

Rule number: 021-1

Rule name: FREE TIME AND PER DIEM IN U.S.A.

Effective date: May 1, 2014

A. Free Time

Unless otherwise specifically provided in service contracts, free time shall commence on the day (Saturday, Sunday and holiday included) the customer picks up the equipment from port facility or carrier's CY, and shall expire at the end of the last day of free time as listed below:

Free time for dry containers, reefer containers and other special containers *(I )and Carrier – provided Chassis:*

Interchange day plus 4 business days

B. Per Diem Charge

Unless otherwise specifically provided in service contracts, during the period when carrier's container is in the custody of the shipper, consignee, or an agent thereof, the following Per Diem Charge shall be assessed for each calendar day (unless otherwise stipulated by State and/or local laws) or fraction thereof commencing from 0001 hours on the first calendar day following expiration of free time until the container is returned to the location designated by the carrier.

A. Dry Container (including 45`HC, non-operating refrigerated containers), open top, flat rack containers without chassis:

1-5 Calendar Days (1st Period): USD 85/Unit Thereafter (2nd Period): USD 100/Unit

Operating refrigerated containers without chassis:

1-5 Calendar Days (1st Period): USD 100/Unit Thereafter (2nd Period): USD 200/Unit

B. Dry Container (including 45`HC, non-operating refrigerated containers), open top, flat rack containers with chassis:

*(C )1-5 Calendar Days (1st Period): USD 105/Unit Thereafter (2nd Period): USD 120/Unit*

Operating refrigerated containers with chassis:

1-5 Calendar Days (1st Period): USD 120/Unit Thereafter (2nd Period): USD 225/Unit

C. Free time and per diem for store door service

Store door free time for live loading/unloading.

Free time for loading/unloading dwell is 2 hours for live loading/unloading. All charges resulting from loading/unloading dwell beyond 2 hours will be assessed at USD85.00 per hour thereafter.

Store door for drop and pick activities:

Additional drays

In the event that carrier is instructed to drop the import load by the consignee, their agent or warehouse and that the empty equipment is not available for immediate return, or, in the event there is one or more empty containers available at the warehouse but there is no immediate import load for delivery to match the empty retrieving from the warehouse, carrier may bill any and all subsequent (resulting from the additional drays / bob-tails) back to the consignee and the consignee is fully responsible for such additional drays.