

CUSTOMS OR IN-BOND FREIGHT

1. Shipments moving under United States Customs Bond for U.S. Customs clearance at a point in the United States will be assessed a charge of \$5.50 per 100 pounds, subject to the minimum charge of \$154.00 and a maximum charge of \$440.00 per shipment, based on the actual weight or applicable minimum weight whichever is greater. Such charges shall be in addition to all other applicable charges. On shipments requiring the use of more than one trailer, each trailer shall be considered as a separate shipment for the purpose of applying the provisions of this item.
2. Line-haul charges on shipments requiring U.S. Customs clearance at a point other than the final destination will be assessed on the basis of rates and charges applicable from the point of origin to the point of U.S. Customs clearance, plus the rates and charges applicable from the point of U.S. Customs clearance to the final destination, except no beyond line-haul charges will apply when the final destination is located within the terminal area of the point of U.S. Customs clearance.
3. Freight moving in-bond may not be included in the same shipment on the same bill of lading and shipping order with freight not moving in-bond.
4. Shipments moving under United States Customs Bond will not be accorded stopping-in-transit or split pickup or split delivery privileges.
5. Detention charges, if any, will be assessed against the party responsible for the line-haul charges. For the purpose of applying storage rules and charges in connection with shipments moving under U.S. Customs Bond, notification to the Deputy Collector of Customs that a shipment is available for Customs Inspection will constitute tender of shipment for delivery.
6. Each I.T. Permit (Immediate Transportation Permit) and Entry Number issued for movement of an in-bond shipment will be considered as a separate shipment, and must be accompanied by one bill of lading and shipping order. The provisions of this paragraph will not apply to VOL or TL shipments moving in-bond between steamship company piers or wharves or when such shipments are delivered to a U.S. Customs Bonded Warehouse.
7. Shipments tendered in a vehicle sealed by or at the instructions of the consignor or as required by competent authority, will be considered as fully loaded or loaded to capacity and subject to the provisions of Item 390 of this tariff. On shipments cleared enroute by U.S. Customs, and movement beyond such clearance does not require a seal, normal rates and charges shall apply to the beyond point.
8. Shipments moving from the United States under a TIR CARNET issued by the originating carrier are subject to a charge of \$84.00 which will be in addition to all other lawfully applicable rates and charges (including the in-bond charges herein applicable).
9. When the carrier is required to pick up shipping documents or U.S. Customs Release Forms from forwarder or broker for validation prior to pickup of a shipment, a charge of \$74.00 per shipment will apply, subject to a maximum charge of \$147.00 for each pickup of such shipping documents or U.S. Customs Release Forms.
10. Customers desiring to place shipments on the carrier's bond must possess a current Limited Power of Attorney (LPOA), or one-time authorization, coordinated through and issued by inbond@sefl.com, and then must notify the carrier of each new bonded shipment by emailing inbond@sefl.com.