



ACCESSORIAL DEFINITIONS

Airport Drops/Transfers (MKE):	This fee is for when freight is on our dock and waiting for documents. Sometimes freight has to be labeled and then transfer to an airline.
Airport Drops/Transfers (MSP):	This fee is for when freight is on our dock and waiting for documents. Sometimes freight has to be labeled and then transfer to an airline.
Airport Drops/Transfers (ORD):	This fee is for when freight is on our dock and waiting for documents. Sometimes freight has to be labeled and then transfer to an airline.
Airport Surcharge (ORD):	This fee is for when any freight is picked up or delivered to ORD airport due to excessive waiting
Beyond Service Area:	This fee is for any non-direct areas that we service by request
CFS (Container Freight Stations) Fee:	This fee is for the increased waiting times we incur when picking up/delivering to/from ocean warehouses.
C.O.D. Fees:	This is a liability issue. Aim is required to collect the C.O.D. amount from the customer. This is for handling the money and making sure the proper parties are being paid. COD= Cash on Delivery
Consolidation Billing Fee:	Consolidated billing fee is for when the freight is pickup at the same place, same time and deliver to the same place at the same time. A fee is charged because individual pros still need to be cut to move the freight and there is a cost for that labor. This fee will only be charged with prio approval and documentation in our rating instruction screen.
Convention Centers Pickups or Deliveries:	This charge is directly related to the difficulty and time related to finding the correct person at the convention center. This freight usually is extremely far from where the dock is located, if there is even a dock.
Cross-Dock Fee:	This fee is needed to help pay for the equipment and maintenance that is required to handle the freight. This fee is also needed to pay for the cost of time needed to accomplish moving the freight from one truck to another or truck to dock. After 5 calendar days storage would apply.
Devanning Fee:	This fee is for the labor of the dock person unloading the container.
Dimensional Weight:	Our rates are based on weight. When something is very light and it takes up more space on the truck than its weight reflects, our charge would we be based on size not actual weight. $L \times W \times H / 194$
Domestic Air Freight Routing Fee:	This fee is needed to a pay for the costs involved in routing and preparing the bills. There are usually long distance phone calls that are needed and time spent getting directions from the domestic forwarders as how to route the freight. It usually means that the freight needs to be labeled. There is also the liability issue of possibly routing the freight incorrectly.
Document Fee:	This fee is for customers not on SWOOP invoicing and request supporting documentation with their mailed invoice.
Electric Pallet Jack Fee:	This fee is charged to pay for the electric pallet jack that would be required to move heavy freight that a regular pallet jack could not handle.

Exam Fee:

This fee is needed to pay for the time it takes to accomplish an exam for customs. The freight must be located and shown to customs and most of the time it is opened and must be retaped. The rate difference between LCL and a full container is because a full container just takes longer to inspect. There is also time needed to bring the container into a door and then return it back to the yard when the inspection is done.

Excess Valuation Rates:

Tax-Air has established and maintained rates which are dependent upon value - known as declared or released valuation rates. In order to provide the lowest rate possible, a shipment has a declared or released value of 50 cents per pound (or \$50.00 per shipment) and becomes the measure of Tax-Air's maximum liability of the property transported. Therefore, in the event of loss or damage, the amount recoverable would be limited to 50 cents per pound, unless a value in excess of the released valuation is declared and the corresponding charge of 70 cents per \$100.00 is assessed. The purpose of the declared or released valuation rate and alternative excess valuation charge is to provide two rates proportioned to the amount of risk.

Grocery Warehouse Pickups or Deliveries:

It generally takes much more time to deliver to grocery warehouses than to a normal customer. There is waiting time involved and in most cases requires to be sorted and segregated.

Hazardous Material Handling Fee:

This fee is needed for the cost of training our drivers and employees that must handle the freight and or paperwork. It also pays for the cost of the haz mat section in the warehouse, the cost of installing and maintaining the placard holders on all our vehicles and the cost of the placards.

Illinois Toll Fee:

This fee is charged for IL Toll Ways. See www.taxair.com for complete listing.

Import Pickup Attempt Fee:

This fee will be charged on import pickups after the first attempt to pickup at an airline or ocean warehouse

Inside / Non-Dock Pickups or Deliveries:

This charge is directly related to the fact that it takes more time to deliver or pickup a customer's freight that does not have a dock and must go inside. An inside is just over the threshold. There is an extra charge for elevators and stairs. A delivery inside a garage should NOT be charged as an inside delivery.

IT Handling Fee (Ocean):

This fee is for handling ocean import documentation. The paperwork must be torn down, entered into the computer and taken over to Customs for processing.

