

Accessorial Type	Definition
<u>After Hours PU and Delivery Fee</u>	When a shipment is requested for pick up or delivery outside normal 8-5 business hours )additional costs would be applicable.
<u>Appointment – Notify Prior to Delivery</u>	If the freight requires an appointment for the delivery or a notification prior to delivery. A call will be made, typically after the goods have arrived at the destination terminal. Keep in mind that this also can delay the transit time by 1 delivery day. A flat fee is applied.
<u>Attempted Pick ups/Dry Run/ Truck Ordered, Not Used (TONU)</u>	When a pickup is attempted, but cannot be completed through no fault of the carrier (i.e., if freight is not ready when the truck arrives, etc.)
<u>Blind Shipment</u>	A blind shipment is when the consignee involved in a shipment is unaware of who the shipper is. This type of shipment is requested by distributors who want their goods shipped directly to the retailer to avoid going through additional distribution channels.
<u>Canadian Cross Border</u>	Shipments in or out of Canada, this fee is for the handling of clearance papers, security charges, and other related services. Usually a flat fee per shipment.
<u>C.O.D.</u>	Cash on delivery. There is typically a fee for the C.O.D. as well as processing fee for collecting a check at pick up. This service is rarely used due to the ability to send money via the internet.
<u>Construction Site</u>	See Limited Access
<u>Corrected Bill of Lading charge</u>	The Corrected BOL charge is for the administrative part of correcting the documentation within a carriers platform (remember the BOL is a legal document). This fee is mainly for updating the Bill To information with the carrier.
<u>Detention</u>	Carriers are charging for deliveries that are not ready at pick up, or require the driver to wait at delivery. Some carriers are monitoring the time that their drivers are spending on both ends and are aggressively charging for delays.
<u>Haz-Mat</u>	Hazardous Materials - Any shipment deemed hazardous by the NMFTA will be subject to an additional HAZMAT charge. All Haz-Mat shipments must have a UN# listed on the BOL.
<u>High Cost Delivery</u>	Certain geographic areas have what is called a High Cost Delivery surcharge. NYC for example and shipments into and out of California ( <b>CA compliance</b> ) are 2 examples of these.
<u>Inside Pickup/Delivery</u>	If the driver is required to go beyond the front door or loading dock to pick up or deliver your shipment, instead of remaining at the dock or truck, additional fees will be charged because of the additional time needed for this service. Fee can be based on either piece count or cwt.
<u>Lift Gate Pickup/Delivery</u>	If the origin or destination require a truck with a lift gate, (a lowering or raising device) to complete the pick up or delivery because either location does not have a dock then a fee is applied. If the service is needed at both the origin and destination then the fee is applied twice. Max skid weight is 2500lbs, and max dims would be 80 x 48 x 48 inches.
<u>Limited Access</u>	This fee covers the additional costs required to make pickups or deliveries at locations with limited access at the following (but not limited to): <ul style="list-style-type: none"> <li>• Camps, Carnivals, Fairs • Cemeteries • Churches, Mosques, Synagogues, Temples • Colleges and Universities without a dock • Construction Sites • Convents • Court houses • Day cares • Golf Courses, Country Clubs • Government facilities • Hotels, Motels, Retirement/Nursing Homes • Individual / Mini Storage Units • Medical/Urgent care sites without a dock • Military bases • Mine Sites • Nuclear Power Plants • Parks, Farms, Ranches, Indian Reservations • Primary Schools • Prisons • Restaurants</li> </ul>
<u>Lumper Fees</u>	A lumper service is when a shipper or receiver hires third-party workers to help load and unload freight from the trailers or trucks arriving at their facility. Shipments to Grocery Warehouse and other Big Retail Stores will likely be subject to these fees.
<u>Marking and Tagging</u>	These charges are applicable when a shipment is reconsigned to a different location and the carrier has to put the new updated address on the package to ensure it goes to the correct location.
<u>Over Length/Extreme Length/ Linear Feet</u>	A single piece of freight exceeds a specified length since these shipments take up more space on the trailer. Lengths will vary based on carrier. Average rule is greater than/equal to 8 feet.
<u>Protect from Freeze</u>	A service many LTL carriers provide to keep goods that can freeze at the shipper's desired temperature. Mainly liquidous commodities and batteries need to maintain an above freezing temperature throughout transit to maintain quality.

Accessorial Type	Definition
<u>Re-classification</u>	When actual freight commodity, weight or dims does not match the freight class or NMFC or the pro'd BOL details, a re-classification fee will apply. Flat fee that varies by carrier.
<u>Reconsignment</u>	This is when the shipment given to a carrier destined to Point A, needs to be rerouted to another location, such as Point B. The recon charges typically contain 2 parts. The reconsignment fee for the administrative part of correcting the documentation within a carriers platform (remember the BOL is a legal document) and any transportation charges if the shipment is not delivered by the same terminal where it is currently at.
<u>Re-delivery</u>	When the consignee does not accept the freight for whatever reason or is not open during normal business hours, a redelivery charge may be applicable.
<u>Residential Pickups/Deliveries</u>	When the origin or the destination is not a commercial address and/or the business occupying the premises is not open to the public. This includes "home based businesses". A flat fee is applied. May also incur a Liftgate Pickup/Delivery for anything over 75 lbs.
<u>Re-weigh</u>	If the carrier inspects a shipment and it does not match what was listed, they will charge this fee along with the difference.
<u>Single Shipment</u>	A single shipment of less than 500 pounds, picked up at one time and place. A flat fee will be applied.
<u>Sort and Segregation Fees</u>	When the carrier is responsible for removing pieces from a pallet or sorting and rebuilding pallets before the final delivery. Charge is based on the pieces.
<u>Storage of Cargo</u>	When freight sits at a delivering terminal for more than 48 hours, storage fees may apply.
<u>Trade Show</u>	When the freight is moving to or from a Trade Show, a fee is applied for the additional measures that need to be taken to perform the pick-up or the delivery
<u>White Glove Delivery</u>	This entails specialized delivery requirements such as inside delivery, removal from a pallet, unpack the cartons, blanket wrapping a shipment and essentially providing a service above and beyond the standard dock to dock delivery. This service is increasing in usage due to consignees requirements, but it does come at a much higher cost as it is a highly detailed specialized delivery.