

THOROUGHBRED DIRECT

SCHEDULE OF ACCESSORIAL CHARGES

| ACCESSORIAL CHARGE (Code) | DEFINITION | CHARGE (U.S. \$) |
|--|---|---|
| C.O.D Fee | Charge to handle a C.O.D. shipment. | 5% of C.O.D. amount (\$100.00 Minimum) |
| Chassis Rental | Additional charge for the rental of a private chassis. | \$30 per day (where available) |
| ComChecks (ADMN) | Cash advances wired to driver to purchase live services requested by shipper or consignee. | \$20 Administrative Charge |
| Driver Assist (DRAD, DRAO) | Driver provides manual labor to help load or unload a container/trailer. | \$80 per hour 1 hour minimum |
| Driver Count (DRAD, DRAO) | Driver counts pieces in container/trailer. | \$80 per hour 1 hour minimum |
| Driver Solo Unload (UNLD) | Driver requested to unload container/trailer without assistance. | \$80 per hour 2 hours minimum |
| Driver Sweep (TLWO) | Driver to sweep out container/trailer. | \$80 per hour 1 hour minimum |
| Dunnage Removal (DISP) | Driver removes and properly disposes of dunnage/trash out of the container/trailer. | \$80 hour with a one hour minimum and any stopoff charges |
| Equip. Ordered Not Used (REZ1) | Equipment requested by customer was not used due to load being cancelled. | Reservation Canceled: \$75 Reservation Expired: \$175 |
| Haz-Mat (HAZM, HAZ2) | Shipping dangerous articles and other hazardous commodities. | \$280 per load |
| Load Locks/Load Straps (LDBR) | Cost of load lock(s) or strap(s). | \$40 per lock/strap + \$80 stopoff |
| Load Shift (RWK) | Driver required to restack loose product that has fallen in the container/trailer. | \$80 per hour 1 hour minimum |
| Lumper (LMBD, LMBO) | Additional help hired to unload a container/trailer. | Cost plus \$20 Administrative Charge |
| Misuse (EQMS) | Equipment spotted at a customer's location used by another carrier (No TDIS revenue). | \$350 and/or applicable rail charge |
| NY Boroughs Charge (NYCS, NYCO) | A surcharge on loads originating or destined to the Zip Codes beginning with 100 through 119 excluding 109. | \$350 |

