



A Subsidiary of ATS Logistics, Inc.

MOTOR CARRIER/SHIPPER AGREEMENT

THIS MOTOR CARRIER/SHIPPER AGREEMENT (this "Agreement"), is made and entered into as of the date and time the "Rate Confirmation" is properly executed and received by ATS Intermodal, LLC. The "Rate Confirmation" is a portion of and included within this written agreement. The customer listed within the Rate Confirmation is referred further as ("Shipper"), and ATS Intermodal, LLC, a South Carolina corporation ("Carrier"). Shipper and Carrier are sometimes individually referred to herein as a "Party" and together as the "Parties."

WHEREAS, Shipper desires to hire Carrier to perform motor carrier transportation service for Shipper in accordance with the terms and subject to the conditions of this Agreement;
and

WHEREAS, Carrier desires to perform motor carrier transportation service for Shipper in accordance with the terms and subject to the conditions of this Agreement;

NOW, THEREFORE, for and in consideration of the foregoing premises and the mutual agreements and provisions hereinafter set forth, the Parties hereby mutually agree as follows:

1. Term . This Agreement shall remain in full force and effect for a one (1) year period beginning on the date first written above and continuing thereafter on a year-to year basis. Either Party may terminate this Agreement at any time, with or without cause, upon thirty (30) days' written notice to the other party, unless otherwise specified in this Agreement.
2. Scope of Agreement . Carrier is a motor carrier under 49 U.S.C. 13102(12), is duly registered with the Department of Transportation pursuant to 49 U.S.C. 13902 and 13905 and will provide lawful and responsible transportation service to Shipper under contract. Shipper will tender Carrier freight for transportation. The scope of the service contemplated by the Parties is set forth in Appendix A. Carrier shall be an independent contractor of Shipper. As between the Parties, Carrier shall have the sole and exclusive responsibility for the costs and over the manner in which its employees and/or independent contractors perform the transportation service, including the equipment provided.
3. Rates, Charges, and Payment Terms
 - (a) Shipper shall pay Carrier, within twenty (20) days of the invoice date, the amounts calculated in accordance with the schedule of rates and charges attached hereto as Appendix B, including any written supplements thereto, and as otherwise set forth in this Agreement. No offsets may be taken against invoiced charges. Carrier shall apply Shipper's payment to the amount due for the specified invoice, regardless whether there are earlier unpaid invoices. Carrier may assess a service charge 1% per month (or the highest lawful rate, if less) for any delayed payments.

- (b) On billings to third parties, Shipper, as the contracting party with Carrier will be responsible for all freight and related charges for transportation under this Agreement. As an accommodation to Shipper, Carrier shall bill a third party upon notice on the freight documentation the Parties utilize, but Shipper agrees to guarantee payment and stand as primary debtor. Carrier shall: (i) advise Shipper if third party payment is not made within thirty (30) days of billing; (ii) assign to Shipper any rights Carrier may have to collect freight charges from the third party; and (iii) cooperate with Shipper in any collection proceeding instituted by Shipper, with the understanding that Carrier will be reimbursed reasonable expenses of so doing. Shipper will pay the third party freight bill within thirty (30) days of the assignment provided above.
 - (c) If Shipper does not pay the invoiced amounts, Carrier must commence civil action to recover such invoiced amounts within eighteen (18) months of delivery or tender of delivery of the shipments involved. If Carrier alleges undercharges, or Shipper alleges overcharges, duplicate payment, or over collection, notice of such claims or unidentified payments must be given within 180 days of receipt of the invoice and a civil action or arbitration proceeding must be filed with eighteen (18) months of delivery or tender of delivery of the shipments involved. The processing, investigation, and disposition of overcharge, unidentified payment, duplicate payment, or over collection claims shall be governed by present federal regulations codified at 49 C.F.R. Part 378.
4. Freight Documentation. The terms and conditions of this Agreement shall prevail over those appearing on any other form (s) used by the Parties for the delivery of freight. Any form(s) used by the Parties shall only be used for the purpose of documenting the pick-up and delivery of freight. Either Party, at its option, may supply any document required by or referenced in this Agreement in either paper or electronic form (including, but not limited to, an electronically imaged, faxed, photocopied, or online posted version), and any such version shall be sufficient for all purposes under this Agreement. Unless specifically agreed to by the Parties, any joint movement involving another transportation entity to or from a point outside the U.S. shall not be considered as moving on a "through" bill of lading.
5. Insurance. Carrier shall maintain during the term of this Agreement (a) workers' compensation insurance on all employees, as required by applicable state law, (b) automobile and property damage liability insurance with limits of liability of not less than \$1,000,000.00 per occurrence, (c) cargo insurance to cover damage to or loss of cargo in the amount of \$1,000,000.00 per occurrence, and (d) general liability insurance with limits of liability of not less than \$1,000,000.00 per occurrence. The required insurance shall cover the entire geographic scope in which the Carrier will operate under this Agreement and, as applicable, be "Broad Form." Upon request, Carrier will furnish Shipper with a certificate of insurance from a reputable insurance company evidencing such insurance. Carrier will request that its insurance company provide 30 days' advance notice to Shipper prior to cancellation of such insurance. Neither Party waives any right to subrogation it or its insurers may have arising out of service provided pursuant to this Agreement.

