

Loup Accessorial Charges

Chargeable Item	Charge
Dray Related Accessorials	
Driver Assist (Load/Unload)	\$125 per hour
Driver Count 1 (pallet)	\$75
Driver Count 2 (pieces)	\$80 per hour
Driver Clean (Sweep)	\$75
Driver Clean (Wash-out)	\$150
Driver Dunnage Disposal	\$150
Driver Layover Charge	\$350
Driver Shunting	\$35 per occurrence
Lumper	Actual cost plus \$25 (receipt required)
Miscellaneous	Varies by service. Contact your Loup Intermodal sales representative
Night Delivery	\$75 per delivery
Power Detention – Live Load / Unload	\$25 per 1/4 hour or fraction thereof
Power Detention – Drop and Hook	\$25 per 1/4 hour or fraction thereof
Power Detention – Multi-Stop	\$25 per 1/4 hour or fraction thereof
Scale Light & Heavy	0 – 10 miles \$120 10+ miles \$3/mi out of route mileage applicable
Single Scale Charge	0 – 10 miles \$50 10+ miles \$3/mi out of route mileage applicable
Stop-off	First additional stop: \$75. Second additional stop: \$125. Subsequent stops: \$150. Additional mileage may apply for multi-stop loads
Yard Pull	0 – 10 miles \$75 10+ miles See the mileage matrix
Yard Storage (Carrier)	\$50 per day
Overweight and Equipment Related Accessorials	
Diversion	\$350 plus recalculated transportation charges (rail and/or dray).
Dry Run ,Truck Order Not Used, Equipment Order Not Used	See the mileage matrix
Hazardous Material – Domestic U.S.	\$300
Hazardous Material – Mexico or Canada	Charges vary based on market. Contact your Loup Intermodal sales representative.
Hazardous Material – California	\$47.25 each unit transported in the state of California
High Value Seal Charge	Seal programs exist in certain markets. Contact your Loup Intermodal representative.
Mexico Reposition Charge	Varies based on market. Contact your Loup Intermodal representative.
Misdeclared Shipment	\$3,000 plus any additional applicable charges that may apply per UPRR's Master Intermodal Transportation Agreement (MITA) Item 530-A.
Misuse Charge	\$350 plus replacement cost
Overweight	\$250 charge per occurrence. Charge Includes scaling and returning to either origin shipper facility or re-work facility within 10 mile radius. Distances over 10 miles will be subject to a rate per mileage matrix. Re-work costs are not included in the \$250 charge.

Loup Accessorial Charges

Chargeable Item	Charge	
Overweight and Equipment Related Accessorials (continued)		
Pool Container Repair	All repair costs plus 10%	
Pool Set-up/Tear-down/Adjustment	See mileage matrix plus related costs	
Reconsignment	See mileage matrix plus related costs	
Redelivery Charge	See mileage matrix plus related costs	
Transloads	Cost of service plus 10%.	
Use of UP Bond	\$135 per use to be coordinated with UP's International Customer Service Center (ICSC)	
Waybill Correction Fee	\$50.00 – \$500.00	
Rail and Storage Related Accessorials		
Door to Door Per Diem destined to Mexico via San Diego/Otay Mesa/Calexico, CA	See page 8	
Equipment Per Diem (Local – Destination at UP Ramp)	6 days included in the door to door rate. Charges upon expiration of free time: Days 1 – 10 \$20 per day Days 11 – 20 \$60 per day Days 21+ \$120 per day	
Equipment Per Diem (Foreign Rail – Destination at non-UP Ramp)	48 hours from notification free, then: Days 1 -10 \$20 per day Days 11 – 20 \$60 per day Days 21+ \$100 per day	
Mexico Per Diem (Rail)	Days 1 – 10 \$20 per day Days 11 – 30 \$50 per day Days 31+ \$100 per day	
Mexico Per Diem (Border) – Broker / Nuevo Laredo	4 Free business days (date of drop is day 0) Days 5 – 10 \$25 per day Days 11+ \$50 per day	
Mexico Storage (KCSM)	Days 1 – 3 Free Days 4+ \$60 per day	
Equipment Storage at Rail Terminal	Day of notification plus two free days, then:	Days 1 - 5 \$100 per day Days 6+ \$200 per day
Equipment Storage at Rail Terminal; UP LATC, UP Los Angeles, UP Global 2 (domestic only), UP Portland (Brooklyn), UP Port Laredo (domestic only), CP Minneapolis, CSX Miami, CSX Worcester, FEC Miami, FEC Titusville, NS Atlanta (Inman), NS Austell, NS Ayer, NS Calumet, NS Chicago 47 th St., NS Jacksonville, NS Kansas City, and NS Morrisville.	Day of notification plus one free days, then:	Days 1 - 5 \$100 per day Days 6+ \$200 per day
Equipment Storage at the Below Terminals will not consider Sunday as an exempt day: LATC, Los Angeles, Global 2, DIT, Kansas City, Portland (Brooklyn), Port Laredo		
Origin Ramp Per Diem on Ramp to door service	Costs accrued plus 10% admin fee	
Ramp Reversal	\$50 minimum	

