

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.	\$40 per incident
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

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NY Boroughs Charge (NYCS, NYCO)	A surcharge on loads originating or destined to the Zip Codes beginning with 100 through 119 excluding 109.	\$350																																										
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.	\$30.00 per day																																										
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 style="text-align: center;">0-10</td><td style="text-align: right;">\$270</td></tr> <tr><td style="text-align: center;">11-20</td><td style="text-align: right;">\$300</td></tr> <tr><td style="text-align: center;">21-30</td><td style="text-align: right;">\$350</td></tr> <tr><td style="text-align: center;">31-40</td><td style="text-align: right;">\$375</td></tr> <tr><td style="text-align: center;">41-50</td><td style="text-align: right;">\$455</td></tr> <tr><td style="text-align: center;">51-60</td><td style="text-align: right;">\$495</td></tr> <tr><td style="text-align: center;">61-70</td><td style="text-align: right;">\$530</td></tr> <tr><td style="text-align: center;">71-80</td><td style="text-align: right;">\$560</td></tr> <tr><td style="text-align: center;">81-90</td><td style="text-align: right;">\$585</td></tr> <tr><td style="text-align: center;">91-100</td><td style="text-align: right;">\$610</td></tr> <tr><td style="text-align: center;">101-110</td><td style="text-align: right;">\$635</td></tr> <tr><td style="text-align: center;">111-120</td><td style="text-align: right;">\$675</td></tr> <tr><td style="text-align: center;">121-130</td><td style="text-align: right;">\$715</td></tr> <tr><td style="text-align: center;">131-140</td><td style="text-align: right;">\$765</td></tr> <tr><td style="text-align: center;">141-150</td><td style="text-align: right;">\$790</td></tr> <tr><td style="text-align: center;">151-160</td><td style="text-align: right;">\$805</td></tr> <tr><td style="text-align: center;">161-170</td><td style="text-align: right;">\$830</td></tr> <tr><td style="text-align: center;">171-180</td><td style="text-align: right;">\$855</td></tr> <tr><td style="text-align: center;">181-190</td><td style="text-align: right;">\$880</td></tr> <tr><td style="text-align: center;">191-200</td><td style="text-align: right;">\$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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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
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

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Truck Ordered Not Used (TONU)	Load cancelled after Tractor and Driver have been physically dispatched.	TONU Matrix PC Miler V.30 <table style="margin-left: auto; margin-right: auto;"> <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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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

Norfolk Southern Terminals	Tier 1 Terminals: Day of notification (Day 1), plus 1 free day, \$120 per day days 1-5, and \$220 per day for days 6+. At NS terminals with Saturday gate hours, Saturday will be considered a "Business 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
	Tier 2 Terminals: Day of notification, plus 2 free days, \$120 per day days 1-5, and \$220 per day for days 6+. At NS terminals with Saturday gate hours, Saturday will be considered a "Business Day."	
FEC Rail Terminals	Day of grounding (Day 1) plus next calendar day free; \$100 per day through day 10, \$120 per day thereafter.	
CP Rail Terminals	Group 1 & Group 3 Terminals: Day of notification (Day1) , plus 1 free day, \$100 per day days 1-5, and \$170 per day for days 6+.	Group 1 Terminals include: Calgary, Edmonton, Vaughan & Lachine; Group 3 Terminals include: Vancouver, Winnipeg & Regina
	Group 2 Terminals: Day of notification (Day1) , plus 1 free day, \$170 per day days 1-5, and \$220 per day for days 6+.	Group 2 Terminals include: Minneapolis
All Other Rail Terminals	Day of grounding (Day 1) plus next calendar day free, \$145 per day through day 12, \$245 per day thereafter.	

Terminal Storage Private Equipment and COFC Logistics-Owned Equipment

Norfolk Southern Terminals	Tier 1 Terminals: Day of notification (Day 1) , plus 1 free day, \$100 per day days 1-5, and \$200 per day for days 6+. At NS terminals with Saturday gate hours, Saturday will be considered a "Business 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
	Tier 2 Terminals: Day of notification, plus 2 free days, \$100 per day days 1-5, and \$200 per day for days 6+. At NS terminals with Saturday gate hours, Saturday will be considered a "Business Day."	
FEC Rail Terminals	Day of grounding (Day 1) plus next calendar day free; \$80 per day through day 10, \$100 per day thereafter.	

BNSF Rail Terminals	Group 1 Terminals: 24 hours free time from time of grounding; \$170 per 24-hour period (or any portion thereof) for Day 1-3, \$220 a day thereafter (Day 4+).	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: 48 hours free time from time of grounding; \$170 per 24-hour period (or any portion thereof) for Day 1-3, \$220 a day thereafter (Day 4+).	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
CP Rail Terminals	Group 1 & Group 3 Terminals: Day of notification (Day 1), plus 1 free day, \$100 per day days 1-5, and \$150 per day for days 6+.	Group 1 Terminals include: Calgary, Edmonton, Vaughan & Lachine; Group 3 Terminals include: Vancouver, Winnipeg & Regina
	Group 2 Terminals: Day of notification (Day 1), plus 1 free day, \$150 per day days 1-5, and \$150 per day for days 6+.	Group 2 Terminals include: Minneapolis
All Other Rail Terminals	Day of grounding (Day 1) plus next calendar day free, \$125 per day through day 12, \$225 per day thereafter.	