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|---|---|---|-------------------------|--------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|
| Overweight Fine (FIND, FINO) | Load exceeds D.O.T. vehicle weight limits by axle and or by gross weight. | Cost of fine plus \$20 Administrative Charge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Per Diem (TRLD, TRLO, TRPD) | Cost of a container or trailer in a customer's pool past the allotted free time. | See Amendment B for per diem rates | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Power Detention* Live Load / Unload (DETD,DETO) | Charge for Tractor time after allotted free time. 2 hours free time total for live load or live unload. TDIS policy is to notify customers upon expiration of free time. | \$20.00 per 1/4 hour | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>*Please note that free time is cumulative across multi-stops and detention is started with on time arrival to first appointment or delivery or approval to run in.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Power Detention Drop / Drop & Hook (DETD, DETO) | Charge for Tractor time after allotted free time. 1 hour free time total for drops or drops and hooks. TDIS policy is to notify customers upon expiration of free time. | \$20.00 per 1/4 hour | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rail Terminal Storage (STOR) | Charges applied to loads at a railroad terminal past the allotted free time. Free Time is calculated based on individual railroad policies and can change without notice. | See Amendment A for free time and daily charges in effect as of the date of this tariff. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Redelivery (REDL) | Cost to redeliver a load to same or alternate location. | <p style="text-align: center;">Redelivery Matrix PC Miler V.30</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">One Way Miles from Ramp</th> <th style="text-align: left;">Charge</th> </tr> </thead> <tbody> <tr><td>0-10</td><td>\$270</td></tr> <tr><td>11-20</td><td>\$300</td></tr> <tr><td>21-30</td><td>\$350</td></tr> <tr><td>31-40</td><td>\$375</td></tr> <tr><td>41-50</td><td>\$455</td></tr> <tr><td>51-60</td><td>\$495</td></tr> <tr><td>61-70</td><td>\$530</td></tr> <tr><td>71-80</td><td>\$560</td></tr> <tr><td>81-90</td><td>\$585</td></tr> <tr><td>91-100</td><td>\$610</td></tr> <tr><td>101-110</td><td>\$635</td></tr> <tr><td>111-120</td><td>\$675</td></tr> <tr><td>121-130</td><td>\$715</td></tr> <tr><td>131-140</td><td>\$765</td></tr> <tr><td>141-150</td><td>\$790</td></tr> <tr><td>151-160</td><td>\$805</td></tr> <tr><td>161-170</td><td>\$830</td></tr> <tr><td>171-180</td><td>\$855</td></tr> <tr><td>181-190</td><td>\$880</td></tr> <tr><td>191-200</td><td>\$920</td></tr> </tbody> </table> | One Way Miles from Ramp | Charge | 0-10 | \$270 | 11-20 | \$300 | 21-30 | \$350 | 31-40 | \$375 | 41-50 | \$455 | 51-60 | \$495 | 61-70 | \$530 | 71-80 | \$560 | 81-90 | \$585 | 91-100 | \$610 | 101-110 | \$635 | 111-120 | \$675 | 121-130 | \$715 | 131-140 | \$765 | 141-150 | \$790 | 151-160 | \$805 | 161-170 | \$830 | 171-180 | \$855 | 181-190 | \$880 | 191-200 | \$920 |
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| 0-10 | \$270 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11-20 | \$300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21-30 | \$350 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31-40 | \$375 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41-50 | \$455 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51-60 | \$495 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61-70 | \$530 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71-80 | \$560 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 91-100 | \$610 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101-110 | \$635 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111-120 | \$675 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 121-130 | \$715 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 131-140 | \$765 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 141-150 | \$790 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 151-160 | \$805 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 161-170 | \$830 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 171-180 | \$855 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 181-190 | \$880 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 191-200 | \$920 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scale Requests (SCAL + ORM) | Driver must re-route in transit to a truck scale and pay to have container/trailer weight confirmed. | \$80 plus \$1.75 per out of route mileage plus Scale Cost | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| Scale Light / Scale Heavy (SCAL) | Driver must take an empty container/trailer to be scaled prior to loading, then rescale the container/trailer once it has been loaded. | \$125 plus \$1.75 per out of route mileage | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stop Off(s) (EXSD, EXSO) | Additional charge for an extra pick up or delivery of freight plus out of route mileage. Detention applicable after allotted free time. | Charge per Stop off: 1st = \$0; 2nd = \$80 3rd = \$100; 4th= \$140 5th+ = Call for Quote plus \$1.75 per out of route mile | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tanker Endorsed Driver | Charge for drivers to have a CDL tanker endorsement. | Not Available in All Markets Submit Requests to Customer Service for Prior Approval. \$280 per load | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Transload (TRNS) | Charges applied to loads that must be transferred from one container/trailer to another. | Cost of service plus \$20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Truck Ordered Not Used (TONU) | Load cancelled after Tractor and Driver have been physically dispatched. | <p style="text-align: center;">TONU Matrix PC Miler V.30</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">One Way Miles from Ramp</th> <th style="text-align: left;">Charge</th> </tr> </thead> <tbody> <tr><td>0-10</td><td>\$270</td></tr> <tr><td>11-20</td><td>\$300</td></tr> <tr><td>21-30</td><td>\$350</td></tr> <tr><td>31-40</td><td>\$375</td></tr> <tr><td>41-50</td><td>\$455</td></tr> <tr><td>51-60</td><td>\$495</td></tr> <tr><td>61-70</td><td>\$530</td></tr> <tr><td>71-80</td><td>\$560</td></tr> <tr><td>81-90</td><td>\$585</td></tr> <tr><td>91-100</td><td>\$610</td></tr> <tr><td>101-110</td><td>\$635</td></tr> <tr><td>111-120</td><td>\$675</td></tr> <tr><td>121-130</td><td>\$715</td></tr> <tr><td>131-140</td><td>\$765</td></tr> <tr><td>141-150</td><td>\$790</td></tr> <tr><td>151-160</td><td>\$805</td></tr> <tr><td>161-170</td><td>\$830</td></tr> <tr><td>171-180</td><td>\$855</td></tr> <tr><td>181-190</td><td>\$880</td></tr> <tr><td>191-200</td><td>\$920</td></tr> </tbody> </table> | One Way Miles from Ramp | Charge | 0-10 | \$270 | 11-20 | \$300 | 21-30 | \$350 | 31-40 | \$375 | 41-50 | \$455 | 51-60 | \$495 | 61-70 | \$530 | 71-80 | \$560 | 81-90 | \$585 | 91-100 | \$610 | 101-110 | \$635 | 111-120 | \$675 | 121-130 | \$715 | 131-140 | \$765 | 141-150 | \$790 | 151-160 | \$805 | 161-170 | \$830 | 171-180 | \$855 | 181-190 | \$880 | 191-200 | \$920 |
| One Way Miles from Ramp | Charge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0-10 | \$270 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11-20 | \$300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21-30 | \$350 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31-40 | \$375 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 91-100 | \$610 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 121-130 | \$715 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 131-140 | \$765 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 141-150 | \$790 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 151-160 | \$805 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 161-170 | \$830 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 171-180 | \$855 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 181-190 | \$880 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 191-200 | \$920 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wash out Trailer (TLWO) | Driver to wash out container/trailer. | Cost plus \$25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Thoroughbred Direct Rail Terminal Storage Amendment to Accessorial Tariff (STOR) Amendment A