Loup Storage Calendar & Mileage Matrix

NOTIFY PRIOR TO 1700	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN
MONDAY	NOT	FREE	FREE	100	100	100	100	100	200	200	200	200	200	200	200	200	200	200	200	200	200
TUESDAY		NOT	FREE	FREE	100	100	100	100	100	200	200	200	200	200	200	200	200	200	200	200	200
WEDNESDAY			NOT	FREE	FREE	100	100	100	100	100	200	200	200	200	200	200	200	200	200	200	200
THURSDAY				NOT	FREE	FREE	100	100	100	100	100	200	200	200	200	200	200	200	200	200	200
FRIDAY					NOT	FREE	X	FREE	100	100	100	100	100	200	200	200	200	200	200	200	200
SATURDAY						NOT	X	FREE	FREE	100	100	100	100	100	200	200	200	200	200	200	200
SUNDAY							X	NOT	FREE	FREE	100	100	100	100	100	200	200	200	200	200	200

NOTIFY AFTER 1700	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN
MONDAY	X	NOT	FREE	FREE	100	100	100	100	100	200	200	200	200	200	200	200	200	200	200	200	200
TUESDAY		X	NOT	FREE	FREE	100	100	100	100	100	200	200	200	200	200	200	200	200	200	200	200
WEDNESDAY			X	NOT	FREE	FREE	100	100	100	100	100	200	200	200	200	200	200	200	200	200	200
THURSDAY				X	NOT	FREE	X	FREE	100	100	100	100	100	200	200	200	200	200	200	200	200
FRIDAY					X	NOT	X	FREE	FREE	100	100	100	100	100	200	200	200	200	200	200	200
SATURDAY						X	X	NOT	FREE	FREE	100	100	100	100	100	200	200	200	200	200	200
SUNDAY							X	NOT	FREE	FREE	100	100	100	100	100	200	200	200	200	200	200

- Storage calendar does not include locations with one day notification and locations with non-exempt Sundays (see Storage Charge Exceptions).
- New Year's Day, Memorial Day, U.S. Independence Day, Labor Day, Thanksgiving, Christmas Eve, Christmas Day, & New Year's Eve are exempt days and are not included in the computation of Free Time (where Free Time is applicable). If Free Time expires prior to these holidays, the holiday will be chargeable.
- If the day proceeding a Sunday or a Holiday is chargeable day, then the Sunday/Holiday is chargeable.

Loup Intermodal Mileage Matrix					
SMMN Miles	Rate	SMMN Miles	Rate	SMMN Miles	Rate
0-10	\$230.00	101-110	\$530.00	201-210	\$830.00
11-20	\$260.00	111-120	\$560.00	211-220	\$860.00
21-30	\$290.00	121-130	\$590.00	221-230	\$890.00
31-40	\$320.00	131-140	\$620.00	231-240	\$920.00
41-50	\$350.00	141-150	\$650.00	241-250	\$950.00
51-60	\$380.00	151-160	\$680.00	251-260	\$980.00
61-70	\$410.00	161-170	\$710.00	261-270	\$1,010.00
71-80	\$440.00	171-180	\$740.00	271-280	\$1,040.00
81-90	\$470.00	181-190	\$770.00	281-290	\$1,070.00
91-100	\$500.00	191-200	\$800.00	291-300	\$1,100.00



