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<b>Coverage</b>	All origins	Los Angeles (Fenix Marine Terminal)	Los Angeles (Fenix Marine Terminal)	Chicago, Memphis, Dallas, Kansas City, New York	Chicago, Memphis, Kansas City, Dallas & New York	Chicago, Memphis, Kansas City, Dallas & New York																																																	
<b>Applicable container size</b>	All sizes (incl. reefers)	40'ST / 40'HC / 45'HC (max 14MT gw) (incl. Non-Operating Reefer)	40'ST / 40'HC / 45'HC (max 14MT gw) (incl. Non-Operating Reefer)	40'ST / 40'HC (max 14MT gw) (incl. Non-Operating Reefer & Shipper-Owned Container)	40'ST / 40'HC (max 14MT gw) (incl. Non-Operating Reefer & Shipper-Owned Container)	40'ST / 40'HC / 45'HC (incl. Non-Operating Reefer & Shipper-Owned Container)																																																	
 <b>Equipment release priority</b>	✓	✓	✗	✗	✓	✓																																																	
 <b>Space on board priority</b>	✓	✓	✗	✗	✓	✓																																																	
 <b>Discharge + Chassis priority at LA CY</b>	✗	✓	Discharge priority but NO chassis	✓	✓	✓																																																	
 <b>Dedicated customer desk</b>	✗	✓	✗	✓	✓	✓																																																	
 <b>Money-back guarantee</b>	✓	✓	✓	✓	✓	✗																																																	
 <b>Daily domestic rail departure priority</b>	✗	✗	✗	✓	✓	✓																																																	
 <b>Product highlights</b>	A priority status for the equipment release and space on board.	<ul style="list-style-type: none"> <li>Priority discharge at POD</li> <li>Container dropped on chassis and available for pick-up within 24h upon discharge</li> <li>Open appointment needed, but trucker can pick-up anytime once appointment is made</li> </ul>	<ul style="list-style-type: none"> <li>Container's discharge is prioritized at destination and available for pickup in record time.</li> <li>To prioritize the pickup of your cargo at the Los Angeles terminal (FMS).</li> </ul>	<ul style="list-style-type: none"> <li>Container discharged in priority and immediately drayed up to the rail ramp</li> <li>Loaded on a daily domestic train</li> <li>Inland Transit time savings -6 to -10 days vs. current industry standard (past 8 weeks)</li> </ul> <p><b>Inland TT from vessel discharge to ramp</b></p> <table border="1" data-bbox="1337 1192 1770 1299"> <thead> <tr> <th>Service</th> <th>POD</th> <th>CHI</th> <th>MEM</th> <th>KCK</th> <th>DAL</th> <th>NY</th> </tr> </thead> <tbody> <tr> <td>EX1 (LAX Sun Pm)</td> <td>LAX</td> <td>9</td> <td>8</td> <td>7</td> <td>7</td> <td>11</td> </tr> <tr> <td>PRX (LAX Mon Am)</td> <td>LAX</td> <td>9</td> <td>8</td> <td>7</td> <td>7</td> <td>11</td> </tr> <tr> <td>JAX (LAX Wed Pm)</td> <td>LAX</td> <td>11</td> <td>10</td> <td>9</td> <td>9</td> <td>13</td> </tr> </tbody> </table>	Service	POD	CHI	MEM	KCK	DAL	NY	EX1 (LAX Sun Pm)	LAX	9	8	7	7	11	PRX (LAX Mon Am)	LAX	9	8	7	7	11	JAX (LAX Wed Pm)	LAX	11	10	9	9	13	<ul style="list-style-type: none"> <li>As per Seapriority REACH</li> <li>A priority status for the equipment release and space on board.</li> </ul>	<ul style="list-style-type: none"> <li>Priority discharge from EXX vessel</li> <li>Daily domestic rail departure from Los Angeles</li> </ul> <p><b>Total TT from Origin to ramp</b></p> <table border="1" data-bbox="2165 1185 2535 1292"> <thead> <tr> <th>POL \</th> <th>POD</th> <th>KCK</th> <th>MEM</th> <th>DAL</th> <th>CHI</th> <th>NYC</th> </tr> </thead> <tbody> <tr> <td>SHA</td> <td>16</td> <td>17</td> <td>17</td> <td>18</td> <td>19</td> <td></td> </tr> <tr> <td>NGB</td> <td>17</td> <td>18</td> <td>18</td> <td>19</td> <td>20</td> <td></td> </tr> </tbody> </table>	POL \	POD	KCK	MEM	DAL	CHI	NYC	SHA	16	17	17	18	19		NGB	17	18	18	19	20	
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<p><small>This document is not contractual, it is provided for information only.</small></p> <p><b>Rates</b> LARA Code</p> <p><b>Effective Oct 1<sup>st</sup> – 31<sup>st</sup> 2023</b></p>	<p><b>+ 300 USD per unit</b> GUA05</p>	<p><b>+ 750 USD per unit</b> GUA09</p>	<p><b>+ 300 USD per unit</b> GUA14</p>	<p><b>+ 1 600 USD per unit</b> GUA02</p>	<p><b>+ 2 100 USD per unit</b> GUA13</p>	<p><b>+ 2 500 USD per unit</b> GUA06</p>																																																	