Terminal Storage : Rail Owned Equipment and COFC Logistics Equipment

| | | | |
|---------------------------------|---|---|---|
| Norfolk Southern Terminals | Tier 1 Terminals: Day of notification, plus 1 free day. At NS terminals with Saturday gate hours, Saturday will be considered a "Business Day." | Days 1-5: \$120 per day Days 6+: \$220 per day | Tier 1 Terminals include: Atlanta (Inman), GA; Austell, GA; Ayer, MA; Calumet, IL; Chicago 47th St, IL; Jacksonville, FL; Kansas City, MO; Morrisville, PA; Cincinnati, OH |
| | Tier 2 Terminals: Day of notification, plus 2 free days. At NS terminals with Saturday gate hours, Saturday will be considered a "Business Day." | Days 1-5: \$120 per day Days 6+: \$220 per day | |
| FEC Rail Terminals | Day of grounding, plus 1 calendar day free. | Days 1-8: \$100 per day Days 9-28: \$150 per day Days 29+: \$200 per day | FEC Terminals include: Miami |
| BNSF Rail Terminals | Group 1 Terminals: Day of notification, plus 1 calendar day free. | Days 1-3: \$170 per day Days 4-8: \$220 per day Days 9-18: \$300 per day Days 19+: \$400 per day | Group 1 Terminals include: Chicago, IL (Cicero, Corwith, Willow Springs) Los Angeles, CA; Phoenix, AZ; Portland, OR; San Bernadino, CA; South Seattle, WA; Stockton, CA; St. Louis, MO |
| | Group 2 Terminals: Day of notification, plus 2 calendar days free. | Days 1-3: \$170 per day Days 4-7: \$220 per day Days 8-17: \$300 per day Days 18+: \$400 per day | Group 2 Terminals include: Alliance, TX; Albuquerque, NM; Atlanta, GA; Denver, CO; El Paso, TX; Houston, TX; Logistics Park Chicago, IL; Logistics Park Kansas City, KS; Memphis, TN; New Orleans, LA; Oakland Int'l Gateway, CA; Omaha, NE; Seattle WA; Spokane, WA; St. Paul, MN |
| Canadian Pacific Rail Terminals | Group 1: Day of notification, plus 2 days free. | Days 1-5: \$120 per day Days 6-17: \$220 per day Days 18+: \$350 per day | Group 1 Terminals include: Calgary, Edmonton, Vaughan, Lachine, Vancouver, Winnipeg & Regina |
| | Group 2: Day of notification, plus 2 days free. | Days 1-5: \$180 per day Days 6-17: \$220 per day Days 18+: \$350 per day | Group 2 Terminals include: Minneapolis |
| KCS Rail Terminals | Day of notification, plus 2 calendar days free. | Days 1-7: \$120 per day Days 8-30: \$150 per day Days 18+: \$200 per day | KCS Terminals include: Wylie, TX |
| KCSM Rail Terminals | Day of notification, plus 1 calendar day free. | Days 1-3: \$20 per day Days 4-8: \$55 per day Days 9-28: \$85 per day Days 29+: \$135 per day | Mexico Terminals Include: Salinas Victoria, Interpuerto and Puerta Mexico |
| Union Pacific Rail Terminals | Tier 1 Terminals: Day of notification, plus 1 day free (Sundays Not Exempt - Charges cannot start on a Monday) | Days 1-5: \$120 per day Days 6-28: \$250 per day Days 29+: \$300 per day | Tier 1 Terminals include: Albina, OR; Brooklyn, OR; Brooklyn, OR(Annex); DIT; Global 2; Laredo, TX; LATC; Los Angeles |
| | Tier 2 Terminals: Day of notification, plus 2 days free (Sunday Exempt). | Days 1-5: \$120 per day Days 6-27: \$250 per day Days 28+: \$300 per day | |

