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# Wiseway Transportation Services

Publish Date: 4/6/08

## WWMF 100 Rules Tariff

Item 2170 Detention - Vehicles Without Power Units (Trailer Spotting)

Section 01

Effective Jan/01/08

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This item applies when Carrier's vehicles without power units are delayed or detained on the premises of Shipper, Consignee, or on other premises designated by them, or as close thereto as conditions will permit. For the purpose of this item, the terms "spotting" and "dropping" are considered to be synonymous and are used interchangeably.

### Section 1 - General Provisions

1. Subject to the availability of equipment, Carrier may spot empty or loaded trailers for loading or unloading on the premises of Shipper, Consignee, or on other premises designated by them, or as close thereto as conditions will permit.
2. Loading or unloading will be performed by Shipper, Consignee, or other party designated by them. When Carrier's employee assists in loading, unloading, or checking the freight, the detention provisions governing vehicles with power units will apply. In the case of spotting for loading the bill of lading must show "Shipper Load and Count."
3. Carrier responsibility for safeguarding shipments loaded into trailers spotted under the provisions of this item shall begin when loading has been completed and possession thereof is taken by the Carrier.
4. Carrier responsibility for safeguarding shipments unloaded from trailers spotted under the provisions of this item shall cease when the trailer is spotted at or on the site designated by Consignee.
5. Free time for each vehicle will be as provided in Section 2. After the expiration of free time charges will be assessed as provided in Section 3.
6. The detention charges due the Carrier will be assessed against the Shipper in the case of spotting for loading and against the Consignee in the case of spotting for unloading irrespective of whether freight charges are prepaid or collect.
7. Nothing in this item shall require a Carrier to pick up or deliver spotted trailers at hours other than Carrier's normal business hours. This shall not be construed as a restriction on Carrier's ability to pick up or deliver spotted trailers at hours other than its normal business hours.

### Section 2 - Computation of Free Time

1. Spotted trailer will be allowed 24 consecutive hours of free time for loading or unloading. For trailers spotted for unloading, such time shall commence at the time of placement of the trailer at the site designated by Consignee, or other party designated by Consignee. For trailers spotted for loading, such time shall commence when the trailer is spotted at the site specifically designated by the Shipper or a party designated by Shipper.
  2. Termination of spotting and notification:
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- A. Shipper, Consignee, or other party designated by them shall notify Carrier when loading or unloading has been completed and the trailer is available for pickup. The trailer will be deemed to be spotted and detention charges will accrue until such time as the Carrier receives notification.
- B. When a spotted trailer is changed to a vehicle with power at the request of Shipper, Consignee, or other party designated by them, the free time and detention charges will be applied as follows:
  - 1. If the change is requested and made before the expiration of free time for a spotted trailer, free time will cease immediately at the time the request is made, and detention charges for vehicles with power will immediately commence with no further free time allowed.
  - 2. If the change is requested and made after the expiration of free time for a spotted trailer, free time and detention charges will be on the basis of a spotted trailer up to the time the change was requested. In addition thereto, the vehicle will immediately be charged detention for a vehicle with power with no further free time allowed.
- 3. Prearranged scheduling:
  - A. Upon reasonable request of Shipper, Consignee, or others designated by them, Carrier may, without additional charge, enter into a prearranged schedule for the arrival of trailers for spotting.
  - B. If Carrier's vehicle arrives later than the scheduled time, time shall begin to run from actual time spotting commences.
  - C. If Carrier's vehicle arrives prior to scheduled time, time shall begin to run from the scheduled time or actual time spotting commences, whichever is earlier.

Section 3 - Charges

- 1. After the expiration of free time as provided in this item, charges for detaining a trailer will be (BELOW), excluding non-business days:

Charge Per 24-hour Period After Free Time:

\$85.00

NOTE A: No additional charge will be made for picking up trailers spotted under this item when such pickup can be performed within 30 minutes after arrival of driver and power unit at premises of Shipper, Consignee, or other party designated by them. When a delay of more than 30 minutes is encountered, detention charges for vehicles with power will commence from the time of arrival as specified in Item 2160.

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Section 4 - Leased Equipment

1. The provisions and charges for the detention of vehicles without power units will also apply to equipment owned by steamship lines, railroads or third party leasing companies.
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