

# TERMINAL & CARRIER DEFINITIONS AND FEES

	Description	When Applicable	Charged by / Paid to
<b>Free Time</b>	Period of time allowed where no fees are charged for use or storage of container.		
<b>Lift Fee</b>	Fee to lift container off of chassis and place on another chassis or to lift on/off chassis to ground it.	When container was already placed on chassis arriving terminal but trucker wants to use their own chassis. Applicable when a tri-axle needed for delivery as these are provided by trucker. Some terminals will waive the lift fee so can vary by arriving location.	Charged by terminal where freight is picked up and/or dropped off (rail yard, ocean port). Typically paid by trucker to terminal and included on their invoice to broker.
<b>Chassis Fee</b>	Daily fee for use of the truck chassis, which is used to deliver container from terminal to delvy.	Container deliveries. Daily rate of \$30-\$40. Average of 3 days from pick-up to return.	Charged by party that provides or rents the chassis—either trucker or steamship line.
<b>Flip Fee</b>	Charge to lift container from one chassis to another.	If a special chassis is needed (like tri-axle) and the container is already placed on a different chassis. Also applies if the original chassis was in bad order.	Trucker pays terminal and bills M.E. Dey.
<b>Prepull</b>	Trucker fee for extra stop.	Driver pulls container from terminal before end of free time but holds in their yard awaiting delivery. Done to avoid incurring storage fees at rail. <i>*A benefit to the customer.</i>	Charged by trucker.
<b>Pier Pass</b>	Terminal fee for the ocean ports of LA/LGB only to help with various port charges, fees, etc.	Due for each container we PICK UP from the port of LA/LGB. Charge is a flat amount per container.	Must be paid by M.E. Dey before cargo is moved out of port. We do this electronically via a Pier Pass Account.
<b>Split Chassis Fee/Chassis Positioning Fee</b>	Extra fee charged by trucker for extra mileage to pick up and/or return the chassis used.	If trucker has to pick up the chassis at one location and return it to a different location as dictated by the chassis rental company OR if the steamship carrier provides chassis and the trucker has to return to a different location than pick up.	Charged by and paid to trucker who delivered container or charged/paid to the steamship line if its a steamship door delivery.
<b>Port Congestion Fee</b>	Surcharge from trucker applied when picking up cargo from certain terminals where they chronically have long waits.	Some truckers bill this fee for certain pick up locations. Check with trucker for the specific terminal.	Trucker as part of their delivery fee (\$75-\$250).

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	Description	When Applicable	Charged by / Paid to
<b>Detention (Sometimes called per diem)</b>	After allotted free time, use of container outside of terminal past free days.	Time starts once container leaves terminal and is tracked until empty container returned to terminal.	Charged by the ocean carrier. May be billed to trucker who in turn bills broker or may be billed to broker direct from ocean carrier. Often billed long after delivery. *Note: Occasionally demurrage and detention are combined.
<b>Storage Charges/ Demurrage (at terminal, airport, rail, or ocean port)</b>	Fees for container not being picked up within the allotted free time.	Time starts after discharge from vessel or when grounded off train or unloaded off airplane.	Charged by terminal operators and usually paid direct to terminal. Typically must be paid before container can be picked up by trucker (sometimes trucker will pay and then bill broker).
<b>Drop Fee</b>	Extra service from trucker for dropping container at delivery location and coming back later for empty pick up.	Done only when requested by delivery location. Charge is based on extra mileage for driver to go back and forth.	Charged by trucker. Fees relevant to delivery fees.
<b>Driver Detention</b>	Fee for extra time driver waits for container getting picked up at terminal and for time unloaded at delivery location.	Drivers allow 1-2 hours free time when picking up container and 1-2 hours for containers to be unloaded at destination.	Trucker.

## CONTAINER FEE PROCESS



## IMPORT DEMURRAGE & DETENTION EXPLANATION

