**Standard/Common Accessorials for Trailer Types**

**Flatbed:**

* **Tarps** – a sheet or cover to protect the freight from the elements – $50-$200/load to the carrier, depending on size and type
	+ Standard 4’-8’ Tarps - $50-$75
	+ Specialty Tarps
		- Lumber Tarps (24’–28’): $50–$100
		- Steel Tarps (smaller, heavier-duty): $75–$125
		- Machinery Tarps (custom sizes for oversized loads): $100–$500
		- Nursery Tarps (breathable tarps for to protect agricultural goods/plants) $75-$200 (depending on size and load complexity)
		- Smoke Tarps (smaller, lightweight tarps used to cover the top portion of freight) $25-$75
* **Chains** – steel chains used for heavy or high-risk cargo (expensive/new machinery, vehicles, steel coils, etc.) - $25-$75/load to the carrier, depending on chain quantity and type
* **Pipe Stakes** – vertical metal poled inserted into trailer side pockets to secure freight (pipes, logs, poles, etc.) - $50-$150/load to the carrier, depending on number of stakes
* **Moffetts** – portable forklifts attached to the back of the trailer, typically needed for locations without docks at their facilities (construction sites, etc.) - $150-$350/load to the carrier, depending on duration needed and type of site
* **Winch** – a machine stationed on a trailer that acts as a big fishing line. It has a cable or chains that pull product onto a trailer (cars, machinery, etc.) - $50-$100/load to the carrier

**Dry Van:**

* **Load Locks** – also referred to as load bars, are adjustable bars used to secure freight and prevent shifting during transit - $25-$75/load to the carrier, depending on number of load locks needed
* **Straps** – straps used to secure freight and prevent shifting during transit - $10-$40/load to the carrier, depending on number of straps needed

**Reefer:**

* **Load Locks** – also referred to as load bars, are adjustable bars used to secure freight and prevent shifting during transit - $25-$75/load to the carrier, depending on number of load locks needed
* **Straps** – straps used to secure freight and prevent shifting during transit - $15-$50/load to the carrier, depending on number of straps needed. Slightly higher due to careful placement to avoid blocking airflow
* **Temp Walls** – also referred to as bulkheads, are insulated walls used in reefer trailers to create multiple temperature zones (frozen food and fresh produce in 1 trailer)
	+ $50-$150 per temp wall, depending on size and complexity
	+ $50-$100 for labor to install
* **Reefer Downloads (not always an additional charge)** – data logs from the cooling unit showing all data from the usage throughout the longevity of the load. Used for compliance and to resolve claims - $25-$75 for compiling and providing detailed download reports
* **Pulping Shipments (often bundled into other fees)** – involves measuring the internal flesh temperature of perishable goods (produce) to ensure it meets prescribed temperature ranges at loading and unloading
	+ Varied charges can occur if a lumper is needed to probe the product, which will typically be ever other pallet
		- If a driver is required to pulp, carriers can charge a flat rate, or hourly fee for additional service required
	+ If a pulp thermometer is required, this may lead to a $20-$50 charge
* **USDA Loads (may not be required to list as additional accessorial)** – loads that involve perishable goods and are subject to US Department of Agriculture inspections to ensure compliance with food safety and quality standards. These loads may require additional documentation or handling due to regulatory oversight
	+ Varied hourly charges can occur if an inspection is needed at any point during the lifecycle of the load, typically billed as detention

**Industry Standard Fees:**

**TONU** - $150 to the carrier

**Layover** - $250/day to the carrier

**Redelivery** - $150 to the carrier per attempt

**Liftgate** - $75 to the carrier

**Stop-off** – Depends on mileage/transit time between stops, but typically $50-$75/stop to the carrier if local. If stop-offs are miles in transit, consult with Greenscreens and your manager to best price that lane

**Drop Trailer** – a carrier brings their trailer to a shipper/receiver and the shipper/receiver loads/unloads on their own time. Could take a day or two, or even up to a week +. Price depends on the carrier/their needs. If their trailer is their sole stream of income they could charge $500+/day to drop their trailer at a facility. If it’s a larger carrier and its passive income, they could only charge $50-100/ day. That’s why its important to source pricing from our 60k+ carrier base

**Typical Rate Per Mile:**

**Sprinter** - $.80-$1.20/mile to the carrier. Can get up to $2/mile if going to very rural areas. NOTE: carriers do not go off per mile rates for local moves

**Straight Trucks** - $1.50-$2.20/mile to the carrier. Can get up to $3/mile if going to very rural areas. NOTE: carriers do not go off per mile rates for local moves

**Flatbed Hotshot** - $1.50-$2.50/mile to the carrier. Can get up to $4/mile if going to very rural areas. NOTE: carriers do not go off per mile rates for local moves

**Van/Flatbed/Reefer Truckload** – consult with Greenscreens for rates. Market is too volatile to give a standard/blanket per mile rate for FTL moves