terms of this Agreement. Provider reserves its rights and remedies under the Agreement, applicable law or other sources to compel and collect payment of unpaid charges.

Provider reserves the right to use a designated third party billing vendor. Invoices received from Provider's designated third party billing vendor shall be disputed directly with the third party vendor. The method of dispute resolution shall remain in accordance with the process outlined in the Addendum.

If the Motor Carrier fails to pay any invoices due under the terms of this Agreement within the due date for payment, Provider may, in addition to its rights in this Agreement and with proper notification to the Motor Carrier in accordance with Section G.14.c. of the Agreement, suspend or deny Motor Carrier's right to Interchange any Provider Equipment until payment of outstanding amounts are received.

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EFFECTIVE: JULY 21, 2014
IIEC REVISION: JUNE 5, 2015
NAME CHANGE: FEBRUARY 6, 2017

OOCL (USA) INC.
as agents for ORIENT OVERSEAS CONTAINER LINE LIMITED and OOCL (EUROPE) LIMITED

1. ADDITIONAL DEFINITION OF TERMS

The following terms in this Addendum shall mean:

- A.** Day - Any calendar day or fraction thereof, shall begin 0001 hours and end at 2400 hours of the same day.
B. Use Charge - The agreed daily rate paid for Equipment.

12. USE CHARGE - FREE TIME AND PER DIEM CHARGES

12.1 The following Free time shall be allowed the Motor Carrier:

- A.** Regular Equipment, Open tops, Flatracks and Chassis: Day of initial Interchange plus 5 working days, i.e., excluding days that the Provider's facility is closed. (1+5=6)
B. Refrigerated/Tank Equipment: Day of initial Interchange plus 2 working days. (1+2=3)
C. Trailers other than Flatbeds, all types/sizes leased for special projects: Day of initial Interchange plus 5 working days. (1+5=6)
D. Additional Free Time as follows shall be allowed with Equipment, having been used by the Motor Carrier in the import trade, is used by the same Motor Carrier with the Provider's permission in the export trade, provided that the Motor Carrier informs the Provider of the export booking during the original free time period:
 (1) Regular Equipment, Open tops, Flatracks, Chassis: 5 additional working days (1+5+5=11)
 (2) Refrigerated/Tank Equipment: 3 additional calendar days. (1+3+3=7)
 (3) Trailers other than Flatbeds, all types/sizes leased for special projects: 5 additional working days.

12.2 After the expiration of Free Time, the Motor Carrier shall be responsible for the payment to Provider of the following Use Charges:

Type of Equipment	Days	Charge Per Day
Dry Containers/Trailers with Chassis	1-4	\$135
	5+	\$180
Dry Containers without Chassis	1-4	\$105
	5+	\$150
Open Top Containers/Flatbed Trailers with Chassis	1-4	\$190
	5+	\$225
Open Top Containers/Flatbed Trailers without Chassis	1-4	\$150
	5+	\$175
Open Top High Cube Containers/Flatrack High Cube Containers with Chassis	1-4	\$190
	5+	\$225
Open Top High Cube Containers/Flatrack High Cube Containers without Chassis	1-4	\$150
	5+	\$175
Super Rack with Chassis	1-4	\$190
	5+	\$225
Super Rack without Chassis	1-4	\$150
	5+	\$175
Refrigerated/Tank Equipment with Chassis	1-3	\$280
	4+	\$405
Refrigerated/Tank Equipment without Chassis	1-3	\$250
	4+	\$375
Bare Chassis		\$50
Ro-Ro Equipment, Trailers other than flatbeds, all types/sizes, leased for special projects		\$50

(OOCL CONTINUED)

- 12.3** In the event that motor carrier does not settle legitimate/undisputed use charges within 30 days, Provider may offset any charges due to the Motor Carrier.

NOTES:

- (I) Regular equipment includes equipment of all sizes among others 20, 40, and 45 foot dry containers, high cube containers, standard flatbed trailers, etc., other than refrigerated equipment, tank equipment, open top equipment, flat rack equipment, bare chassis, and trailers leased for special projects.
- (II) Any days during which ocean carrier equipment is interchanged with a rail carrier shall be included in the calculation of free time and detention charges.
- (III) Motor Carrier interchanging equipment with a rail/barge carrier shall not be assessed a detention charge if the interchange occurred within the free time permitted above and the user provides, within two (2) days thereafter, with the requisite routing information and a copy of the Provider's or railroad's/barge's equipment interchange receipt between the user and the rail/barge carrier. Carrier may assess standard free time provisions after equipment is interchanged at the destination rail/barge ramp.

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PACIFIC INTERNATIONAL LINES (PRIVATE) LIMITED

A. FREE TIME

Standard/Dry Equipment

Free Time period shall consist of the day the equipment is interchanged plus the next Four (4) working days: Saturdays, Sundays and holidays shall be excluded. Upon Expiration of free time, per diem charges shall be assessed on a straight calendar day basis until the equipment is returned.

Refrigerated Equipment

Free Time period shall consist of the day the equipment is interchanged plus the next Two (2) working days: Saturdays, Sundays and holidays shall be excluded. Upon Expiration of free time, per diem charges shall be assessed on a straight calendar day basis until the equipment is returned.

B. CHARGES

The Motor Carrier will be assessed a daily normal use charge and a daily excess use charge as described below from the day of interchange from the Provider until said equipment is returned to the Provider.

<u>SHIPMENTS ARRIVING/DEPARTING ON ALL SERVICES</u>	
<u>EQUIPMENT</u>	<u>EACH CALENDAR DAY AFTER FREE TIME</u>
20' Standard	\$ 85.00 per day
20' Open Top	\$ 100.00 per day
20' Flat	\$ 100.00 per day
20' Refrigerated	\$ 120.00 per day
40' Standard	\$ 85.00 per day
40' Open Top	\$ 100.00 per day
40' Flat	\$ 100.00 per day
40' High Container	\$ 85.00 per day
45' Container	\$ 85.00 per day
40' Refrigerated	\$ 120.00 per day

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I. FREE TIME AND USE CHARGES

A. The following Free Time shall be allowed. All Saturdays, Sundays and Holidays shall be considered free time.

1. Equipment on the West Coast of the U.S.

- a)** Free Time for containers located in the container yard commences the day after complete discharge of the vessel plus the next 3 days.
- b)** Free Time for containers on chassis or chassis removed from container yard for unloading shall commence on the day of interchange plus the next 4 day.

2. Equipment in Hawaii

- a)** Free Time for containers located in the container yard commences the day after complete discharge of the vessel plus the next 2 days.
- b)** Free Time for containers on chassis or chassis removed from container yard for unloading shall commence on the day of interchange plus the next 6 days.

B. After the expiration of the Free Time, the Motor Carrier shall be responsible for the payment of the following storage / ocean demurrage and/or per diem charges. The charges listed below shall not be applicable to Saturdays, Sundays or holidays.

1. Equipment on the West Coast of the U.S.

- a)** Storage / Ocean Demurrage charges for 20 foot container shall be:
 - (1)** \$21/day (24 hours or fraction thereof) up to five days
 - (2)** \$40/day over 5 days or a fraction thereof
- b)** Storage / Ocean Demurrage charges for 40 foot container shall be:
 - (1)** \$44/day (24 hours or fraction thereof)
 - (2)** \$87 over 5 days or a fraction thereof
- c)** Per Diem charges for a chassis or a container on a chassis shall be \$40/day per unit

2. Equipment in Hawaii

- a)** Storage charges for 20 foot container shall be \$44/day (24 hours or fraction thereof)
- b)** Storage charges for 40 foot container shall be \$55/day (24 hours or fraction thereof)
- c)** Detention charges for a container or a container on a chassis shall be \$40/day per unit

IV. METHOD OF DISPUTE RESOLUTION

Motor Carrier shall advise Provider in writing of any disputed item on Provider's invoices within thirty (30) days of the receipt of such invoices. Provider will undertake to reconcile such disputed items within sixty (60) days of receipt of Motor Carrier's notice and will either provide verification for the charges as invoices or will issue a credit to Motor Carrier's account for any amount not properly invoiced. Such disputes do not constitute valid grounds for withholding or delaying payments or undisputed charges as required by the terms of this Addendum. In the event that charges which have been verified by Provider are again rejected and disputed by Motor Carrier for whatever reasons, Provider reserves its rights and remedies under the law to compel payment of such charges.

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A. FREE TIME

Free Time period shall consist of the day the equipment is interchanged plus the next two working days for O/T, Hard Tops and Flat Racks INGAUGE and day of interchange and next three working days for GP and High Cube Boxes: Saturdays, Sundays and holidays shall be excluded. Upon Expiration of free time, per diem charges shall be assessed on a straight calendar day basis until the equipment is returned.