6. Refused Shipment-Warehouseman Liability. If the consignee refuses the lading tendered by Carrier or if Carrier is unable to deliver the lading because of fault or mistake of Shipper or the consignee, or if Shipper advises and instructs Carrier to stop movement of The lading and to hold it in transit, Carrier's liability thereafter immediately shall be that of a warehouseman. The procedures which Carrier agrees to and will take as a warehouseman involve the use of ordinary care to keep the lading in a safe or suitable place or to store the lading properly. Carrier shall (a) attempt to give Shipper notice as soon as possible to the fax listed on this Contract if the foregoing occurs, (b) place the lading in public storage, if available, unless Carrier receives contrary disposition instructions from Shipper within twenty-four (24) hours, and (c) if disposition instructions are not given by Shipper within ten (10) days of Carrier's initial notification to Shipper, Carrier may offer the lading for public sale. In the case of perishable lading, Carrier may dispose of the lading at a time and in a manner Carrier deems appropriate. Shipper will be responsible for storage costs and reasonable costs Carrier incurs in acting as a warehouseman. To the extent any sale or disposal revenues exceed the storage costs and the costs Carrier incurs as a warehouseman, Carrier shall remit the balance to Shipper. If Shipper gives Carrier timely disposition instruction, Carrier shall use any commercially reasonable steps to abide with such instructions. Shipper will pay Carrier's costs and any additional transportation costs Carrier incurs in doing so.

7. Cargo Liability.

- (a) Carrier shall be liable to Shipper for loss or damage to lading occurring while it is in Carrier's possession, except to the extent such loss or damage is caused by an act of God or a public enemy, a public authority, an act of Shipper, or the inherent vice or nature of the lading. Carrier's possession of lading under this Agreement shall begin when Carrier has executed the freight documentation form for such lading and shall terminate upon the lading being tendered for delivery to Shipper's consignee.
- (b) Carrier's liability for cargo loss and damage will be as described in the provisions of 49 U.S.C. 14706. The Parties agree to a released value rate of \$0.50 per cargo pound (freight only) as included within Appendix B to this Agreement. In no event shall carrier be liable in an amount greater than the limits of the cargo insurance required herein.
- (c) Claims for loss or damage to lading must be filed in writing by Shipper within nine (9) months from date of delivery, or scheduled date of delivery of lost lading, or in the absence of a scheduled delivery date, the filing period shall begin after a reasonable time has elapsed for delivery, and a civil suit shall be commenced by Shipper within two (2) years from the date Carrier gives Shipper written notice Carrier is disallowing the claim or any part of it. Claims will be filed and resolved in accordance with federal regulations codified at 49 C.F.R. Part 370.
- (d) The measure of damages for loss of or physical damage to the cargo shall be the shipper's replacement cost. Carrier also shall be liable for the reasonable costs of the Shipper to mitigate its damages, but in no event shall carrier be liable in an

amount greater than \$0.50 per pound or the limits of the cargo insurance required herein, whichever is less.

