



SEAPRIORITY
GO

SEAPRIORITY
GET

HOT STOW

SEAPRIORITY
REACH

SEAPRIORITY
REACH ULTIMATE



| Services eligible | All Transpacific services (Eastbound) | PRX, EX1, JAX | PRX, EX1, JAX | PRX, EX1, JAX | PRX, EX1, JAX | EXX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|---|---|--|--|-----|-----|-----|-----|----|------------------|-----|---|---|---|---|----|------------------|-----|---|---|---|---|----|------------------|-----|----|----|---|---|----|--|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|----|-----|----|----|----|----|----|----|
| Coverage | All origins | Los Angeles (CY only) (Fenix Marine Terminal) | Los Angeles (CY only) (Fenix Marine Terminal) | Direct POL Only Chicago, Memphis, Dallas, Kansas City, New York* | Direct POL Only Chicago, Memphis, Kansas City, Dallas & New York | Chicago, Memphis, Kansas City, Dallas & New York | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Applicable container size | All sizes (incl. reefers) | 40'ST / 40'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) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Equipment release priority | ✓ | ✓ | ✗ | ✗ | ✓ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Space on board priority | ✓ | ✓ | ✗ | ✗ | ✓ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Discharge + Chassis priority at LA CY | ✗ | ✓ | Discharge priority but NO chassis | ✓ | ✓ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dedicated customer desk | ✗ | ✓ | ✗ | ✓ | ✓ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Money-back guarantee | ✓ | ✓ | ✓ | ✓ | ✓ | ✗ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Daily domestic rail departure priority | ✗ | ✗ | ✗ | ✓ | ✓ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Product highlights | A priority status for the equipment release and space on board. | <ul style="list-style-type: none"> Priority discharge at POD Container dropped on chassis and available for pick-up within 24h upon discharge Open appointment needed, but trucker can pick-up anytime once appointment is made | <ul style="list-style-type: none"> Container's discharge is prioritized at destination and available for pickup in record time. To prioritize the pickup of your cargo at the Los Angeles terminal (FMS). | <ul style="list-style-type: none"> Container discharged in priority and immediately drayed up to the rail ramp Loaded on a daily domestic train Inland Transit time savings -6 to -10 days vs. current industry standard (past 8 weeks) <p>Inland TT from vessel discharge to ramp</p> <table border="1"> <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"> As per Seapriority REACH A priority status for the equipment release and space on board. <p>Total TT from Origin to ramp</p> <table border="1"> <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>19</td> </tr> <tr> <td>NGB</td> <td>17</td> <td>18</td> <td>18</td> <td>19</td> <td>20</td> <td>20</td> </tr> </tbody> </table> | POL | POD | KCK | MEM | DAL | CHI | NYC | SHA | 16 | 17 | 17 | 18 | 19 | 19 | NGB | 17 | 18 | 18 | 19 | 20 | 20 |
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POL | POD | KCK | MEM | DAL | CHI | NYC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SHA | 16 | 17 | 17 | 18 | 19 | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NGB | 17 | 18 | 18 | 19 | 20 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rates LARA Code | + 1 600 USD per unit GUA05 | + 2 000 USD per unit GUA09 | + 500 USD per unit GUA14 | + 2 400 USD per unit GUA02 | + 2 800 USD per unit GUA13 | + 3 000 USD per unit GUA06 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Effective NOVEMBER 1 – 30 2024



HOLD & GO NEW YORK

SEAPRIORITY REACH - CANADA

INLAND EMPIRE

| Services eligible | AMERIGO, INDAMEX, CJX, LIBERTY, MANB, TWS, SAX, VESP | All Transpacific services (Eastbound) | PRX, EX1, JAX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------------|--|---|--|--------------------|------------------------------|--------------------------------|-------|---|----------------------|---------------------------|---------------------------|--------------------|--------------------|------------------------------|--------------------|---|---|---|---|---|---------------------|---|---|---|---|---|--------------------|--|---|--|--|--|---------------------|--|---|--|--|--|--------------------|---|---|---|--|---|--------------------|--|---|---|--|--|--------------------|--|---|---|--|---|--|
| Coverage | New York | Toronto, Montreal, Calgary, Edmonton, Chicago, Detroit, Memphis | Los Angeles (Fenix Marine Terminal) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Applicable container size | 20' / 40' / 45' (max 18MT) (No DG & Reefer) | 20'ST/40ST/40'HC (max weight according to Intermodal Weight Guidelines) | 40'ST / 40'HC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Equipment release priority | ✗ | ✗ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Space on board priority | ✗ | ✗ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chassis priority | ✗ | ✓ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dedicated customer desk | ✓ | ✗ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Money-back guarantee | ✗ | ✓ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Off-Terminal Storage | ✓ | ✗ | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Product highlights | <ul style="list-style-type: none"> Containers dray from NYC terminals to C&C yard to avoid costly ocean terminal demurrage Chassis not provided Storage charged in 5 days blocks, no refund for unused days Dedicated "White Glove" customer service desk <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"> Container is flagged as "priority cargo" to be quickly evacuated once discharged Container loaded in 48hrs after vessel discharge <p><u>Connection Table by Train</u></p> <table border="1"> <thead> <tr> <th>POD Inland cities</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>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 Inland cities | PSA HALIFAX (CAHAL) | DELTA- PORT (CAVAN) | VANTERM (CAVAN) | CENTERM (CAVAN) | PRINCE RUPPERT (CAPRR) | 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"> Priority discharge at POD Direct pick up at Rialto, CA yard Daily truck departure priority from port to off-dock yard 4 work-days free time at Rialto, CA Empty return to Rialto vs LAX port |
| BLOCK | COST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1st 5 DAY BLOCK | \$650 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBSEQUENT 5 DAY BLOCKS (EACH) | \$500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POD Inland cities | PSA HALIFAX (CAHAL) | DELTA- PORT (CAVAN) | VANTERM (CAVAN) | CENTERM (CAVAN) | PRINCE RUPPERT (CAPRR) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rates LARA Code | As above CAR61 | + 350 USD per unit (Train) + 475 USD per unit (Truck) GUA02 | + 1 800 USD per unit (1st -8th Oct) + 2 000 USD per unit (9th – 31st Oct) GUA10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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