B. CHARGES

The Motor Carrier will be charged as per the rates mentioned below from the Provider from the Date of the pickup of the Container until the said Container is returned to the Provider:

IMPORT DETENTION

For O/T, Hard Tops and Flat Racks INGAUGE

Detention	Days Type	20feet	40feet
1 to 3 Days	W	Free	Free
Next 3 Days	C	300	300
Thereafter	C	410	410

For GP and High Cube Boxes

Detention	Days Type	20feet	40feet
1 to 4 Days	W	Free	Free
Next 4 Days	C	105	105
Next 4 Days	C	150	150
Thereafter	C	185	185

Import Detention: Import detention is charged from the same day of departure of the container (1st Day) from the port gate at destination until return of the empty container to Sarjak nominated depot. If the Sarjak nominated depot is not the original point of interchange, the Provider will direct the Motor Carrier's return to the Sarjak nominated depot in accordance with Section E.1.b of the UIIA.

Remarks:

- 1) Free Time calculations exclude weekends and public holidays.
- 2) Saturdays, Sundays and Public Holidays are included as number of days, after the freetime has expired.

EXPORT DETENTION

For O/T, Hard Tops and Flat Racks INGAUGE

Detention	Days Type	20feet	40feet
1 to 3 Days	W	Free	Free
Next 3 Days	C	300	300
Thereafter	C	410	410

For GP and High Cube Boxes

Detention	Days Type	20feet	40feet
1 to 4 Days	W	Free	Free
Next 4 Days	C	105	105
Next 4 Days	C	150	150
Thereafter	C	185	185

Export Detention: Export detention is charged from the same day of departure of the container (1st Day) from the Sarjak Nominated Depot at load port until drop-off of the loaded container into Port Terminal for loading on vessel.

Remarks:

- 1) Free Time calculations exclude weekends and public holidays.
- 2) Saturdays, Sundays and Public Holidays are included as number of days, after the free time has expired.

D. ADDITIONAL TERMS AND CONDITIONS

1. Lost or stolen equipment must be reported by e-mail and/or by facsimile to luis.carranza@sebertshipping.com and karla.ranero@sarjak.com and/or on **1(713)895-3133** respectively. Attn: Liner Equipment Dept. Luis Carranza. A police report shall be provided to the Provider as soon as the information is made available to the Motor Carrier. It is to be understood that the Motor Carrier is responsible for per diem until notification of lost, stolen or destroyed Equipment is received by Sebert Shipping, Inc. (Agent of Sarjak Container Lines Pvt. Ltd.)
2. The Motor Carrier is responsible for per diem, fines, encumbrances, condition, and the ultimate safe return of the equipment to Sebert Shipping, Inc. (Agent of Sarjak Container Lines Pvt. Ltd.)
3. In the event Motor Carrier returns/delivers an empty Container contrary to Provider's Empty Return Instructions (i.e. at the wrong interchange or container yard, or under the wrong interchange and/or company), Motor Carrier agrees to pay a Misuse Fee of \$1,000 per occurrence, in addition to any per diem charges (see Section B) incurred from the initial interchange (outbound) up to the date of interchange in accordance with Provider's Empty Return Instructions.

(Sarjak Container – Continued)

4. In accordance with Section E.5 of the UIIA, all Equipment shall be returned to the Provider in a clean condition. In addition, all empty Equipment returned to Provider shall be free of hazmat placards and hazmat residue. Equipment cleaning and/or hazmat placard removal shall be billed at a minimum of \$60 (sixty dollars) charge per unit to the Motor Carrier.

E. METHOD OF DISPUTE PROCESS

1. Motor Carrier has thirty (30) days from the date of an invoice for M & R or Per Diem claims to dispute the invoice to the Provider. All claims must be submitted in writing to our Agent's Liner Equipment department at 15311 Vantage Parkway West, Suite 197, Houston, TX 77032 email disputes to luis.carranza@sebertshipping.com and karla.ranero@sarjak.com for detention and demurrage. The Provider must respond to the Motor Carrier within thirty (30) days from the date of the notice of dispute. The Motor Carrier will have fifteen (15) days from the date of the Provider's response to either pay the claim(s) or to seek arbitration.
2. All disputes must be documented with appropriate evidence of the Motor Carrier's disagreement with any of Provider's invoices it believes to be incorrect.
3. Motor Carrier and Provider must begin civil action to recover any charges related to Equipment and/or services supplied hereunder within the timeframe set forth in each state's law.

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Addendum to the Uniform Intermodal Interchange and Facilities Access Agreement

1. FREE TIME AND PER DIEM

Free Time

All Containers – Day of interchange plus one calendar day includes Weekends and Holidays.

Per Diem

All Containers - \$45.00 per day

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D. Free Time.

Free Time is defined as an agreed to period of time a Motor Carrier has custody of Providers Equipment, beyond which a daily fee (Per Diem) is charged.

Free time shall commence on the day following Equipment departure by the Motor Carrier from the marine terminal, railroad or container yard used by the Provider.

Provider shall not charge Motor Carrier for Per Diem during the time period when Provider equipment is interchanged with a rail carrier if Motor Carrier can provide proof to the Provider that is reasonably acceptable of such interchange.

Provider will charge Per Diem for each calendar day or fraction thereof, including Saturday, Sunday and Government recognized legal holidays, if Equipment is not returned to the Provider within the allowed free time. For the purpose of this provision, the first "day" shall commence on the day following the date of interchange from the marine terminal, railroad or container yard used by the Provider. Free time shall expire per the schedule below at which point Per Diem charges will accrue until the Equipment has been returned to the Provider.

Except where modified by a written bilateral agreement with Motor he following Free Time shall apply:

- i. For dry containers including but not limited to lengths of 20', 40', 43', 45' and 48': Day of the initial interchange plus four (4) working days.
- ii. For operating refrigerated or temperature controlled containers including but not limited to lengths of 20', 40': Day of initial interchange plus two (2) working days.
- iii. For Special Equipment (open top containers, flat racks, low boy trailers, etc.): Day of the initial interchange plus two (2) working days.

iv. For all chassis:

When the Motor Carrier requires the use of a Provider chassis a charge of \$150 shall be applied and the Motor Carrier shall be allowed the day of initial interchange plus four (4) working days free time for chassis used for dry container, flat rack, open tops and tank container; or day of initial interchange plus two (2) working days free time for chassis used for operating refrigerated container. Following the expiration of the free time the charge for the applicable equipment type with chassis according to the Per Diem schedule in E. below shall be applied.

- v. Where Equipment is used by the motor carrier for a two way movement of cargo (loaded), Free Time shall be extended by two (2) working days.

In computing Free Time, the term working day shall not include Saturdays, Sundays or Government declared public holidays. The terms day shall mean the calendar period commencing at 0001 hours and terminating at 2400 hours and any fraction thereof.

E. Per Diem.

Per Diem charges shall apply per piece of Equipment following the expiration of Free Time stated above. The Provider may establish Per Diem rates based on a combination of Equipment i.e. dry container with chassis where the charges cover both pieces of Equipment as identified in the table of charges below. Unless otherwise noted in the table of charges below, each piece of Equipment shall be charged separately following the expiration of free time.

The Motor Carrier shall be assessed a daily Per Diem beyond the Free Time allowance as set forth in the table below from the day of the initial interchange of the Equipment until the Equipment is safely returned to the Provider:

Equipment	Charge
Dry Containers	\$85.00 per day or fraction thereof
Dry container with chassis	\$110.00 per day or fraction thereof
Refrigerated (Temperature Controlled) containers	\$195.00 per day or fraction thereof
Refrigerated (Temperature Controlled) containers with chassis and power unit	\$220.00 per day or fraction thereof
Flatracks, Open Tops or Tank Equipment	\$195.00 per day or fraction thereof
Flatracks, Open Tops or Tank Equipment with chassis	\$220.00 per day or fraction thereof
Dry chassis	\$25.00 per day or fraction thereof
Lowboys or other special trailers	\$50.00 per day or fraction thereof
Power Units i.e. Clip on Power Units or Gen-Set Power Units	Included within the Refrigerated Container charge if provided.

In computing Per Diem charges for Equipment after the expiration of Free Time, Saturdays, Sundays and holidays are included.

Misuse charges: Motor Carrier may be assessed a surcharge of \$250 per day or fraction thereof for unauthorized usage of Providers Equipment when it is used for activity unrelated to Providers' ocean services or an activity that has not been authorized, in writing, by the Provider.

F. Method of Dispute Resolution.

Motor Carrier has thirty (30) days from the date of an invoice from Provider for Maintenance and Repair charges or Per Diem charges to dispute the invoice, or any portion thereof. All claims must be submitted in writing to Provider's Dispute department at: equipment@seaboardmarine.com and must be accompanied by supporting documents, such as gate receipts, service contract numbers, etc. Provider will undertake to reconcile disputed items within thirty (30) days from the date of the notice of dispute and will either provide verification of the charges as invoiced or credit Motor Carrier's account for any amounts not properly invoiced. Any dispute as to specific invoice charges shall not relieve Motor Carrier from the obligation to pay undisputed charges, without delay or offset, as required by the terms of this Agreement. Provider reserves its rights and remedies under the Agreement, applicable law or other sources to compel and collect payment of unpaid charges.

Provider reserves the right to use a designated third party billing vendor. Invoices received from Providers designated third party billing vendor shall be disputed directly with the third party vendor. The method of dispute resolution shall remain in accordance with the process outlined in the Addendum.