- (e) In no event shall Carrier be liable to shipper or anyone else for special, incidental, or consequential damages that relate to loss, damage or delay to a shipment, unless Shipper has informed Carrier in written or electronic form, prior to or when tendering a shipment or series of shipment to Carrier, of the potential nature and type of such damages, and Carrier specifically agrees in written or electronic form to accept responsibility for such damages. In no event shall Carrier be liable to Shipper or anyone else for punitive or exemplary damages that relate to loss, damage or delay to a shipment.
8. Sealed Shipment. If Shipper loads and seals the lading in or on the trailer and Carrier does not have the opportunity to count the lading being loaded and the seal is intact upon delivery, Carrier shall be absolved from any liability for shortages or any damage to the lading except when proximately caused by independent action of Carrier. Such absolution of liability will also occur if (i) the seal is broken at the direction and under the supervision of an agent of a body politic, or (ii) trailers are preloaded and the adequacy of loading or count of such trailer is not practical by a representative of Carrier. Carrier agrees that if a seal is broken and an inspection made by an agent of a body politic, its operator or other representative will take all reasonable steps to secure the count, safety, and integrity of the lading. These steps will include requesting that the body politic reseal the trailer and/or make appropriate notation on the freight documentation form. Carrier may break the seal on a trailer if, upon Carrier's determination or that of its operator or other representative, it becomes reasonably necessary to do so to inspect, reposition, or protect the lading or Carrier's equipment or to comply with federal, state, municipal, or provincial laws, rules and regulations. Shipper's consignee may not refuse delivery of a shipment solely because the seal on a trailer is broken.
9. Salvage. Shipper will have the right reasonably to determine to repair, repackage, salvage, or scrap damaged lading. If Shipper elects to salvage lading, Shipper shall notify Carrier to return the lading to Shipper or allow Carrier to dispose of the lading. If salvage is sought, at least two independent bids shall be obtained, and the highest bid accepted. Any monies received in salvage, whether accomplished by Carrier or Shipper, will be credited, if applicable, against any amount Carrier may otherwise be responsible for in terms of the damages. Shipper may condition salvage upon the removal of all identifying marks or labels or the lading being permanently marked as "damaged" or with a similar notation. If Carrier is retained by Shipper to return the damaged lading for repair, salvage, or scrapping, Shipper agrees to pay Carrier freight charges otherwise provided in this Agreement, or at a negotiated rate to be reduced to writing, without prejudice to recovery of such freight charges as damages. Damaged lading will not be scrapped unless repair and/or salvage is not feasible. If Carrier salvages the lading, Carrier may bill a reasonable charge for doing so against salvage receipts.
10. Indemnification
- (a) Carrier shall defend, indemnify, and hold Shipper and its employees and agents

harmless from and against all claims, liabilities, losses, damages, fines, penalties payments, costs, and expenses (including, without limitation, reasonable legal fees) caused by and resulting from (i) the negligence or intentional misconduct of Carrier or its employees or agents, or (ii) Carrier's or its employees' or agents' violation of applicable laws or regulations.

- (b) Shipper shall defend, indemnify, and hold Carrier and its employees and agents harmless from and against all claims, liabilities, losses, damages, fines, penalties, payments, costs, and expenses (including, without limitation, reasonable legal fees) caused by and resulting from (i) the negligence or intentional misconduct of Shipper, its employees, or agents, or (ii) Shipper's or its employees' or agents' violation of applicable laws or regulations.
- (c) In the events such claims, liabilities, losses, damages, fines, penalties, payment costs, and expenses (including, without limitation, reasonable legal fees) are caused by the joint and concurrent negligence of the Parties, or the Parties and a third party, the indemnity obligations for such claims, liabilities, losses, damages, fines, penalties, payments, costs, and expenses (including, without limitation, reasonable legal fees) shall be borne by each Party in proportion to its degree of fault.
- (d) In no event shall either Party be liable to the other under this Section 10 to the extent damages are incidental, consequential, special, punitive, or exemplary. Any indemnified party under this Section 10 shall promptly tender the defense of any claim to the indemnifying Party. Carrier's liability for cargo damage shall be governed by Section 7 above.

11. Hazardous Materials. No shipments containing hazardous materials shall be tendered for transportation unless approved by ATS Management. Contact K.C. Sanders at 800-968-8546 or 843-308-6121 for approval.