# HOLD & GO NEW YORK

# SEAPRIORITY REACH - CANADA

# INLAND EMPIRE

<b>Services eligible</b>	AMERIGO, INDAMEX, CJX, LIBERTY, MANB, TWS, SAX, VESP	All Transpacific services (Eastbound)	PRX, EX1, JAX																																																												
<b>Coverage</b>	New York	Toronto, Montreal, Calgary, Edmonton, Chicago, Detroit, Memphis	Los Angeles (Fenix Marine Terminal)																																																												
<b>Applicable container size</b>	20' / 40' / 45' (max 18MT) (No DG & Reefer)	20'ST/40ST/40'HC (max weight according to Intermodal Weight Guidelines)	40'ST / 40'HC																																																												
<b>Equipment release priority</b>	✗	✗	✓																																																												
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<b>Chassis priority</b>	✗	✓	✓																																																												
<b>Dedicated customer desk</b>	✓	✗	✓																																																												
<b>Money-back guarantee</b>	✗	✓	✓																																																												
<b>Off-Terminal Storage</b>	✓	✗	N/A																																																												
<b>Product highlights</b>	<ul style="list-style-type: none"> <li>Containers dray from NYC terminals to C&amp;C yard to avoid costly ocean terminal demurrage</li> <li>Chassis not provided</li> <li>Storage charged in 5 days blocks, no refund for unused days</li> <li>Dedicated "White Glove" customer service desk</li> </ul> <table border="1"> <thead> <tr> <th>BLOCK</th> <th>COST</th> </tr> </thead> <tbody> <tr> <td>1st 5 DAY BLOCK</td> <td>\$650</td> </tr> <tr> <td>SUBSEQUENT 5 DAY BLOCKS (EACH)</td> <td>\$500</td> </tr> </tbody> </table>	BLOCK	COST	1st 5 DAY BLOCK	\$650	SUBSEQUENT 5 DAY BLOCKS (EACH)	\$500	<ul style="list-style-type: none"> <li>Container is flagged as "priority cargo" to be quickly evacuated once discharged</li> <li>Container loaded in 48hrs after vessel discharge</li> </ul> <p><b>Connection Table by Train</b></p> <table border="1"> <thead> <tr> <th>POD →</th> <th>PSA HALIFAX (CAHAL)</th> <th>DELTA-PORT (CAVAN)</th> <th>VANTERM (CAVAN)</th> <th>CENTERM (CAVAN)</th> <th>PRINCE RUPPERT (CAPRR)</th> </tr> </thead> <tbody> <tr> <td>Inland cities ↓</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Toronto (CATOR)</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> </tr> <tr> <td>Montréal (CAMTR)</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> </tr> <tr> <td>Calgary (CACAL)</td> <td></td> <td>X</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Edmonton (CAEDM)</td> <td></td> <td>X</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Chicago (USCHI)</td> <td>X</td> <td>X</td> <td>X</td> <td></td> <td>X</td> </tr> <tr> <td>DETROIT (USDET)</td> <td></td> <td>X</td> <td>X</td> <td></td> <td></td> </tr> <tr> <td>MEMPHIS (USMEM)</td> <td></td> <td>X</td> <td>X</td> <td></td> <td>X</td> </tr> </tbody> </table>	POD →	PSA HALIFAX (CAHAL)	DELTA-PORT (CAVAN)	VANTERM (CAVAN)	CENTERM (CAVAN)	PRINCE RUPPERT (CAPRR)	Inland cities ↓						Toronto (CATOR)	X	X	X	X	X	Montréal (CAMTR)	X	X	X	X	X	Calgary (CACAL)		X				Edmonton (CAEDM)		X				Chicago (USCHI)	X	X	X		X	DETROIT (USDET)		X	X			MEMPHIS (USMEM)		X	X		X	<ul style="list-style-type: none"> <li>Priority discharge at POD</li> <li>Direct pick up at Rialto, CA yard</li> <li>Daily truck departure priority from port to off-dock yard</li> <li>4 work-days free time at Rialto, CA</li> <li>Empty return to Rialto vs LAX port</li> </ul>
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<b>Rates</b> LARA Code	<b>As above</b> CAR61	<b>+ 350 USD per unit (Train)</b> <b>+ 450 USD per unit (Truck)</b> GUA02	<b>+ 1 400 USD per unit</b> GUA10
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