If the Motor Carrier fails to pay any invoices due under the terms of this Agreement within the due date for payment, Provider may, in addition to its rights in this Agreement and with proper notification to the Motor Carrier in accordance with Section G.14.c. of the UIIA, suspend or deny Motor Carrier's right to interchange any Provider Equipment until payment of outstanding amounts are received.

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6. IMPORT DETENTION FREE DAYS AND CHARGES

6.1 Detention Free Time

Free Time is the date of interchange plus four working days excluding Saturdays, Sundays and holidays which fall within free time period. Free time for Provider's equipment shall commence on the first working day following equipment departure from Provider's authorized facility.

- A. Dry Equipment/Dry Loaded Refrigerated (Non-Operating) Equipment:
Four (4) Working Days (excluding Saturdays, Sundays and Holidays which fall within free time period).
- B. Operating Refrigerated Equipment:
Three (3) Working Days (excluding Saturdays, Sundays and Holidays which fall within free time period).
- C. Flat Racks and Open Top Equipment:
Four (4) Working Days (excluding Saturdays, Sundays and Holidays which fall within the free time period)
- D. Free time for cargo moving under the terms of this Addendum shall apply to containers only and shall not apply to the chassis.

6.2. Detention Charges

Following the expiration of free time containers not returned to Provider's authorized facility will be assessed detention charges until returned or otherwise made available to SM Line Corporation as allowed by this Addendum. Detention Charges shall apply per calendar day including Saturday, Sundays and Holidays as follows **(in California locations, detention charges shall be suspended when the Provider's authorized facility is closed on weekends or holidays):**

MERCHANT HAULAGE

- A. Dry Equipment/Dry Loading Refrigerated (non-operating) Equipment:
Day 1 thru 5 \$ 120.00 per day
Day 6 and thereafter \$160.00 per day
- B. Operating Refrigerated Equipment:
Day 1 thru 4 \$300.00 per day
Day 5 thereafter \$400.00 per day
- C. Flat Racks and Open Top Equipment:
Day 1 thru 4 \$200.00 per day
Day 5 thereafter \$300.00 per day

CARRIER HAULAGE

- A. Dry Equipment/Dry Loading Refrigerated (non-operating) Equipment:
Day 1 thru 5 \$150.00 per day
Day 6 and thereafter \$190.00 per day
- B. Operating Refrigerated Equipment:
Day 1 thru 4 \$315.00 per day
Day 5 thereafter \$415.00 per day
- C. Flat Racks and Open Top Equipment:
Day 1 thru 4 \$215.00 per day
Day 5 thereafter \$315.00 per day

- 6.3** Motor Carrier interchanging equipment with a rail carrier for an Overland Common Point movement shall not be assessed detention provided the interchange is completed within the permitted free time accorded by this section and that routing information and rail interchanges are provided within two days of the interchange. Units moving to an OCP location shall have free time accorded in Rule 7. Units moving on an all motor basis to an OCP location shall be given 10 days from date of interchange at point of initial pick Up of equipment.

- 6.4. Retention of bare chassis is prohibited. Failure to drop the chassis or return chassis to the location from which it was received after completion of container movement will result in a daily charge of \$150.00 per day until returned from date of in gate container interchange. SM Line Corporation does not accept any liability or costs for chassis retained by truckers without express approval of SM Line Corporation.

7. **EXPORT DETENTION FREE DAYS AND CHARGES**

7.1 Detention Free Time

Free time is the day of empty equipment interchange plus four working days excluding Saturdays, Sundays and Holidays which fall within free time period. Free Time for Provider's equipment shall commence on the first working day following empty equipment interchange from SM Line Corporation's authorized facility. There is no free time for equipment not utilized as export load and returned empty at the load port. As such, export detention will be assessed.

- A. Dry Equipment/Dry Loading Refrigerated (non-operating) Equipment:
Four (4) Working days (excluding Saturdays, Sundays and Holidays which fall within free time period).
- B. Operating Refrigerated Equipment:
Three (3) Working days (excluding Saturdays, Sundays and Holidays which fall within free time period)
- C. Flat Racks and Open Top Equipment:
Four (4) Working days (excluding Saturdays, Sundays and Holidays which fall within free time period).
- D. Free time for cargo moving under the terms of this Addendum shall apply to containers only and shall not apply to the chassis.

7.2 **Detention Charges**

Following the expiration of free time detention charges will be assessed. Detention Charges shall apply per calendar day including Saturdays, Sundays and Holidays until equipment is loaded and made available for pick-up. Detention assessment will be as follows **(in California locations, detention charges shall be suspended when the Provider's authorized facility is closed on weekends or holidays)**:

MERCHANT HAULAGE

- A. Dry Equipment/Dry Loading Refrigerated (non-operating) Equipment;
Day 1 thru 5 \$100.00 per day
Day 6 and thereafter \$140.00 per day
- B. Operating Refrigerated Equipment:
Day 1 thru 4 \$235.00 per day
Day 5 thereafter \$265.00 per day
- C. Flat Racks and Open Top Equipment:
Day 1 thru 4 \$185.00 per day
Day 5 thereafter \$205.00 per day

CARRIER HAULAGE

- A. Dry Equipment/Dry Loading Refrigerated (non-operating) Equipment;
Day 1 thru 5 \$130.00 per day
Day 6 and thereafter \$170.00 per day
- B. Operating Refrigerated Equipment:
Day 1 thru 4 \$250.00 per day
Day 5 thereafter \$280.00 per day
- C. Flat Racks and Open Top Equipment:
Day 1 thru 4 \$200.00 per day
Day 5 thereafter \$220.00 per day

8. **DOMESTIC DETENTION FREE DAYS AND CHARGES**

8.1 **Detention Free Time**

Free time is the day of equipment interchange plus four working days excluding Saturdays, Sundays and Holidays which fall within free time period. Free Time for Provider's equipment shall commence on the first working day following empty equipment interchange from SM Line Corporation's authorized facility.

- A. Dry Equipment/Dry Loading Refrigerated (non-operating) Equipment:
Five (5) Working days (excluding Saturdays, Sundays and Holidays which fall within free time period).

8.2 **Detention Free Time Charges**

Following the expiration of free time detention charges will be assessed. Detention Charges shall apply per calendar day including Saturdays, Sundays and Holidays until equipment is loaded and made available for pick-up. Detention assessment will be as follows:

- A. Dry Equipment/Dry Loading Refrigerated (non-operating) Equipment: \$ 45.00 per day

I. FREE DAYS AND USE CHARGES

In the absence of any other written agreement with Motor Carrier and in accordance with Section E.6 of the UIIA, the following Free Time shall be allowed and the following use charges assessed to Motor Carrier.

INTERNATIONAL FREE TIME AND RATES

A. For intermodal equipment used to move export or import shipments, the following Free Time shall be allowed:

- (1) For 20, 40, 45 or 48 foot dry containers: Day of initial interchange plus 90 working days.
- (2) For 20 or 40 foot flatrack, seadeck or platform containers: Day of initial interchange plus 90 working days.
- (3) For 20 or 40 foot open top containers: Day of initial interchange plus 90 working days.
- (4) For refrigerated or tank containers: Day of initial interchange plus 90 working days.
- (5) For other equipment which may be provided like trailers, low boy trailers and equipment leased for special projects: Day of initial interchange plus 90 working days.

B. For Intermodal equipment used to move export or import shipments after the expiration of Free Time, the Motor Carrier shall be responsible for the payment of the following per diem charge:

(1) For 20, 40, 45 or 48 foot <u>dry containers</u> :	\$ 25.00 per day
(2) For 20 or 40 foot flatrack, seadeck or platform containers:	\$ 25.00 per day
(3) For 20 or 40 foot open top containers:	\$ 25.00 per day
(4) For refrigerated or tank containers:	\$ 50.00 per day
(5) For other equipment:	\$ 50.00 per day

NOTES:

- (i) The term day means the calendar period commencing at 0001 hours and terminating at 2400 hours or any fraction thereof.
- (ii) A working day shall not include Saturdays, Sundays or holidays.

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SWIRE SHIPPING
(formerly Indotrans, Inc./Indotrans Pacific)

I. NOTIFICATION AND FREE TIME

A. Free time on all equipment commences on the day of pick up.

1. 5 days free excluding Saturday, Sunday and Holidays.
2. Every day thereafter is per Calendar Day.

II. PER DIEM AND TRAILER DETENTION

A. All 20 Ft. Equipment – first 5 working days free	
Next 10 running days	USD 20 per day
Thereafter	USD 30 per day
All 40 Ft. Equipment- first 5 working days free	
Next 10 running days	USD 30 per day
Thereafter	USD 40 per day

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The Genset Pool LLC

III. **Rental Billing Calculation** - Motor Carrier agrees to pay TGP a Equipment Rental/Use Charge for use of chassis and genset provided by TGP calculated as follows.