12. Legal Restraint of Force Majeure. In the event performance by one Party is affected by any cause beyond the reasonable control of such Party, including without limitation, fire, labor strife, riot, war, weather conditions, acts of the public enemy, acts of God, acts of terrorism, local or national disruptions to transportation networks or operations, material, equipment repairs, fuel shortages, governmental regulations, or governmental request or requisition for national defense, and provided that the applicable cause is not attributable to the acts or omissions of such Party, and such Party is taking reasonable measures to remove or mitigate the effects of the applicable cause, then the running of all periods of time mentioned herein and the performance of all obligations required herein shall be suspended during the continuance of such interruption, and such Party shall promptly notify the other Party of such interruption. Such period of suspension shall not in any way invalidate this Agreement, but on resumption of operations, any affected performance by such Party shall be resumed. Carrier shall be permitted an extension period equal to the period of suspension to complete shipments adversely affected by the suspension. No liability shall be incurred by either Party for damages resulting from such suspensions.

13. Business and Employment Opportunity. Shipper agrees to notify Carrier forty-eight (48) hours before tendering any load that would subject Carrier to regulation under any non-discrimination laws, rules, orders, and regulations of governmental authorities, including, but not limited to, Title VII of the Civil Rights Act of 1964, as amended, Executive Order 11246, and the rules and regulations promulgated thereunder, the Rehabilitation Act of 1973, and the Vietnam Era Veterans Readjustment Act of 1974. If Carrier accepts such a load, the Parties agree to comply with any applicable non-discrimination laws, rules, orders, and regulations.
14. Notices. Any notice required or permitted to be given under this Agreement, unless otherwise indicated, shall be deemed sufficiently given if it is delivered by hand or sent by prepaid mail, registered or certified, return receipt requested, by a nationally recognized overnight courier, or facsimile transmission (with confirming copy sent first class mail) if sent to the address or fax number and to the attention of the individual noted in the signatory provision hereof.
15. Captions. The captions set forth in the Agreement are for convenience only and shall not be considered a part of this Agreement nor affect in any way the meaning of the terms and provisions hereof.
16. Successors and Assigns; Other Parties. This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective successors and assigns. This Agreement may not be assigned by either Party without the written consent of the other Party, except to any wholly-owned subsidiary of such Party and, except in the case of Carrier, an assignment in connection with the sale of substantially all of the assets of Carrier or merger by Carrier with or into another entity.
17. Entire Agreement. This Agreement and the attached Appendices constitutes the entire agreement between the Parties hereto and supersedes all prior agreements, representations, warranties, statements, promises, information, arrangements, and understandings, whether oral, written, expressed, or implied, with respect to the subject matter hereof.
18. Amendments. No amendment or modification of the terms of this Agreement shall be binding unless in writing and signed by the Parties.
19. Severability. Any term or provision of this Agreement that is held to be invalid or unenforceable in any jurisdiction shall, as to such jurisdiction, be ineffective to the extent of such invalidity or unenforceability without rendering invalid or unenforceable the remaining terms and provisions of the Agreement or affecting the validity or enforceability of any of the terms or provisions of this Agreement in any other jurisdiction.
20. Waiver. No waiver of any right, power, or privilege hereunder shall be binding upon any Party unless in writing and signed by or on behalf of the Party against which the waiver is asserted.

