

Additional Terms & Conditions United States of America Shipments

General Information

- ** All rates based on a standard loading or delivery, per container. Any additional miles incurred or stop offs may affect drayage rate.
- ** Unless specified, all rates based on non-hazardous shipments.
- ** Customer is responsible for any demurrage or per diem charges that occur for the container being out past allowed free time.
- ** In the event of port or rail congestion, driver detention up to \$125.00 per hour after (1) hour free may be instituted. Port Congestion fees will apply for significant delays and wait times. Notice will be given concerning the respective ports/ramps affected.
- ** One (1) hour free driver wait time for shipper load, consignee unload. Driver detention up to \$125.00 per hour after will apply.
- ** All quotes valid for 30 days. If business is obtained, please advise the KNU SDS department to secure rates.
- ** Rates based on the trucker picking up the chassis at same location of container p/u and return. For any chassis repositioning fees (or chassis splits) an extra charge of up to \$160.00 per split. Double chassis splits may occur when the pick-up and return locations of the chassis and container are both different locations.
- ** Drop and pick loads/deliveries may incur a bobtail fee up to an additional full round trip + KN FSC
- ** Lift fees will be incurred when utilizing spread axle, tri-axle or private chassis unless rail ramp is grounded.
- ** Pre-pull charges may apply up to \$200 (for all US regions), subject to additional yard storage charges starting on first day of arrival to the truckers yard at \$50/day
- ** Any round trip move over 250 miles one way, or delayed due to port, traffic, or warehouse/DC challenges, could be subject to a \$500 layover fee (overnight fee).

Specialized Cargo Information

- ** Subject to hazardous surcharge of \$275 per container.
- ** Above rates subject to a reefer surcharge of \$250. Some limitations on Monday & Friday reefer moves.
- ** Liquor license of \$150.00 when incurred.
- ** Trucker is not responsible for tarping/untarping and therefore will not be liable for damage to tarp and/or charges resulting from shipper negligence.
- ** Bond Fees may apply for bonded goods.

Overweight Cargo Information

- ** All rates based on legal weight and size (loaded evenly throughout the container).
- ** Dry cargo weight on a 20 foot container exceeding 36,000 lbs. or exceeding 44,000 lbs. on a 40 foot container will be subject to overweight fees (assessed on an individual basis).
- ** Reefer cargo weight on a 20 foot container exceeding 32,000 lbs. or exceeding 40,000 lbs. on a 40 foot container will be subject to overweight fees (assessed on an individual basis), to allow additional weight for the gen-set.



**If a 20' or 40' container is overweight, and requires a tri axle or 40' super chassis, applicable rates will be applied. Overweight cargo may require a tri-axle chassis for a 20' container, or a super chassis for a 40' container, subject to below fees.

** Tri axle chassis fee is \$150/day (2 day minimum), subject to availability.

** Super chassis in limited markets in the Midwest and West Coast regions and subject to fees up to \$300/day.

Regional Specific Information

** Rates for New York subject to \$220 Toll fee for all moves out of NYCT (Staten Island and Howland Hook)

** Rates for Oakland (port) are subject to a \$35 SSA Gate fee per container. If SDS truckers have to pay on the customers behalf, a USD 25 handling fee will apply.

** Rates for Long Beach/LAX are subject to Pier Pass charges (\$34.21 per TEU). If SDS truckers have to pay on the customers behalf, a USD 25 handling fee will apply.

** Rates for Boston are subject to the Massport surcharge: \$52 for a 20 ft. container, and \$72 for a 40 ft. container (imports and exports).

** Rates for Minneapolis are subject to a \$150 congestion fee for all loads pulled out of or returning to the CP Rail/Depot.

** Rates for Dallas are subject to \$150 surcharge for all moves out of KCS Wylie

** All loads/deliveries subject to a winterization fee for applying tire chains when temperatures are below freezing.

Please note that due to current industry / market conditions within the USA at ports and inland rail ramps, the rates contained in this tariff are provided as an indication based on our ability to source sufficient truck and chassis capacity. It should be understood that the rates therefore are for informational purposes and considered to be non-binding. Every effort will be made to obtain coverage for requested moves but if urgent pick-up or delivery is needed, then additional charges will apply and a separate offer will be made.

In addition, it should be understood that neither Sea Logistics Drayage Solutions or K+N Inc., will accept responsibility for any demurrage, detention, trucker yard or rail storage charges being incurred, which will be solely for the account of the cargo based on agreed Incoterms.

USA Overweight Guidelines

20' CONTAINER REQUIREMENTS
00,001 lbs to 35,000 lbs Legal Weight Standard Chassis
35,001 lbs to 37,000 lbs Legal Weight Slider Chassis
37,001 lbs to 44,000 lbs Tri-Axle Chassis
44,001 lbs to 47,000 lbs Tri-Axle & Overweight Permits~
47,001 lbs to 48,000 lbs Tri-Axle, Permits~ & Excess Weight Charge*
40'/45' CONTAINER REQUIREMENTS
00,001 lbs to 44,000 lbs None - Legal Weight
44,001 lbs to 46,000 lbs Overweight Permits~
46,001 lbs to 49,000 lbs Permits~ & Excess Weight Charge*
49,001 lbs to 52,000 lbs Permits~ & Excess Weight Charge*
52,001 lbs to 55,000 lbs Permits~ & Excess Weight Charge*

These requirements are to be used as a guideline only. Exact weight and route must be known to give accurate charges.

~ Depends on State // * Depends on Weight