- A. Motor Carrier agrees to pay daily rental charges for all Equipment covered under this Agreement from their respective dates of on-hire through the later of their respective dates of off-hire
- B. There are no free days at the beginning of the Interchange Period and all days are billable including weekends and holidays.
- C. Upon mutual consent of TGP and Motor Carrier, in the event that an ocean carrier or other third party agrees to pay TGP for certain days during the Interchange Period and TGP agrees to a bill that party directly, TGP will do so. Notwithstanding the existence of any billing arrangements between TGP and ocean carriers or other third parties, Motor Carrier shall remain fully responsible for the performance of all terms and conditions of the UIIA and this Addendum.
- D. Daily Chassis underslung genset Rental/Use Charges, and any changes with their effective date to those rates will be published on gensetpool.com. TGP shall email rate changes to Motor Carrier with 30 days notice of the effective date. The rates will be applicable to all chassis Interchanged to Motor Carrier on or after the published effective date.

IV. Other Charges

Handling Charges/fuel Charges for genset

- A. Chassis Use/Rental Daily Charge: \$ 45.00
- B. Genset Handling Fee: \$ 40.00
- C. At the time of Interchange, the Provider will ensure that each genset leaves with its fuel tank filled to capacity. Motor Carrier shall return the genset to the Provider with fuel tank filled to capacity or reimburse the Provider cost of fuel consumed during the Interchange Period. Fuel reimbursement will be charged to the Motor Carrier at cost.
- D. The above charges are not applicable to the Motor Carrier if paid by the shipping line.
- E. Rates are inclusive except where states taxes are applicable.

V. Invoicing and Invoice Terms

- A. Unless otherwise notified by Motor Carrier, TGP will send invoices by email in PDF form to the Motor Carrier has registered with IANA for UIIA Notices.
- B. TGP will endeavor to email monthly statements to Motor Carrier for all outstanding invoices.
- C. For invoice dispute deadline purposes, Motor Carrier's recorded date on mailed disputes or email date will be used as the receipt date.
- D. Subject to deadlines for invoicing in the UIIA, the frequency for TGP's invoicing of Motor Carrier shall be determined by TGP and is subject to change.
- E. All invoices must be paid in full within thirty (30) days of the invoice date unless charges are disputed by the Motor Carrier in accordance with the dispute resolution process set forth in the TGP addendum.
- F. In the event Motor Carrier's payment by check or otherwise cannot be processed, any charges incurred by TGP will be invoiced back to Motor Carrier.
- G. Motor Carrier shall be required to pay the penalty for late payment at the rate of 1.5% per month (or portion thereof) for all payments not received within 30 days of invoice date.

VI. Method of Invoice Dispute Resolution

- A. The following dispute resolution process applies for all types of invoices issued by Provider or its agent.
- B. Motor Carrier shall advise TGP in writing of any disputed items on invoices within 30 days of the receipt of TGP's invoice(s), of any disputed items on the said invoice(s). Should Motor Carrier fail to dispute an invoice within 30 days after receipt of the invoice, the Motor Carrier will lose any further right to dispute the invoice. Further, Motor Carrier immediately will be responsible for payment thereof to TGP.
- C. TGP will respond to all claims within 30 days.

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Effective: September 10, 2018

ADDENDUM TO THE UNIFORM INTERMODAL INTERCHANGE AND FACILITIES ACCESS AGREEMENT

3. **Notification, Free-Time and Per Diem Charges.**

- 3.1. **Definitions.** "Free-Time" shall mean that period during which Motor Carrier is entitled to use of Equipment without incurring Per Diem charges. "Notification" shall mean telephone, facsimile or other electronic communication to Motor Carrier that Equipment is available for pick-up. Provider or the Facility Operator will provide only one Notification of availability.
- 3.2. **Free-Time.** Free-Time will commence upon the earlier of Notification or the time Motor Carrier takes possession of Equipment pursuant to an interchange.
- 3.2.1. **Load/Empty.** With respect to Equipment that is loaded when tendered to Motor Carrier and empty when returned by Motor Carrier, Free-Time will be 24 hours.
- 3.2.2. **Load/Load.** With respect to Equipment that is loaded when tendered to Motor Carrier and loaded when returned by Motor Carrier, Free-Time will be 36 hours.
- 3.2.3. **Empty/Load.** With respect to Equipment that is empty when tendered to Motor Carrier and loaded when returned by Motor Carrier, Free-Time will be 24 hours.
- 3.3. **Free-Time does not Toll.** Free Time is not extended for any weekend or holiday. Only one Free-Time period will be allowed for Equipment per interchange period.
- 3.4. **Per Diem Charges.** Per Diem charges will automatically commence upon the conclusion of allowable Free-Time without notice to Motor Carrier, will be charged in 24 hour increments, and will terminate when the Equipment is returned to the original point of interchange from which it was obtained by the Motor Carrier, or delivered to an alternate location as agreed by the Parties in accordance with Section E.1. of the Agreement. In any event, return will be evidenced by an Equipment Interchange Receipt. Per Diem charges will be assessed as follows:

<u>Day</u>	<u>Charge (per day)</u>
<u>1</u>	<u>\$75</u>
<u>2-4</u>	<u>\$100</u>
<u>5+</u>	<u>\$150</u>

4. **Additional Charges.**

- 4.1. **Empty to Empty.** If Motor Carrier picks up empty Equipment, the Equipment must be loaded upon return/delivery. If Motor Carrier violates this provision, Motor Carrier will be responsible for an additional charge of \$200 per occurrence.
- 4.2. **Crossover.** Motor Carrier will not transfer the Equipment from one rail carrier's network to another rail carrier's network unless the ramps of such carriers are located within the same commercial zone. Violation of this provision will result in an additional charge of \$200 per occurrence. In addition, if Motor Carrier allows transfer of Equipment between two rail carriers, regardless of the location of the ramps, Motor Carrier will provide the rail interchange documents to Provider or Motor Carrier will be responsible for an additional charge of \$100 per occurrence.
- 4.3. **Condition of Equipment.** Equipment provided by Provider is food-grade and intended for transportation of product to be used for human consumption. Motor Carrier will not transport any waste (including, but not limited to, solid, liquid, hazardous or municipal), garbage, refuse or any other commodity or cargo that would result in: (i) the Equipment being unfit, in Provider's reasonable discretion, for transportation of fresh produce intended for human consumption; or (ii) any such fresh produce being exposed to contamination or potentially contaminated. Without limiting the foregoing, Motor Carrier will not use the Equipment or allow use of the Equipment in any manner that would result in the condition, smell or appearance of the Equipment to be affected in such a way as to render it inappropriate for transportation of fresh produce intended for human consumption. Nothing in this section applies to contamination or odors prior to the interchange of the Equipment to the Motor Carrier.

**Tote Maritime Puerto Rico LLC
(formerly Sea Star Lines LLC)**

IV. Use Charges

- A.** In the absence of any other written agreement with Motor Carrier and in accordance with Section E.6 of the UIIA, the following Free Time shall be allowed.
For Intermodal equipment interchanged to Motor Carrier, the following Free Time shall be allowed:
- a.** For all types of equipment listed in Section IV, Paragraph "C" below, Motor Carrier shall be allowed the day of interchange plus two (2) working days.
 - b.** Upon the expiration of Free Time, the Motor Carrier will be assessed a daily use charge (per diem charge) as listed in Paragraph "C" below.
- B.** If the Equipment is damaged, except from ordinary wear and tear; is lost, stolen or destroyed or becomes a constructive total loss while in Motor Carrier's custody, Motor Carrier shall pay use charges in the amounts set out in Section IV, Paragraph C of this addendum. Use charges will be calculated from the date of interchange until;
- 1.** In the case of damaged Equipment;
 - a.** If Provider requests that Motor Carrier causes repairs to be made at Motor Carrier's expense in accordance with Section II, C.1, use charges shall continue to accrue until Equipment has been repaired to Provider's reasonable Satisfaction and subsequently returned to Provider or it's designated agent.
 - b.** If Provider requests that damaged Equipment be returned to it rather than be repaired in accordance with Section II, C.2, use charges shall continue to accrue until Equipment is returned to Provider or it's designated agent.
 - 2.** In the case of lost, stolen, or destroyed Equipment;
 - a.** Use charges shall continue to accrue until Provider receives written notice of the Equipment's loss, theft or destruction.
- C.** Daily Rate for Use Charges

NOTE 1: The term "day" means the calendar period commencing at 0001 hours and terminating at 2400 hours or any fraction thereof.

NOTE 2: The term "working day" shall not include Saturdays, Sundays or holidays.

NOTE 3: Saturdays, Sundays and holidays are not counted in determining the amount of allowable free time. Upon expiration of free time, **all** calendar days apply in computing the use charges applicable.

CONTAINERS

20 foot open-top container	\$15.00
20 foot standard container	\$15.00
20 foot flatrack	\$15.00
20 foot ISO tank	\$15.00
40 foot open-top container	\$20.00
40 foot standard container	\$20.00
40 foot flatrack	\$20.00
40 foot high-cube container	\$20.00
40 foot refrigerated container	\$25.00
45 foot high-cube container	\$25.00
48 foot high-cube container	\$25.00
48 foot flatrack	\$25.00

MISCELLANEOUS

Portable Generator (GENSET)	\$30.00
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V. Method of Dispute Resolution

Motor Carrier will advise Provider in writing of any disputed items on Provider's invoices within thirty (30) days of the receipt of such invoices. Provider will respond to such disputed items within thirty (30) days of receipt of Motor Carrier's notice of dispute. Provider will either provide verification for the charges as invoiced or credit Motor Carrier's account for any amount not properly invoiced. Such disputes do not constitute valid grounds for withholding or delaying payments of undisputed charges as required by the terms of this Addendum. In the event that charges which have been verified by Provider are again rejected and disputed by Motor Carrier for whatever reasons, Provider reserves its rights and remedies under the law to compel payment of such charges.