21. Counterparts. This Agreement may be executed in one or more counterparts, any or all of which shall constitute one and the same instrument.
22. Governing Law. The Parties desire that the provisions of this Agreement will have precedence over any federal or state provisions governing or dealing with the specific provisions of this Agreement. The Parties agree that pursuant to 49 U.S.C. 14104 (b) (1) they expressly waive any and all rights and remedies under the Interstate Commerce Commission Termination Act and Interstate Commerce Act as amended, and regulations promulgated thereunder, including Part B of Subtitle IV Interstate Transportation, 49 U.S.C. 13101, et seq, as well as State transportation statutes (the "Acts") that are inconsistent with the provisions of this Agreement. No party shall challenge any provision of this Agreement on the ground that any such provision or provisions violates the waived rights and remedies under the Acts. To the extent no conflicts exist with this Agreement or federal law, the law of the State of South Carolina shall apply.
23. Dispute Resolution The Parties agree that this Agreement is being entered into in good faith and that if a dispute arises in its application or interpretation that:
- (a) They shall attempt to resolve said dispute between themselves or upon mutual agreement by the intervention of an experienced mediator and upon the terms and cost allocation agreed upon.
 - (b) If a dispute is not resolved voluntarily, good faith considerations shall be given to submitting the dispute to final and binding arbitration under the Commercial Rules of the American Arbitration Association before a single arbitrator at a point mutually agreed upon or if no point is agreed upon at the offices of the Association which is approximately equal distance from the headquarters of the Parties.
 - (c) If arbitration is not agreed to, or if the dispute involves a remedy not otherwise available in arbitration such as, but not limited to, injunctions, criminal penalties, or certain equitable relief, civil action may be pursued subject to the following: (i) jury trials are waived by the Parties; (ii) service by certified mail to the persons specified as being entitled to notice under this Agreement and to the address shown shall constitute valid and binding service of process; and (iii) jurisdictional issues as to state or federal jurisdiction and forum non-convenes are not waived.
24. Venue. Any suit relating to this contract must be filed in the state or federal courts governing Charleston County, South Carolina.
25. Confidentiality. The Parties shall keep in confidence and not disclose to any third party (a) the terms of this Agreement, and (b) any confidential or proprietary information either learns about the other Party, such as, but not limited to, the rates, value, origin, destination, or consignee of any shipment made hereunder. The Parties may disclose such terms and information to the extent required by law, to obtain financing, to substitute service providers to the extent necessary to provide such substitute service, or to auditors retained

for the purpose of assessing the accuracy of freight bills.

- 26. No Use of Name. Neither Party may use the other's name, trademarks, or trade names, or those of its subsidiaries or affiliates, in any manner, especially advertising, without the other's expressed written consent, which may be withheld in such Party's sole discretion.
- 27. Compliance with Laws and Regulations. The Parties shall at all times comply with all applicable federal, state, municipal, and provincial laws, rules and regulations including, but not limited to , the federal and state safety regulations. To the extent this Agreement or any services provided hereunder shall conflict with such laws, rules, and regulations, this Agreement and the services provided hereunder shall be modified to comply with such laws, rules, and regulations, and the Parties shall not be deemed in breach of this Agreement or suffer any liability or penalty for compliance with such laws, rules, and regulations. In the event Carrier, through no fault of its own, is delayed or removed from service by or because of an inspection by any body politic, Carrier shall not be deemed in breach of this Agreement, nor shall it suffer any liability or penalty under the terms of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed by a duly authorized officer effective as of the date first above written.

CARRIER: ATS Intermodal, LLC

SHIPPER:

Name: _____

Name: _____

By: _____

By: _____

Title: _____

Title: _____

Dated: _____

Dated: _____

INFORMATION FOR NOTICES

Address: 2465 Air Park Rd.
Charleston, SC 29406

Address: _____

Phone: 843-308-6121

Phone: _____

Fax: 843-308-6122

Fax: _____

Attention: _____

Attention: _____

APPENDIX A

SCOPE OF SERVICE

1. This Agreement for Transportation will primarily govern the transport of intermodal containers.
2. The equipment used in performing transportation services will be the type of equipment normally utilized for transporting intermodal containers or general freight. Limited movement of Hazmat Material based on commodity classifications.
3. Freight bills will be forwarded electronically or via regular mail to the shipper, and payment will be expected within twenty (20) days of the invoice date.