Free Time and Storage Applications

The rules and charges for storage of equipment on Loup Intermodal brokered loads at rail terminals are outlined in this section. Notification occurs when the equipment is available for pickup from the destination railroad or when a shipment is not in compliance with applicable rules or otherwise has a condition that must be addressed. Upon the expiration of free time (see accessorial schedule), storage charges will begin accruing.

Storage Definitions	Applicable Rules
<p>Notification</p>	<ol style="list-style-type: none"> a. Notification occurs when the equipment is available for outgate from the destination ramp. b. Loup Intermodal may provide notification that the Customer's equipment is available and of any related charges by facsimile, EDI, e-mail, telephone or by website posting. Customers may access notification information electronically by using Loup Intermodal's online tracking and tracing system, Shipment Management, at www.shipstreamline.com. c. Notification prior to 5:00 p.m. (destination ramp's local time) Monday-Saturday is considered same day notification. d. If notification occurs after 5:00 p.m. (destination ramp's local time), the following day is considered the day of notification.
<p>Free Time</p>	<p>Storage free time is the amount of time equipment may remain at a UP or interline facility without incurring storage charges. Unless otherwise stated, storage free time begins at 12:01 a.m. following Loup Intermodal's notification that the equipment is ready for outgate and delivery.</p> <p>Weekends and Holidays</p> <p>Loup Intermodal may arrange for transportation on weekends and as such weekends are included in the free time calculation.</p> <ul style="list-style-type: none"> • If notification occurs on Sunday, that Sunday is not included in the free time calculation
<p>Free Time Exceptions</p>	<p>Limited free time availability for door to ramp freight. Storage will begin to accrue 24 hours from notification at destination ramp.</p>
<p>Storage Charge Exceptions</p>	<ol style="list-style-type: none"> a. For shipments in which Loup Intermodal is unable to secure an appointment for equipment pickup by the dray carrier within the free time prior to notification, Customer will be responsible for storage charges. b. Should a Loup Intermodal drayage provider fail to deliver freight, causing the Customer to incur storage charges, Loup Intermodal will provide the Customer with 2 additional free days from the date of the missed appointment. Should the rescheduled appointment be set after the additional allotted free time, storage will be the Customer's responsibility. c. Appointments that are set prior to notification but outside of free time as a result of dray carrier capacity constraints, Customer will receive 2 additional free days. Should an appointment be acquired after the additional free time, storage will be the Customer's responsibility.

Free Time and Storage Applications (continued)