EFFECTIVE: FEBRUARY 1, 2002
Revised: MARCH 27, 2016
Name Change: MARCH 27, 2016

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TURKON CONTAINER TRANSPORTATION & SHIPPING, INC.**1. FREE TIME AND PER DIEM CHARGES**

EQUIPMENT TYPE	FREE DAYS	day 1 to day 4 after free time	day 5 to day 8	as from day 9
20'dry one container	4 working day	USD 125	USD 155	USD 185
40'dry one & high cube container	4 working day	USD 125	USD 155	USD 185
40'pallet wide & high cube pallet wide container	4 working day	USD 125	USD 155	USD 185
45'dry one container & palletwide container	4 working day	USD 125	USD 155	USD 185

EQUIPMENT TYPE	FREE DAYS	day 1 to day 3 after free time	as from day 4
20'Open top container	3 working day	USD 250	USD 350
40'Open top & high cube open tope container	3 working day	USD 250	USD 350
40'Reefer container	3 working day	USD 250	USD 350
40' flatrack container	3 working day	USD 250	USD 350

2. ADDITIONAL TERMS AND CONDITIONS**1. Exceptions:**

- a) Where a two way (export/import or vice versa) loaded movement is involved the free time will be increased by two working days.
- b) Free time involving the movement of military household goods shall be the day of interchange plus four additional days for load out/empty out/load in, exclusive of Saturdays, Sundays and Holidays. The free time will be increased by five days where a two-way movement is involved (load out/load in).
- c) All equipment use rates are billed on a calendar day basis.
- d) Collection expenses incurred by Turkon Lines in collecting past due use charges shall be invoiced to the delinquent Motor Carrier.

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UNION PACIFIC RAILROAD COMPANY

EXHIBIT 1
TO
UPRR'S ADDENDUM TO THE UIIA

Equipment Free Time, Charges and Penalties for Use of Equipment

A. FREE TIME FOR STORAGE AND DETENTION.

Except as set forth in Sections 1.a, 2.c and 2.d below, free time allowed for use of Equipment shall be computed as follows:

1. Storage Free Time will commence with the first 12:01 A.M. when notified prior to 5 p.m. In computing free time, Sundays and Holidays (see list below) will be excluded.

Holidays:

New Year's Day -	January 1 (see Note 1 below)	Thanksgiving Day -	Fourth Thursday in November
Memorial Day -	Last Monday of May	Christmas Eve -	December 24 th (See Note 1 below)
Independence Day -	July 4 th (See Note 1 below)	Christmas Day -	December 25 th (See Note 1 below)
Labor Day -	First Monday in September	New Year's Eve -	December 31 st (See Note 1 below)

Note 1: When this date occurs on a Sunday, the following Monday will be observed as the Holiday.

2. Detention Free Time will commence with the first 12:01 A.M. after the Equipment has been grounded off of a train. In computing free time, Saturdays will be included, but Sundays and Holidays (see list below) will be excluded. Detention time for Assigned Containers, EMP Containers and UMAX Containers will be as provided in their respective container programs.

Holidays:

New Year's Day -	January 1 (see Note 1 below)	Thanksgiving Day -	Fourth Thursday in November
Memorial Day -	Last Monday of May	Christmas Eve -	December 24 th (See Note 1 below)
Independence Day -	July 4 th (See Note 1 below)	Christmas Day -	December 25 th (See Note 1 below)
Labor Day -	First Monday in September	New Year's Eve -	December 31 st (See Note 1 below)

Note 1: When this date occurs on a Sunday, the following Monday will be observed as the Holiday.

3. Once charges occur, everyday thereafter is subject to charges including weekends and holidays.

B. UPRR OWNED, LEASED AND/OR CONTROLLED TRAILERS & CONTAINERS. ASSIGNED CONTAINERS, EMP CONTAINERS, UMAX CONTAINERS, NEUTRAL CHASSIS POOL CHASSIS. UPRR MARKETED CONTAINERS.

1. STORAGE - FREE TIME AND CHARGES.

- a. Free Time. **48 hours** free time will be allowed.
- b. Storage Charges. **\$100.00** per Day will be charged after expiration of free time up to and including the Day the Equipment is interchanged to Motor Carrier. ALL intermodal revenue shipments (loads and empties) will be charged \$150 per day after the 5th chargeable day and \$300 per day after the 10th chargeable day. These charges will be in addition to the storage charges, which had accrued prior to, and including the 5th chargeable day.
- c. Collection of Storage Charges. All assessed Storage Charges may be collected by UPRR at the UPRR intermodal facility prior to the release of the Equipment.

2. DETENTION - FREE TIME AND CHARGES.

- a. Free Time on Detention Applicable to Empty Equipment Interchanged to Motor Carrier and Returned **Loaded** to the Same UPRR Intermodal Facility or Authorized Rail Carrier for Rail Transit.

72 hours free time will be allowed for the above use made of the Equipment. Free time will commence with the first 12:01 A.M. following Interchange.

- b. Free Time on Detention Applicable to Loaded Equipment Interchanged to Motor Carrier that is returned **Empty** to UPRR at the same UPRR Intermodal Facility, Authorized Rail Carrier, or the Port Terminal or Third Party Container Yard as Designated by UPRR at time of Notification.

72 hours free time will be allowed for the above use made of the Equipment.

- c. Free Time on Detention Applicable to Loaded Equipment Interchanged to Motor Carrier and Returned with a **Different Load** to the Same UPRR Intermodal Facility Where Picked Up.

120 hours free time will be allowed for the above use made of the Equipment. In computing the free time, Sundays and Holidays will be included. This Paragraph 3 shall not apply to UPRR Marketed Containers.

(Union Pacific Continued)

- d. Free Time on Detention Applicable to Equipment Interchanged **Loaded** or **Empty** to Another Rail Carrier, **Except** for **Continuance of Same Load**.

No free time is allowed. If Equipment is loaded, Detention Charges will be assessed for each Day starting at time of grounding of the Equipment off of a train. If Equipment is empty, Detention Charges will be assessed for each Day starting at the time of Interchange. Saturdays, Sundays and Holidays will be considered as chargeable Days.

- e. Free Time on Detention Applicable to Equipment Interchanged **Loaded** to Another Rail Carrier for **Continuance of Same Load**.

48 hours free time will be allowed for the above use made of the Equipment.

In computing the free time, Saturdays, Sundays and Holidays will be excluded.

- f. Detention Charges will be **\$25** per Day for the first 5 Days after expiration of the applicable free time, and commencing on the 6th Day and every Day thereafter, a **\$50** per Day Detention charge until the Equipment is interchanged back to UPRR at the same UPRR Intermodal Facility, Authorized Rail Carrier, or the designated port terminal or steamship container yard, as the case may be. The Day that the Equipment is returned shall be deemed a chargeable Day.

3. ADDITIONAL CHARGES AND/OR REQUIREMENTS THAT MAY APPLY - CHARGES ARE IN ADDITION TO ANY ACCRUED STORAGE AND/OR DETENTION CHARGES.

- a. If Motor Carrier transports or interchanges any Equipment into Mexico, or any UPRR Marketed Container into Canada, without authorization from UPRR, **\$500** shall be assessed for each such non-compliant use of the Equipment. Motor Carrier shall also bear all recovery costs including, but not limited to, all transportation and transfer costs involved in having the Equipment returned to UPRR or to the Authorized Rail Carrier, port terminal or container yard as designated by UPRR.
- b. If **Empty** Equipment is returned **Empty** to any UPRR Intermodal Facility or Authorized Rail Carrier, the Motor Carrier shall pay **\$50** per Day for each Day that the Equipment was interchanged to Motor Carrier including the Day that the Equipment was returned to the same UPRR Intermodal Facility or Authorized Rail Carrier. **No free time** will be allowed. A charge of **\$100** will also be assessed for each occurrence of Motor Carrier's non-utilization of Equipment.
- c. A **\$250** charge will be assessed each time the Motor Carrier fails to furnish an Equipment Interchange Report within 5 working days from time of interchange.
- d. Cross Over Charge - A charge of **\$350** will be assessed when (i) a **Loaded** or **Empty** UPRR owned or controlled trailer is interchanged to another rail carrier (except for continuance of same load) or is returned to a different UPRR intermodal facility from which it was picked up, or (ii) a UPRR Marketed Container is interchanged to another rail carrier other than an Authorized Rail Carrier or to a steamship container yard or port terminal that has not been designated by UPRR.
 - i. Cross Over Exception - At the gateway locations of Chicago, St. Louis and Memphis, **Loaded** UPRR controlled Equipment released to a Motor Carrier will be exempt from crossover penalties and the free time described in Section B.2.b. above shall apply. For **Loaded** or **Empty** Equipment crossed over in the same city to another UPRR ramp, the crossover penalty will be waived by UPRR, with the understanding, however, that the provisions contained in Paragraph B.3.b. above relating to Motor Carrier picking up empty Equipment and returning empty Equipment shall continue to apply when a Motor Carrier does a crossover in the same city from one UPRR ramp to another UPRR ramp.
 - ii. Cross Over Seasonal Exception - On a seasonal basis, UPRR will designate individual locations as trailer surplus points and periodically waive crossover penalties on **Loaded** trailers released to Motor Carriers at such locations.
- e. A charge of **\$200** will be assessed when **Loaded** or **Empty** Equipment is interchanged to UPRR and removed from such UPRR facility prior to rail transit by UPRR. This **\$200** charge may be collected by UPRR at UPRR's intermodal facility prior to UPRR's release of such Equipment.
- f. A charge of **\$300** will be assessed for failure to return Equipment within 10 calendar days after receiving UPRR's request that the Equipment be returned.
- g. If Motor Carrier requests an extra lift, flip, or swing for the convenience of Motor Carrier, a **\$50** charge per lift, flip, or swing will be assessed to the Motor Carrier.