APPENDIX B

FREIGHT CHARGES - CARGO LIABILITY LIMIT ACCESSORIAL AND MISCELLANEOUS CHARGES

1. Basic Freight Charges. The Parties agree that Carrier shall be paid for its transportation services in accordance with the attached price list or individual rate sheet, which can only be changed by the written agreement of the Parties. The attached price list applies only to the commodities identified in this Agreement and assumes that Shipper will tender and Carrier will transport only those commodities. If no commodities are specifically identified in this Agreement, Shipper shall notify Carrier at least twenty-four (24) hours before the time of tendering a load that has a value exceeding the limits of cargo coverage required under this Agreement, and Carrier shall have the right to refuse any such load.
2. Cargo Liability Limit. Shipper/Carrier agree on a cargo released value of \$0.50 (fifty cents) per cargo pound (freight only). Motor Carrier, in no way, will be responsible to Shipper for monetary value in excess of \$.050 (fifty cents) per cargo pound. In no event will the carrier be liable in an amount greater than the limits of the cargo insurance required within the Motor Carrier/Shipper Agreement.
3. Mileage Computation. If any payment is specifically based on a mileage basis, mileage will be determined by the practical mileage route determined by the following software: PC Miler, version 18. New versions of this software will not automatically be adopted under this Agreement, and must be specifically agreed to by the Parties in writing.

If governmental restrictions prescribe specific routes to be used or avoided because of the size and/or weight of the shipment, the nature of the lading being transported, or there exist unusual road conditions, Shipper will pay the additional mileage required to complete delivery. If freight charges are not described on a mileage basis, the following mileage charge may be assessed by Carrier for excess mileage: \$1.50 per mile.

4. Fuel Surcharge. Freight charges will be subject to a fuel surcharge, which will be billed as a separate charge on freight bills. The charge will be adjusted up or down each Tuesday by the percentage adjustment listed on the matrix attached as Appendix C.
5. Payments. All payments, whether involving a domestic or international shipment shall be made in U.S. currency and at U.S. rate of exchange. Net due within twenty (20) days of invoice date.
6. Detention of Trailer with Tractor. Upon Carrier's offering of a trailer with tractor for loading or unloading, Shipper or Shipper's consignee, as the case may be, shall be

allowed, without charge, two (2) hours to complete such loading or unloading and release the equipment for dispatch. If Shipper or Shipper's consignee fails to complete the loading or unloading and release the equipment for dispatch within the two (2) hour period, Shipper shall pay Carrier a detention charge of \$100.00 per hour for each hour or fraction thereof in excess of the one (1) hour period. Shipper shall use the trailer with tractor for the sole purpose of loading and/or unloading the lading within the scope of this Agreement.

7. Tractor Ordered and Not Used. If Shipper requests a tractor with operator be made available and cancels its request prior to dispatch, Shipper shall pay Carrier a charge of \$150.00. Shipper is responsible for the full quoted amount on all dispatched tractors, regardless of notice to cancel after dispatch.
8. Determination of Detention Period. For purposes of determining the number of hours and/or days that a tractor, trailer, or operator is detained by Shipper or Shipper's consignee for loading or unloading, Carrier may use, in its reasonable discretion, any reliable method of determining the date and time that a tractor, trailer, or operator is offered for loading or unloading including, without limitation, a signed bill of lading or delivery receipt.
9. Reconsignment. If Shipper reconsigns or otherwise changes the destination of a shipment prior to delivery, the applicable rate shall be the rate that would be applied had Carrier been originally directed to deliver the shipment to the new destination via the location where the shipment was located at the time it was reconsigned, plus a reconsignment charge equal to the greater of \$75.00 or \$1.50 per additional mile required by virtue of the reconsignment. If a shipment is reconsigned or otherwise assigned a new destination at the time of delivery, the applicable rate shall be the rate that would apply to a new shipment from the point of delivery to the new destination, and Carrier shall bill for the reconsigned shipment as though it were two separate deliveries.
10. In-Transit Stop-Off / Drop Charges. A single shipment may be stopped at the direction of Shipper for partial loading or partial unloading; provided, however, that in the event of any in-transit stop at the direction of Shipper or Shipper's consignee, Shipper shall pay Carrier, in addition to other freight charges due (a) \$75.00 for the 1st stop-off; (b) \$100.00 for a second stop-off; (c) \$150.00 for a third stop-off.
11. Excess Weight Charge. Carrier will assess a \$25.00 per container additional fee for any local container drayage move in excess of 47,000 lbs. (Charleston Tri-County area only)
12. Scaling a Container. Carrier will assess a \$50.00 per container + Cost of Scale Tickets to the appropriate local drayage fee to scale a container.
13. Permits. Carrier shall secure any permits for any over-dimensional or overweight load and Shipper agrees that Carrier may bill Shipper the actual cost of any permits or those costs for the use of any required escort vehicles. If the over-dimensional or overweight movement requires the payment of tolls over normal truckload tolls, Shipper shall absorb the difference in charges.
14. Forwarding and Documentation Services. On any international or coastal intermodal

service, Shipper shall be responsible for any costs involved in forwarding and documentation services.