Terminal Storage: Private Equipment

| | | | |
|--|---|--|---|
| Norfolk Southern Terminals | Tier 1 Terminals: Day of notification, plus 1 free day. At NS terminals with Saturday gate hours, Saturday will be considered a "Business Day." | Days 1-5: \$100 per day Days 6+: \$200 per day | Tier 1 Terminals include: Atlanta (Inman), GA; Austell, GA; Ayer, MA; Calumet, IL; Chicago 47th St, IL; Jacksonville, FL; Kansas City, MO; Morrisville, PA; Cincinnati, OH |
| | Tier 2 Terminals: Day of notification, plus 2 free days. At NS terminals with Saturday gate hours, Saturday will be considered a "Business Day." | Days 1-5: \$100 per day Days 6+: \$200 per day | |
| FEC Rail Terminals | Day of grounding, plus 1 calendar day free. | Days 1-10: \$75 per day Days 11+: \$100 per day | FEC Terminals include: Miami |
| BNSF Rail Terminals | Group 1 Terminals: Day of notification, plus 1 calendar day free. | Days 1-3: \$150 per day Days 4+: \$200 per day | Group 1 Terminals include: Chicago, IL (Cicero, Corwith, Willow Springs) Los Angeles, CA; Phoenix, AZ; Portland, OR; San Bernadino, CA; South Seattle, WA; Stockton, CA; St. Louis, MO |
| | Group 2 Terminals: Day of notification, plus 2 calendar days free. | Days 1-3: \$150 per day Days 4+: \$200 per day | Group 2 Terminals include: Alliance, TX; Albuquerque, NM; Atlanta, GA; Denver, CO; El Paso, TX; Houston, TX; Logistics Park Chicago, IL; Logistics Park Kansas City, KS; Memphis, TN; New Orleans, LA; Oakland Int'l Gateway, CA; Omaha, NE; Seattle WA; Spokane, WA; St. Paul, MN |
| Canadian Pacific Rail Terminals | Group 1: Day of notification, plus 2 days free. | Days 1-5: \$100 per day Days 6+: \$150 per day | Group 1 Terminals include: Calgary, Edmonton, Vaughan, Lachine, Vancouver, Winnipeg & Regina |
| | Group 2: Day of notification, plus 2 days free. | Days 1+: \$150 per day | Group 2 Terminals include: Minneapolis |
| KCS Rail Terminals | Day of notification, plus 4 calendar days free. | Days 1+: \$100 | KCS Terminals include: Wylie, TX |
| Union Pacific Rail Terminals | Tier 1 Terminals: Day of notification, plus 1 day free (Sundays Not Exempt - Charges cannot start on a Monday) | Days 1-5: \$100 per day Days 6+: \$200 per day | Tier 1 Terminals include: Albina, OR; Brooklyn, OR; Brooklyn, OR(Annex); DIT; Global 2; Laredo, TX; LATC; Los Angeles |
| | Tier 2 Terminals: Day of notification, plus 2 days free (Sunday Exempt). | Days 1-5: \$100 per day Days 6+: \$200 per day | |

Thoroughbred Direct Per Diem Amendment to Accessorial Tariff (TRPD) Amendment B

Per Diem Rates: Rail Owned Equipment and COFC Logistics Equipment

| | | |
|------------------------------|---|---|
| EMP | Days 1-10: \$30 per day Days 11-30: \$50 per day Days 31+: \$100 per day | Norfolk Southern, FEC, Kansas City Southern, Union Pacific |
| | Days 1-10: \$30 per day Days 11-20: \$50 per day Days 21+: \$200 per day | Canadian Pacific |
| TMX | Days 1-10: \$30 per day Days 11-30: \$50 per day Days 31+: \$100 per day | Norfolk Southern, Kansas City Southern Mexico |
| COFC Equipment (CFQU) | Days 1-10: \$30 per day Days 11-20: \$100 per day Days 21+: \$200 per day | |