

In 2019, the TIA Intermodal Logistics Conference developed the following outline on intermodal accessorials to help educate all parties involved in intermodal business transactions. Similar to other modes intermodal accessorials are incurred while performing freight services that go above and beyond the general transaction. Shippers are often unaware and question what accessorials could be measured on specific loads, how those charges are developed and assessed, what drives the charge, how much to charge, and ways to avoid the charge. Like most things, knowledge is the key to addressing and dealing with accessorial charges on intermodal loads. This outline provides a brief overview of the typically accessorial charges seen in the marketplace for intermodal specific shipments. It is imperative to having a working knowledge of these charges, because ultimately accessorial charges can affect the transportation budget of the party responsible for paying the freight bill.

### Rail & Storage Related Accessorials

1. Equipment Per Diem (Daily or portion thereof, cost of equipment provider or controlled container and chassis use).
2. Equipment Storage at Rail Terminal (Charges applied to loads at rail terminal beyond allotted free time).
3. Ramp reversal (charge occurs when a load is in gated but not loaded on a flat car and needs to be pulled out of the ramp)

### Dray Related Accessorials

1. Detention (Live load/unload or Power Detention drop/hook).
2. Stop-Off (Charge for extra pickup or deliver, multi-stops).
3. Driver Layover (For example, but not limited to, a driver required to stay overnight due to HOS issues).
4. Dry Run Truck Order Not Used, Equipment Order Not Used (Drive dispatched for pick up/delivery, but carrier advised that the load is not ready, drivers refused or load is cancelled after the placement of rail owned equipment which requires a return to retrieve the rail owned equipment).
5. Yard Pulls (Carrier pulls container to their terminal/yard).
6. Driver Assist (Load/Unload).
7. Driver Count (Pallets and/or Pieces).
8. Driver Clean (Sweep or wash out of a container).
9. Lumper Service (Additional help hired to either load/unload a container).
10. Dunnage Removal (Driver removes and disposes of dunnage/packaging material left in the container)

### Overweight & Equipment Related Accessorials

1. Light & Heavy Scale Charges (shipper required scaling at origin/destination)
2. Diversion (Change in consignee location after routing already planned).
3. Misuse Charge (For example but not limited to, equipment spotted at customer location by Carrier A but used instead by Carrier B).
4. Overweight Containers Charges (charges related to the overweight: rework, out of route miles, etc.)
5. Pool Set-up/Tear down/Adjustment (Charges associated with establishing or terminating an equipment pool at a customer location).
6. Transload/Rework (charges that could be related to an overweight situation, load shift or related to an equipment breakdown)