Storage Definitions	Applicable Rules																				
<p>Storage Charge Exceptions</p>	<p>a. When applicable free time expires the storage charge for all equipment is as follows:</p> <p>i. Equipment Storage at Rail Terminal Day of notification plus 2 free days, then: Days 1-5: \$100 per day Days 6+ : \$200 per day</p> <p>ii. Equipment Storage at Rail Terminal: UP LATC, UP Los Angeles, UP Global 2 (domestic only), UP Portland (Brooklyn), UP Port Laredo (domestic), CP Minneapolis, CSX Miami, CSX Worcester, FEC Miami and FEC Titusville Day of notification plus 1 free day, then: Days 1-5: \$100 per day Days 6+ : \$200 per day</p> <ul style="list-style-type: none"> • <i>If notification time is between Friday 1200 through Saturday 1700 the day of notification is Sunday at the following ramps: UP LATC, UP Los Angeles, UP Global 2 (domestic), UP Portland , UP Port Laredo (domestic)</i> <table border="1" data-bbox="505 865 915 933"> <thead> <tr> <th>FRI</th> <th>SAT</th> <th>SUN</th> <th>MON</th> <th>TUE</th> </tr> </thead> <tbody> <tr> <td>X</td> <td>X</td> <td>NTFY</td> <td>FREE</td> <td>100</td> </tr> </tbody> </table> <p>iii. Equipment storage at the below terminal will not consider Sunday as an exempt day: UP LATC, UP Los Angeles, UP Global 2, UP DIT, UP Kansas City, UP Portland (Brooklyn), UP Port Laredo (domestic)</p> <ul style="list-style-type: none"> • <i>If notification time is between Friday 1200 through Saturday 1700 the day of notification is Saturday at the following ramps: UP Kansas City, UP DIT (international), UP Global 2 (international), UP Port Laredo (international)</i> <table border="1" data-bbox="505 1205 915 1273"> <thead> <tr> <th>FRI</th> <th>SAT</th> <th>SUN</th> <th>MON</th> <th>TUE</th> </tr> </thead> <tbody> <tr> <td>X</td> <td>NTFY</td> <td>FREE</td> <td>FREE</td> <td>100</td> </tr> </tbody> </table>	FRI	SAT	SUN	MON	TUE	X	X	NTFY	FREE	100	FRI	SAT	SUN	MON	TUE	X	NTFY	FREE	FREE	100
	FRI	SAT	SUN	MON	TUE																
X	X	NTFY	FREE	100																	
FRI	SAT	SUN	MON	TUE																	
X	NTFY	FREE	FREE	100																	
<p>b. Storage charges are applied across rail networks beginning upon the expiration of the two days of free time unless otherwise specified.</p> <p>c. Customer will be responsible for payment of all storage charges incurred at destination which will appear on a subsequent invoice.</p> <p>d. Loup Intermodal is unable to guarantee adherence to any particular transit schedule and will not be liable for failure of any shipment to meet a particular schedule, and as such storage charges incurred due to an early or late train arrival will not be waived.</p> <p>e. If equipment failure or commodity related problems such as load shifts or leaking shipments are found to be the Shipper’s responsibility, the Customer will be liable for any storage charges incurred while the shipment remains at railroad facilities.</p>																					

Loup Accessorial Definitions

Dray Related Accessorials

Driver Assist (Load/Unload)

Charge is for labor involved for driver to assist with loading and/or unloading of container. Charge may also apply if driver is required to restack freight due to load shift. (Detention may not be simultaneous).

Driver Count 1 (pallet)

Requires a pallet count at the shipper to verify the pallet count of the load (may also accrue detention simultaneous).

Driver count 2 (pieces)

Requires the driver to give an accurate piece/case count at the shipper to verify the load (Detention may not be simultaneous).

Driver Clean (Sweep)

Driver to sweep out container.

Driver Clean (Wash-out)

Driver to wash out container.

Driver Dunnage Disposal

Driver required cleaning and disposing of dunnage or other non-hazardous materials.

Driver Layover Charge

In the event Loup Intermodal is required to have a driver stay overnight due to excessive wait time which causes the driver to run out of legal operating hours. Power Detention is not applicable during this period but is applicable prior to or after the declaration and approval for the Driver Layover charge.

Driver Shunting

Loup Intermodal driver required to unhook from trailing equipment, hook up to another to reposition it, and then hook back up to original box.

Lumper

Additional help hired to load/unload trailer. Power detention may also apply. If customer issues a com-check no administration fee will apply ; customer is responsible for retrieval of document /receipt from lumper company.

Miscellaneous

Any additional costs incurred by Loup Intermodal and not defined may be charged to customer as a miscellaneous charge.

Night Delivery

Charges may be applicable for moves to cover additional costs to make night deliveries in certain markets.

Power Detention - Live Load / Unload

Charge for tractor time after expiration of standard free time. Two hours free applies for single stop pick-up or delivery. For multi-stop pick-up or delivery, one (1) hour free applies at each stop. Notification will be provided 1/2 hour prior to start of detention.

Power Detention - Drop and Hook

Charge for tractor time after expiration of standard free time. One hour free applies for single stop pick-up or delivery. Notification will be provided 1/2 hour prior to start of detention.

Power Detention – Multi-Stops

Charge for tractor time after expiration of standard free time. One hour free applies at each stop at either pick-up or delivery. Loup Intermodal will adjust appointment windows to accommodate early or late loading or unloading after first appointment, allowing for driver to start applicable detention. Notification will be provided 1/2 hour prior to start of detention.