C. PRIVATE EQUIPMENT (EQUIPMENT NOT OWNED, LEASED, CONTROLLED OR MARKETING BY UPRR).

1. STORAGE — FREE TIME AND CHARGES

- a. Free Time. Except as set forth in Paragraph 2 below, **48 hours** free time will be allowed.
- b. Free Time — Customs Clearance. In bond shipments in containers held on railroad premises for U.S. Customs clearance will be allowed **48 hours** free time from the first 12:01 A.M. when notified prior to 5:00 p.m.
- c. Storage Charges. **\$50.00** per Day will be charged after expiration of free time up to and including the Day the Equipment is interchanged to Motor Carrier. **\$150** per day after 5th chargeable day and \$300 after 10th chargeable day.
- d. Collection of Storage Charges. All assessed Storage Charges may be collected by UPRR at the UPRR intermodal facility prior to the release of the Equipment.

2. AN ADDITIONAL CHARGE THAT MAY APPLY TO PRIVATE EQUIPMENT

A charge of **\$200** will be assessed when **Loaded** or **Empty Private** Equipment is interchanged to UPRR and removed from such UPRR intermodal facility prior to rail transit by UPRR.

**EXHIBIT 4
TO
UPRR'S ADDENDUM TO THE UIIA**

Special Provisions Relating to UPRR's Neutral Chassis Pool

1. USE OF CHASSIS TO FACILITATE MOVEMENT OF UPRR DESIGNATED EQUIPMENT.

The Motor Carrier will use a Chassis (as defined in Paragraph 2.vi.b. of this Addendum) to facilitate the movement of UPRR owned, leased or controlled Equipment, UPRR Marketed Containers, EMP Containers, UMAX Containers or other Equipment designated by UPRR, and the Chassis and the container placed on the Chassis shall be considered as one unit. In addition, the terms, conditions and charges set forth in Exhibit 1, Sections A and B of this Addendum shall apply to Motor Carrier's use of the Chassis, except that the Motor Carrier shall not allow any cross-over of the Chassis as further provided in Paragraph 3 below.

2. USE OF CHASSIS TO FACILITATE MOVEMENT OF PRIVATE EQUIPMENT.

The Motor Carrier may use a Chassis to facilitate movement of Private Equipment only if it has received the prior express approval of UPRR. If such approval is granted by UPRR, the following provisions shall apply:

- (i) No free time will be allowed,
- (ii) An \$15.00 per Day per Chassis charge will be assessed for the first 7 Days and \$25.00 for every Day thereafter until the Chassis is returned to the Designated Pool Location. The Day that a Chassis is returned to the Designated Pool Location shall be considered a chargeable Day, and
- (iii) All other terms, conditions and charges set forth in the Agreement and/or the Addendum shall continue to apply.

3. RESTRICTIONS CONCERNING USE OF THE CHASSIS AND OTHER GENERAL TERMS AND CONDITIONS.

The Motor Carrier's participation in this Neutral Chassis Pool arrangement is also made under the express understanding between UPRR and Motor Carrier that:

- (i) The Motor Carrier is prohibited from removing any bare Chassis from any Designated Pool Location,
- (ii) The Motor Carrier is prohibited in interchanging any Chassis to another rail carrier or any other motor carrier, person or entity, except as directed by UPRR to an authorized EMP Container or UMAX Container terminal or other Authorized Rail Carrier designated and authorized by UPRR to interchange and handle Chassis and other intermodal equipment under this program,
- (iii) The Motor Carrier is required to return the empty Chassis to the same Designated Pool Location from which it picked up the Chassis, and
- (iv) The Motor Carrier is required to dray and use the Chassis and the Equipment placed thereon in accordance with the terms and conditions contained in this Addendum and the Agreement.

4. PENALTY CHARGES THAT SHALL APPLY FOR ANY NON-COMPLIANT USE OF A CHASSIS.

In addition to any other charges that may apply as set forth in Paragraphs 1 and 2 above, if the Motor Carrier does not comply with the terms of this Exhibit 4 and uses any Chassis under this program in a non-compliant manner, the Motor Carrier shall pay to UPRR for each non-compliant use an amount of \$500.00, plus \$50.00 per Day until the Chassis is returned to the same Designated Pool Location (with no free time of any kind allowed) and plus, if applicable, all costs incurred by UPRR in recovering the Chassis including, but not limited to, all transportation and transfer costs involved in having the Chassis returned to the Designated Pool Location. The Day that a Chassis is returned to the Designated Pool Location shall be considered a chargeable Day under the provisions of this Paragraph 4.

**EXHIBIT 5
TO
UPRR'S ADDENDUM TO THE UIIA**

Special Provisions Relating to the EMP Container Program

1. The EMP program has been implemented to facilitate the free flow of EMP Containers among UPRR and Norfolk Southern. An independent company named REZ-1 will be administering the EMP program as an agent for the two railroads. REZ-1's telephone number is (617) 928-5008.
2. REZ-1 will be billing and collecting EMP detention/demurrage charges directly from the customer that requested an EMP Container. No separate EMP detention/demurrage charges will be assessed to the Motor Carrier named in this Addendum.
3. The Motor Carrier named in this Addendum will be assessed and be responsible for all EMP ramp storage charges. The storage free time and charges described in Paragraphs A and B of Exhibit 1 to this Addendum will also apply to all EMP Containers that the Motor Carrier picks up from a UPRR ramp.
4. The EMP program stipulates that EMP Containers, whether loaded or empty, may be interchanged only to UPRR, Norfolk Southern or their respective agents at the same city where the EMP Container was interchanged to Motor Carrier. REZ-1 will provide and update a list of UPRR and Norfolk Southern terminals that will handle and accept EMP containers. For any non-compliance with this restricted use, UPRR will assess the customer requesting the EMP equipment a \$350 per occurrence penalty charge, plus \$25 per day in addition to the normal EMP detention/demurrage charges, and the customer will also be responsible in returning the EMP equipment to the ramp designated by REZ-1. However, if REZ-1 is unable to collect the above penalty charges from the customer or have the EMP equipment returned, the Motor Carrier named in this Addendum will be secondarily liable for such charges and obligations.
5. As is the case with all other UPRR owned or controlled intermodal equipment, the Motor Carrier named herein will be responsible for an EMP Container after it has been interchanged to the Motor Carrier until the Motor Carrier has returned the EMP container to an authorized EMP terminal. If, after any EMP Containers are interchanged to a Motor Carrier, the EMP Containers are destroyed, irreparably damaged, stolen or become lost, the Motor Carrier will be responsible for paying the depreciated replacement value of the EMP Container as determined in Paragraph 13 of this Addendum, except that any accrued detention charges will be assessed by REZ-1.

**EXHIBIT 6
TO
UPRR'S ADDENDUM TO THE UIIA**

Special Provisions Relating to the UMAX Container Program

1. The UMAX Container program has been implemented to facilitate the free flow of UMAX Containers throughout the UPRR network. An independent company named REZ-1 will be administering the UMAX program as an agent for the UPRR. REZ-1's telephone number is (617) 928-5008.
2. REZ-1 will be billing and collecting UMAX detention/demurrage charges directly from the customer that requested a UMAX Container. No separate UMAX detention/demurrage charges will be assessed to the Motor Carrier named in this Addendum.
3. The Motor Carrier named in this Addendum will be assessed and be responsible for all UMAX ramp storage charges. The storage free time and charges described in Paragraphs A and B of Exhibit 1 to this Addendum will also apply to all UMAX Containers that the Motor Carrier picks up from a UPRR ramp.
4. The UMAX program stipulates that UMAX Containers, whether loaded or empty, may be interchanged only to UPRR, CSX Intermodal Terminals or their respective agents at the same city where the UMAX Container was interchanged to Motor Carrier. REZ-1 will provide and update a list of UPRR terminals that will handle and accept UMAX Containers. For any non-compliance with this restricted use, UPRR will assess the customer requesting the UMAX equipment a \$350 per occurrence penalty charge, plus \$25 per day in addition to the normal UMAX detention/demurrage charges, and the customer will also be responsible in returning the UMAX equipment to the ramp designated by REZ-1. However, if REZ-1 is unable to collect the above penalty charges from the customer or have the UMAX equipment returned, the Motor Carrier named in this Addendum will be secondarily liable for such charges and obligations.
5. As is the case with all other UPRR owned or controlled intermodal equipment, the Motor Carrier named herein will be responsible for a UMAX Container after it has been interchanged to the Motor Carrier until the Motor Carrier has returned the UMAX Container to an authorized UMAX terminal. If, after any UMAX Containers are interchanged to a Motor Carrier, the UMAX Containers are destroyed, irreparably damaged, stolen or become lost, the Motor Carrier will be responsible for paying the depreciated replacement value of the UMAX Container as determined in Paragraph 13 of this Addendum, except that any accrued detention charges will be assessed by REZ-1.