15. Split Pickups on Shipper Premises. If Carrier is required to make pickups at two or more sites on a premise, an additional charge of \$50.00 per pickup, exclusive of the initial pickup will be assessed to Shipper.
16. Movement Under certain or Special Bonds or Special Permits. If shipper tenders a shipment moving under a Custom Bond, Carrier shall charge Shipper \$10.00. If a body politic requires a bond or special permit, Carrier will assess the cost of such bond or permit to Shipper.
17. Per Diem. Carrier requires a 48-hour notice via e-mail or fax to pickup any steamship line equipment (whether for loading or unloading). This means should Carrier be notified on a Thursday that equipment is ready for pick up, Carrier will assure its return to the port no later than the following Monday. However, Carrier will not be responsible for per diem charges resulting from equipment sitting over a weekend or holiday period. If Carrier has to drop and hook any equipment at client's designated facility, Carrier will monitor the equipment and if the equipment should go into a per diem status, the Carrier will immediately invoice Shipper for those charges and it will be the responsibility of the Shipper to pay these charges within the agreed upon payment terms. Per diem charges will be invoiced and posted separately from freight charges.
18. Demurrage. 48-hour notification is required for pick up of import loads from the port or rail. Notification must be in the form of a faxed delivery order or e-mail. This notification must include the last day of free time.
19. USDA-US Customs Live Inspection. Carrier will assess an additional \$85.00 per container fee, plus fuel surcharge, for draying container locally to USDA facility.
20. USDA - US Customs Drop & Return Inspection. Carrier will assess an additional \$170.00 fee per container, plus fuel surcharge, for draying a container to USDA facility.
21. Local Container Drayage Charges. Carrier will assess a \$75.00 per container additional fee, plus fuel surcharge, in completing a one-way local container drayage from steamship line terminal yard to Carrier's container yard.

Carrier will assess a \$40.00 per container, per day; additional fee for each container, that Shipper instructs Carrier to hold in storage on the Carrier's property. This charge will commence from the day of pick up until the day prior to delivery.

Carrier will assess a \$75.00 per container additional fee, plus fuel surcharge, for each one-way local container drayage move that carrier is required to bobtail in order to pick up an empty container at the Shipper's facility.

Carrier will assess a \$100.00 per container additional fee for the handling of a loaded or empty refrigerated container that must be picked up from the port terminal.

APPENDIX C
FUEL SURCHARGE PROGRAM

The fuel surcharge shall be determined by reference to (i) the U.S. Department of Energy ("DOE") diesel fuel price associated with the Lower Atlantic Region. This rate is posted each Tuesday of the week. Based on this average, the below chart will be used to determine the fuel surcharge applicable to any shipments completed within a given week.. The national average diesel fuel price can be found on the Internet at the web site www.eia.doe.gov.

The following schedule will apply:

<u>DOE Price</u>	<u>Surcharge</u>
Up to \$1.99	None
\$2.00 to \$2.06	13 %
\$2.07 to \$2.13	14%
\$2.14 to \$2.20	15%
\$2.21 to \$2.27	16%
\$2.28 to \$2.34	17%
\$2.35 to \$2.41	18%
\$2.42 to \$2.48	19%
\$2.49 to \$2.55	20%
\$2.56 to \$2.62	21%
\$2.63 to \$2.69	22%
\$2.70 to \$2.76	23%
\$2.77 to \$2.83	24%
\$2.84 to \$2.90	25%
\$2.91 to \$2.97	26%
\$2.98 to \$3.04	27%
\$3.05 to \$3.11	28%
\$3.12 to \$3.18	29%
\$3.19 to \$3.25	30%
\$3.26 to \$3.32	31%
\$3.33 to \$3.39	32%
\$3.40 to \$3.46	33%
\$3.47 to \$3.53	34%

The same formula will be used should the index reach or exceed \$3.54. Adjustments will be made each Tuesday based upon the weekly DOE price.