

# LTL/TL Accessorials

A more comprehensive list of common and lesser known accessorials:

1. **Bills of Lading Correction**

2. **Blind Shipment Charge** – Applies when a 3rd party requires the carrier to act as the intermediary in instances when the shipper is unaware of the true destination and/or the consignee is unaware of the true origin.

3. **Collect on Delivery (COD) Shipments** – A customer will sell a product and request the carrier to collect the charges for the product upon delivery.

4. **Delivery notification (Appointment)** - When an appointment to deliver is required at the receiver or the receiver would like a call with an ETA of the driver, this fee will be added.

5. **Detention** – Each carrier allows so much “free time” (arrival to departure) to load a shipment onto their trailers. This is a charge for having a trailer delayed at their place of business in excess of the free time. It applies to trailers with or without power units. Without a power unit (spotted trailer), it is a dollar amount per day until the trailer is released and picked up by the carrier. With a power unit and driver, the calculation is based upon shipment size and time. For example, you might be allowed up to 40 minutes to load or unload 4,000 Lbs. of freight and then be charged \$25 for every 15 minutes or increments of 15 minutes over the 40 minutes free time until loading or unloading is completed. Free time starts when the carrier arrives at the pick up or delivery.

6. **Diversion or Reconsignment** – When a shipment’s destination is changed after it is picked up. The charge is determined by when the carrier is notified and where the shipment is located at the time of the reconsignment.

7. **Guaranteed Services**

8. **Hazardous Material Charge** – Handling charge for the paperwork associated with Hazardous Materials (HazMat) as described in the Department of Transportation (DOT) regulations.

9. **High Value** – All carriers only have a certain amount of liability and with most LTL carriers, they will only cover a particular amount per pound. If a shipment exceeds that amount, additional insurance may be purchased to cover it in case of damage. Each carrier has different coverage, so be sure to check their rules tariff.

10. **Inside Delivery** – Charge for picking up or delivering freight where the driver is required to go into a facility to make the pick up or delivery. Example, a mall or office building.

11. **Loading or Unloading by Driver**

12. **Lift Gate Services** – When a customer does not have a dock at pick up or delivery, a trailer with a liftgate will be needed to lower or raise the shipment on or off of the trailer.

13. **Limited Access** - This can apply on anything that is out of the typical business to business category. Grocery warehouses, residences, prisons, schools, military facilities, etc. Each carrier has different definitions for these and may show as other names.
14. **Pallet Exchange** – This charge is applied when pallets are required to be exchanged at time of pickup. Carrier gives the shipper empty pallets to replace the loaded ones they are receiving. LTL carriers do not like to participate in pallet exchange. They generally charge a fee higher than the cost to buy new pallets in order to discourage this request.
15. **Protective Services (Protect from Freezing)** - This charge applies usually in the cold months of the year, October through April. It requires the carrier to use a trailer with some source of heat or blanket wrap to keep the product from freezing.
16. **Re-Delivery** – When a shipment cannot be delivered, through no fault of the carrier, then a redelivery charge will apply for the 2nd and each additional delivery attempt.
17. **Reweigh or Inspection charges** - These are additional charges dependent upon the difference in the actual freight compared to what is on the bill of lading.
18. **Sort & Segregate Service** – Applies when the driver is required to move product from one pallet to another based on commodity or size. Usually occurs at grocery warehouses.
19. **Storage** – When a delivery cannot be made within a few days, the carrier will place the shipment in storage until the delivery can be made. This typically begins after a letter of intent is sent to the billing party.
20. **Vehicle Furnished but Not Used or Truck Ordered Not Used (TONU)** - Applies when a pickup is requested and the carrier attempts to pick up only to have the shipment cancel or no freight is available.
21. **Container Freight Station (CFS)** - A CFS is a warehouse that deconsolidates containers for pickup. There are typically very long waits here, which LTL carriers do not do and there are extra steps involved to pick up.

Be sure to be as thorough as possible when answering questions and providing shipment details to your transportation provider in order to prevent accessorial.

Questions? Email [ltl@knichellogistics.com](mailto:ltl@knichellogistics.com) or call 888-386-7450.