I. FREE DAYS AND USE CHARGES

In the absence of any other written agreement with Motor Carrier and in accordance with Section E.6 of the UIIA, the following Free Time shall be allowed and the following use charges assessed to Motor Carrier.

INTERNATIONAL FREE TIME AND RATES

- A.** Motor Carrier shall be allowed 5 (five) working days free time including the day of pickup for dry containers and 4 (four) working days including the day of pickup for refrigerated containers. Free time excludes Saturdays, Sundays and Legal Holidays, but includes the day of return.
- B.** After delivery of Equipment and if such Equipment is used in connection with a double move, which is defined as inland transportation whereby the Motor Carrier transfers the mode from Full Import container to Full Export container in one single move, the Motor Carrier shall be allowed 10 (ten) working days including the day of pick up for dry containers and 8 (eight) working days including the day of pick up for refrigerated containers. Free time excludes Saturdays, Sundays and Legal Holidays, but includes the day of return.
- C.** Beginning on the day after expiration free time, the Motor Carrier shall be assessed and responsible for payment of per diem charges as set forth below, inclusive of Saturdays, Sundays and Legal Holidays.

TABLE OF USE CHARGE AFTER FREE TIME**Inbound Free Time at Destination**

EQUIPMENT TYPE/SIZE	FREE TIME In Working Days (1)	FIRST 4 DAYS AFTER FREE TIME Charge per Day	THEREAFTER Charge per Day
20' Dry, 40' Dry, 40' HC Dry, 45' Dry Flat Rack, Open Top Container and/or Chassis	5 days	\$115.00	\$135.00
20', 40' & 40' HC In Reefer Container	4 days	\$165.00	\$185.00

(1) Including the pick-up day

Outbound Free Time at Origin

EQUIPMENT TYPE/SIZE	FREE TIME In Working Days (1)	FIRST 4 DAYS AFTER FREE TIME Charge per Day	THEREAFTER Charge per Day
20' Dry, 40' Dry, 40' HC Dry, 45' Dry Flat Rack, Open Top Container and/or Chassis	5 days	\$115.00	\$135.00
20', 40' & 40' HC In Reefer Container	4 days	\$165.00	\$185.00

(1) Including the pick-up day

NOTES:

- (i) The term day means the calendar period commencing at 0001 hours and terminating at 2400 hours or any fraction thereof.
- (ii) A working days shall not include Saturdays, Sundays or holidays.

- D.** A Motor Carrier interchanging intermodal equipment with a rail carrier on a domestic movement shall not be assessed per diem if the interchange with the rail carrier occurs within the Free Time permitted, provided, however, that requisite shipping documents and an EIR between the rail carrier and the Motor Carrier can be made available if requested by Wan Hai Lines Ltd. or its Agent.

XPO STACKTRAIN, LLC.

8. FREE TIME AND EQUIPMENT PER DIEM CHARGES. Unless otherwise agreed to in writing by XPO Stacktrain, the following sets forth the free time periods available for use and per diem charges of XPO Stacktrain Equipment

53' Equipment (Big Box)

EMPTY to LOAD (day of outgate plus 1 day)	Day of Outgate	Last Free Day
	Monday	Tuesday
	Tuesday	Wednesday
	Wednesday	Thursday
	Thursday	Friday
	Friday	Saturday
	Saturday	Sunday
	Sunday	Monday

LOAD to EMPTY (day of notify)	Day of Notify	Last Free Day
	Monday	Monday
	Tuesday	Tuesday
	Wednesday	Wednesday
	Thursday	Thursday
	Friday	Friday
	Saturday	Saturday
	Sunday	Sunday

LOAD to LOAD (day of notify plus 2 days)	Day of Notify	Last Free Day
	Monday	Wednesday
	Tuesday	Thursday
	Wednesday	Friday
	Thursday	Saturday
	Friday	Sunday
	Saturday	Monday
	Sunday	Tuesday

CHARGES (day = 0001 hrs thru 2400)	Day 1 – 10	\$20 each
	Day 11 -20	\$50 each
	Day 21 +	\$100 each

LOADS	Usage begins with rail Notification. Notifications that occur on a Holiday will be effective on the following day.
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EMPTYES	Usage begins at the time of out-gate of the empty equipment
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20'/40'/45' Equipment (Small Box)

EMPTY to LOAD (day of out-gate plus 4 days)	Day of Out-Gate	Last Free Day
	Monday	Friday
	Tuesday	Monday
	Wednesday	Tuesday
	Thursday	Wednesday
	Friday	Thursday
	Saturday	Thursday
	Sunday	Thursday

LOAD to EMPTY (day of out-gate plus 4 days)	Day of Out-Gate	Last Free Day
	Monday	Friday
	Tuesday	Monday
	Wednesday	Tuesday
	Thursday	Wednesday
	Friday	Thursday
	Saturday	Thursday
	Sunday	Thursday

LOAD to LOAD (day of out-gate plus 4 days)	Day of Out-Gate	Last Free day
	Monday	Friday
	Tuesday	Monday
	Wednesday	Tuesday
	Thursday	Wednesday
	Friday	Thursday
	Saturday	Thursday
	Sunday	Thursday

CHARGES	Free time allowed: Day of outgate plus 4 days. \$30 per day after "Free Time" expires (no escalation) Weekends and Holidays as noted below are excluded.	
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(XPO Stacktrain Continued)

LOADS	Usage begins with rail Notification. Notifications which occur on holiday will be effective on the following day
EMPTYES	Usage begins at the time of out-gate of the empty equipment

Effective: October 1, 1999
Revised: July 16, 2017

YANGMING MARINE TRANSPORT (YANG MING AMERICA CORPORATION)

IV. FREE TIME AND CHARGES

1. Free Time and Charges

Please refer to Exhibit A of per diem free time and charges

Motor Carrier shall be granted free time as shown on the Exhibit A and the free time starts from day of interchange.

After free time expires, daily per diem charge accumulates on CALENDAR DAY basis which includes Saturdays, Sundays and legal Holidays, will be billed to the Motor Carrier

Non-operated reefer (reefer dry) is also applied to the free time/ charges as Temperature Controlled Container instead of Dry Container

2. When repairs to Equipment are to be made, pursuant to Section I of this Addendum, Motor Carrier agrees to pay Provider per diem charges as shown above, in section IV of this Addendum, while the Equipment is out of service, or if the Equipment is extensively damaged, per diem charges will continue until agreement is reached between Provider and the Motor Carrier, that the Motor Carrier pay the costs of the damage or the remaining usable life as reflected on the Equipment Provider's or Provider's books as specified in Section E.2. and E.3. of the UIIA, if the Equipment is a total or constructive loss. In the event Equipment is not returned to Provider or payment is not received by Provider within 90 days of Motor Carrier's notification, whether because lost, stolen or otherwise, per diem charges shall continue to accrue until payment is made to Provider.

3. Per Diem Invoice Dispute Resolution Procedure

- a. In the event Motor Carrier disputes any per diem invoice Motor Carrier must notify Yang Ming (America) Corporation in writing of its intent to dispute and delivered its notice by either fax, e-mail or certified mail.
- b. Motor Carrier shall provide Yang Ming (America) Corporation with written notice within thirty (30) days of receipt of Provider's invoice of the per diem invoice. Failure to provide such 30 days will result in Motor Carrier's full acceptance of the invoices.
- c. Written notice must be sent to the contact information that is listed on the invoice.
- d. On receipt of Motor Carrier's notice, provider will undertake to reconcile such disputed items will respond in writing to Motor Carrier within (30) days of receipt of Motor Carrier's notice. In no event shall any dispute constitute valid grounds for Motor Carrier to withhold or delay payment for any non-disputed charges.
- e. Collection expenses incurred by Provider in collecting past due use charges shall be invoiced to the delinquent Motor Carrier.

VII. CHASSIS

1. Provider shall not be UNDER ANY OBLIGATION TO provide a chassis FOR USE BY THE Motor Carrier for any and all shipments moving under CY terms. The Motor Carrier shall be responsible to secure a chassis at its expense prior to pick up of a YANG MING container. The Equipment Provider shall assume no responsibility whatsoever in the event chassis are not available at pick-up location.
2. NOTWITHSTANDING ANY OF THE FOREGOING IN PARAGRAPH ONE, if under any circumstances the Provider has provided the Motor Carrier with a chassis for use with respect to a CY shipment, the Motor Carrier agrees to use such chassis in accordance with the terms of this Agreement. The Motor Carrier further agrees to pay the Provider a usage charge of \$40 per CALENDAR day.
3. For shipments moving under DOOR terms, the Provider will provide the Motor Carrier with the use of a chassis IN ACCORDANCE WITH THE BELOW.