Loup Accessorial Definitions

Dray Related Accessorials (continued)

Scale Light & Heavy

Driver required to scale equipment prior to and then again upon loading in order to provide a legal tare weight.

Single Scale Charge

Driver required scaling of equipment not located on site.

Stop-off

Additional charge for extra pick up or extra delivery of freight or redirection of tractor while in transit. Also applicable with multi stops in addition to freight charges for each stop.

Tailgating (driver assist)

Charge is for labor involved for repositioning lading from the front of the container to the rear.

Yard pull

Request to have the carrier pull the container to their yard .

Yard Storage (Carrier)

Storage of a loaded container in a carrier's yard (when available, excluding hazardous material and high value loads).

** Failure or refusal by the shipper and/or consignee to sign or notate paperwork does not nullify accessorial charges. **

Overweight and Equipment Related Accessorials

Diversion

Change to consignee location at different destination ramp after container loaded to flatcar at origin.

Dry Run, Truck Order Not Used, Equipment Order Not Used

Driver dispatched for pick up/deliver but Loup Intermodal advised load is not ready, driver is refused or load is canceled after the placement of rail owned equipment which requires a return to retrieve the equipment.

Hazardous Material - Domestic U.S.

Charge to handle Hazardous Materials where origin or destination is in the United States.

Hazardous Material - Mexico or Canada

Charge to handle Hazardous Materials for a pickup or delivery at a Mexican or Canadian location.

High Value Seal Charge

Applies on the domestic shipment of high value electronics.

Mexico Reposition Charge

Charge to reposition equipment in Mexico to support northbound movements with capacity.

Misdeclared Shipment

Loup Intermodal customer moves hazardous, restricted or prohibited commodities as a general freight commodity.

Misuse Charge

Equipment spotted at customer location by Loup Intermodal but used by another carrier with no Loup Intermodal revenue.

Overweight

Load exceeds D.O.T. vehicle weight limits by axle (steers 12,000 lbs, drives 34,000 lbs, tandems 34,000 lbs)and/or by gross weight. (80,000 lbs max) Re-work costs can either be billed by Loup Intermodal to the customer or paid by the customer directly to the re-work facility. Should a load be re-worked and still scale overweight, an additional \$200 is a new occurrence requiring re-work.



Effective June 14, 2018

Loup Accessorial Definitions

Overweight and Equipment Related Accessorials (continued)

Pool Container Repair

All repair cost of containers 5 days past the placement in a loading/pool will be the responsibility of the customer. Any damage not inspected and signed for or c Pool Set-up/Tear-down/Adjustment.

Pool Set-up/Tear-down/Adjustment

Charges associated with establishing or terminating an equipment pool at an approved customer location.

Reconsignment

Change to consignee location at same destination ramp after container grounds at destination ramp.

Redelivery Charge

Cost to redeliver a load to a customer location.

Transloads

Charges applied to loads that must be transferred from one unit to another.

Use of UP Bond

Use of Union Pacific's Bond for international shipments, subject to prior approval by ICSC and Loup Intermodal.

Waybill Correction Fee

Waybill changes or corrections made to tendered load after ingated is subject to a fee.

Ref : UPRR MITA 2-A

Rail and Storage Related Accessorials

Door to Door Per Diem destined to Mexico via San Diego/Otay Mesa/Calexico, CA

All Equipment will be interchanged out of Loup Intermodal account into Intermediary's account by the destination carrier. Interchange will need to be performed within the same day of outgate from the destination ramp. Per Diem charges end when unit is ingated back to the ramp. This process is not applicable for equipment to be used for local US moves. Any fraction of days will be charge for a full day.

Equipment Per Diem

Daily, or portion thereof, cost of rail owned or controlled container use. Any fraction of days will be charge for a full day.

Equipment Storage at Rail Terminal

Charges applied to loads at rail terminals beyond allotted free time.

Origin Ramp Per Diem on Ramp to door service

Equipment that has per diem accrued on the container upon ingating.