Lift Gate Fee:

More money is needed for a liftgate truck because liftgates on trucks cost more than trucks without liftgates. There is more time needed to make a liftgate delivery or pickup. There is also additional maintenance for a liftgate truck.

All Direct Service Points (Straight Truck) \$50.00

All Direct Service Points (Tractor Trailer) \$75.00

All Non-Direct Service Points - customer is required to call for a quote.

Limited Access Fee:

This fee is for any pickups or deliveries to/from military bases.

Linear Foot Charge:

This fee is for any shipment that occupies, requires, or utilizes a linear length of 24 feet or more in a trailer (or 12 skid spots) and weighs less than 20,000 lbs, will be considered a trailer loaded to capacity and subject to fee. Additionally, a shipment weighing 20,000 lbs or more will also be considered a trailer loaded to capacity and subject to the fee.

Load or Unload Time:

This fee would be charged when a driver is in a dock door waiting to be loaded or unloaded and exceeds the 30 minutes free time for LTL and 1 hour for TL. This fee also applies to time spent hand unloading freight.

On Hand Notification Fee:

This fee is for the re-weigh, dims and to send on hand receipt with all supporting documentation to the customer.

Opening Up Facility Fee:	This fee is needed to pay an employee's time to open a facility for any reason. The only time Tax-Air is not open is on holidays and some periods during the weekends. Anytime an employee is brought in during closed hours a premium is paid to the employee.
Oversize Fee:	This fee is for any piece with one dimension at or over 120 inches. Does not apply on Exclusive Use, Linear Foot, or Truckload Shipments.
Pallet Exchange Fee(PFE):	This fee is for air and ocean imports when pallets are required at time of pickup. The pallet is supplied and should be given back from the consignee at time of delivery. When the pallet isn't given back the PFE fee applies.
Pallet Fee:	This fee applies for imports or when a customer requests us to supply a pallet on a shipment.
Pallet & Wrap Fee:	This fee is for supplies and labor when a customer requests freight to be put on a pallet and wrapped.
Pickup Attempt Fee:	This fee is needed for the additional time involved in driving to the pickup location, trying to locate a decision maker and then returning to the service area with no freight.
Reconsignment Fee:	This fee is needed to pay for the time and inconvenience of reconsigning freight. This fee is charged if the freight is reconsigned to another location and can be delivered by the same driver, same day with minimal interruption to the drivers route.
Redelivery Fee:	This fee is for the cost to re-deliver the freight from the delivering terminal to the consignee. This freight is normally brought back to a terminal and put on another truck for re-delivery the following day. There is an additional cost for our driver to make the remaining deliveries and pickups with this freight still on the truck. Additionally it takes up potential pickup space.
Residential Pickups or Deliveries:	When delivering to a residence or business out of the home there are liability issues such as driving on the customers driveway or bringing freight on the property and possibly damaging something. When delivering to a residential area there is also less possibilities of delivering to multiple customers in the same area. These are all cost related issues.
Reweight Fee:	This fee is for the cost to re-weigh the freight to ensure proper loading and load-planning.
School/University, Hotel, Mall, Hospital, Farm, Non-Business Pickups or Delivery Fee:	This fee applies for schools and university, hotels, malls, hospitals, farms, non-business, or other similar location deliveries for scheduling delivery times, getting contacts, directions, etc. Inside pickup or delivery fees and residential pickup fees may apply.
Storage Fee:	This fee is needed to pay for the dock space needed to store the freight. Dock space is very expensive. There is also the issue of liability. The longer the freight sits on our dock, the more likely it is going to get damaged. Storage will start after 4 calendar days and not including the first applicable weekend.
Time Specific Fee:	This fee is for deliveries requiring If the freight requires an appointment for the 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.
Terminal Service Fee (Air):	This fee is for handling air import documentation. The paperwork must be torn down, entered into the computer and taken over to Customs for processing.
Trailer Detention:	This fee is needed to pay for the cost of the trailer out of service.
Two-Man Pickup or Delivery Fee:	This fee is directly related to the cost of an additional person to accomplish the delivery. A second person must be sent from the terminal to the point of pickup or delivery. There is a cost of the time to get there, load/unload and to return back to the terminal. Residential, inside and or liftgate charges may apply.

Uncrating/Unpacking/Removal and/or Disposal of Packaging Materials:

This fee is needed to pay for the time it takes to do the actual uncrating/unpacking/removal and disposal of packing materials. Tax-Air will have to pay a disposal company a certain amount of money to dispose of our own garbage, if there is extra materials to be disposed of Tax-Air would be charged extra.

Waiting time:

This fee is needed to pay for the extra time it takes to make the pick-up or delivery. A standard dock pickup or delivery should not take more than 30 minutes. Truckloads get 1 hour. Any time over and above this time limit needs to be paid for.