CONTAINER TYPE	FREE TIME (commencing on the day the container is picked up)
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Standard Dry Container	4 working days
Flat rack / Open top	3 working days

AFTER THE EXPIRATION OF THE FREE TIME, the Motor Carrier shall pay the Provider a PER DIEM charge FOR CHASSIS USAGE in the amount of \$40 per calendar day FOR EACH CALENDAR DAY A CHASSIS IS NOT RETURNED TO THE CARRIER. ANY FREE TIME PROVIDED HEREIN NOT USED SHALL BE FORFEITED, AND SHALL NOT BE TRANSFERRED OR ACCUMULATED OTHERWISE.

(Yang Ming Continued)

4. Temperature-controlled containers

Provider will provide chassis with no charge to the Motor Carrier, but if Motor Carrier uses his own chassis, Provider will not reimburse the chassis usage charge.

5. Retention of a bare genset chassis by a trucker subsequent to a YM container move is prohibited. Failure to return bare genset chassis to the facility from which it was originally interchanged upon completion of a container move will result in a daily use charge of \$150.00 from date of in-gate container interchange.

Retention of a Yang Ming provisioned bare chassis (either owned by Yang Ming, leased by Yang Ming or available to Yang Ming under a pool agreement) by the Motor Carrier subsequent to a Yang Ming container move is prohibited. Failure to drop the chassis or return chassis to the location from which it was received or mutually agreed, in accordance with Section E.1. of the UIIA, after completion of container movement will result in a one-time penalty charge of \$150.00 and also a daily charge of \$40.00 per day until returned from date of in-gate container interchange. Yang Ming does not accept any liability or costs for chassis retained by truckers without express approval of Yang Ming.

VIII. OTHER CHARGES

1. In the event Motor Carrier redelivers equipment to Provider at a geographical location different from where it was originally accepted without prior written approval from Provider, Motor Carrier agrees to pay Provider all costs Provider may incur to return said equipment to its point of origin, or other location that is no further away than the original delivery location.
2. Where the Equipment consists of a dry container (not reefer) which the Motor Carrier has taken possession of and if such dry container is used in connection with a Double Move (defined as inland transportation whereby Motor Carrier transfers the mode from full import container to full export container in one single move) the Motor Carrier must notify and receive prior approval from Provider via e-mail that Motor Carrier may use the container for export. At the time of approval Motor Carrier must provide the assigned export booking number. Upon Provider's approval, the start date for export use will begin and Motor Carrier will be allowed four additional business days free time, excluding Saturday, Sunday and legal holidays, but including return day. After the Free Time is used, Motor Carrier is responsible for paying use charges, as described in EXHIBIT A.

IX. Fuel Charges for Gensets:

Any and all costs that are a result of the below failure will be directed back to the Motor Carrier:

- 1) Failure to properly monitor fuel level

**EXHIBIT A
TABLE OF CHARGES**

Detention on Equipment for ALL services, including but not limited to Trans-Pacific, Trans-Atlantic and South America:		
<u>Container Type</u>	<u>Free Time</u>	<u>Detention Charges per Day</u>
Dry Container	4 working days	@\$170.00
Flat Rack/Open Top	3 working days	@\$230.00
Temperature Controlled Container	3 working days	@\$400.00
Gensets (After reefer container is returned)		@\$350.00

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EFFECTIVE: JUNE 30, 1996

REVISED: MAY 1, 2020

IIEC REVISION: FEBRUARY 20, 2015

IIEC REVISION: SEPTEMBER 21, 2018

7. USE CHARGES AND FREE TIME:**TABLE OF CHARGES**

Type of Equipment	Charges Per Day after Expiration of Free Time
Dry van Container with or without chassis	Days 1 – Day 5 - \$135 Day 6 and above - \$190
High Cube Container with or without chassis	Days 1 – Day 5 - \$135 Day 6 and above - \$190
Special Equipment (viz)	
Hanger Containers with or without chassis	\$185.00
Tank Containers with or without chassis	\$200.00
Open Top Containers with or without chassis	\$185.00
Flat Rack with or without chassis	\$185.00
Reefer Container with or without chassis	\$300.00
Bare Chassis (See Note 2 Below)	\$55.00
Street Turn	\$40.00

1A. APPLICABLE TO US EXPORT CARGO: DRY VANS/HIGH CUBES

The agreed period on which charges are to be paid shall begin at 12 midnight of the FIFTH day after the Container is delivered to lessee and end at 12 midnight on the day the Container is returned to Lessor. (Day of interchange-free; second day-free; third day-free; fourth day-free; fifth day-free; sixth day charges apply). Except as otherwise provided in the applicable ocean tariff rule (last revised December 11, 2017). If the initial five (5) day free time should include a Saturday or Sunday, then the initial Saturday or Sunday shall not be counted when computing Free Time.

1B. APPLICABLE TO US IMPORT CARGO: DRY VANS/HIGH CUBES

The agreed period on which charges are to be paid shall begin at 12 midnight of the FOURTH day after the Container is delivered to lessee and end at 12 midnight on the day the Container is returned to the lessor. (Day of interchange-free; second day-free; third day-free; fourth day-free; fifth day charges apply). Except as otherwise provided in the applicable ocean tariff rule (last revised December 11, 2017).

If the initial four (4) days free time should include a Saturday or Sunday, then the initial Saturday or Sunday shall not be counted when computing free time.

1C. APPLICABLE TO US EXPORT AND US IMPORT CARGO: SPECIAL EQUIPMENT INCLUDING REEFERS, FLATRACKS, OPEN TOPS, TANKS

The agreed period on which charges are to be paid shall begin at 12 midnight of the THIRD day after the Container is delivered to lessee and end at 12 midnight on the day the container is returned to the lessor. (Day of interchange free; second day-free; third day-free; fourth day charges apply). Except as otherwise provided in the applicable ocean tariff rule [last revised December 11, 2017]. If the initial three days free time should include a Saturday or Sunday, then the initial Saturday or Sunday shall not be counted when computing free time.

Note – Zim provided bare or pool chassis: Retention of Zim chassis and/or pool chassis that are provided on Zim's behalf is prohibited. Failure to return chassis to location, from which it was received, after completion of container movement, will result in a daily use charge of 55 dollars until returned; from date of in-gate container interchange. Zim does not accept any liability or cost for chassis retention by trucker after completion of container movement without written approval from ZIM Lines.

1D. Reassignment/Transfer of Equipment to New Booking ("Street Turn")

When a Motor Carrier has possession of ZIM equipment and desires to employ that equipment in a second booking (i.e., deliver cargoes on a Full Import booking and then use that same equipment for loading cargoes on a Full Export booking), the Motor Carrier must first obtain authorization / approval from ZIM through its designated agent Avantida N.V. via Avantida's platform at <https://portal.avantida.com>. In tendering such a request, the Motor Carrier must provide ZIM with relevant Export booking number. ZIM's approval of such reassignment ("Street Turn") shall serve as the termination of Import Per Diem calculation and start Export Per Diem calculation as per Paragraph 7, Section 1A. Approval of the reassignment/transfer of equipment shall incur a use charge as delineated in the Table of Charges, above. In the event that a Motor Carrier performs a Street Turn without approval from ZIM, an administrative fee in the amount of \$300 shall be charged to the Motor Carrier.

West Coast Ports

Activity at West Coast ports in California, Oregon, and Washington will be excluded from the Street Turn charge shown in the Table of Charges above. However, if ZIM equipment is Street Turned without ZIM authorization and approval, the Motor Carrier will be subject to the \$300 administrative fee.

(Zim Continued)

Note 1: Except that Holidays shall not be counted when computing Free Time. The Container must be returned to the Terminal from which it was removed unless otherwise directed by Ocean Carrier in accordance with Section E.1. of the UIIA.

Note 2: If container or chassis is not returned with the free time provided herein, Motor Carrier must give immediate written notification, via e-mail to zimperdiem@us.zim.com or by fax (866)256-2616

8. DISPUTE RESOLUTION:

Before litigation is instituted, Motor Carrier shall advise Zim in writing of any disputed items on Zim's invoices within 30 days of the receipt of such invoice(s). Zim will undertake to reconcile such disputed items within 30 days of receipt of Motor Carrier's notice and will either provide verification for the charges as invoiced or will issue a credit to the Motor Carrier's account for any amount not properly invoiced. Such disputes do not constitute valid grounds for withholding or delaying payments of undisputed charges as required by the Terms of this Agreement. In the event that charges have been verified by Zim and are again rejected and disputed by the Motor Carrier for whatever reasons, Zim and Motor Carrier reserve their rights and remedies under the law regarding payment of such charges. Zim reserves the right to use a designated third party billing vendor. Invoices received from Zim's designated third party billing vendors shall be disputed directly with the third party vendor.

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