

November 18th, 2021

Ports of Los Angeles & Long Beach Container Excess Dwell Fee - UPDATE**Dear Valued ONE Customers,**

As a follow up to our prior [Customer Advisory](#) regarding the Ports of Los Angeles and Long Beach, under the direction of the Biden-Harris Supply Chain Disruptions Task Force, we have been informed they will delay the assessment of the "Container Excess Dwell Fee" until November 22nd, 2021.

Ocean Network Express (North America) Inc. is providing the following guidance to help our customers in this new government issued implementation:

1. Who is assessing this fee?

The Port Authority Los Angeles & Long Beach will be assessing this fee.

2. How will I be billed? **UPDATED**

Effective November 22nd, 2021, Ocean Network Express will utilize the eModal payment portal to support the payment of "Container Excess Dwell Fee" (EDF) invoice prior to container release from the ocean terminal. The single exception will be Total Terminals International aka TTI who intend to collect this fee directly.

3. Will containers on terminal prior to 11/15 be billed? **UPDATED**

It remains unclear from the Port Authority announcement if the charge, as previously advised, will in fact commence from 11/15 OR is being reset to 11/22. We are seeking further clarification on this point, and we will provide an update when this is validated.

Under the prior notice, import containers on terminals as of 11/15 dwelling for more than 8 days will be counted as 9 days dwell in regards to the excess dwell fee. The charge will continue accumulating until picked up. All containers on terminals as of 11/15 will be counted from their date of discharge per the table of charges in this advisory. There is no maximum fee that will be applied and will continue to accrue until the container is off terminal.

4. Cargo booked to an inland rail location?

If a container set for inland rail accrues excess dwell fees due to rail delays, the Port Authority will still impose the fee to carriers. Ocean Network Express at this time will not pass along to customers.

5. Are there any exemptions to the fee?

Containers on hold for Customs Exam are subject to the fee. Local store door truck moves will also fall within chargeable items under this fee. Lack of chassis will not exempt the fee. "No new surcharge" clauses in contracts do not exempt this fee as it's a government mandated fee.

6. Cargo is inaccessible at the terminal?

If cargo is in a “closed or unavailable” area, we strongly encourage customers and truckers who are unable to collect containers to follow the terminal's “unavailable container process”.

7. Terminal has no pickup times available?

There are many appointments available and unused, please check terminal websites for availability.

Container Excess Dwell Fee Structure

The daily charge will be counted per calendar day on terminal beyond the defined dwell times, including weekends and holidays.

Local import excess dwell fee begins on day 9 as follows:

Days on Terminal	Daily Charge (USD)	Total Charge (USD)
9	\$100	\$100
10	\$200	\$300
11	\$300	\$600
12	\$400	\$1,000
13	\$500	\$1,500
13 +	\$100 per day increase with no maximum.	

Intermodal/ Rail excess dwell fee begins on day 6 as follows:

Days on Terminal	Daily Charge (USD)	Total Charge (USD)
6	\$100	\$100
7	\$200	\$300
8	\$300	\$600
9	\$400	\$1,000
10	\$500	\$1,500
10 +	\$100 per day increase with no maximum.	



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Ocean Network Express has filled the below tariffs per FMC regulations:

PORT OF LONG BEACH EMERGENCY SURCHARGE FEE: [Tariff Rule Detail](#)

PORT OF LOS ANGELES EMERGENCY SURCHARGE FEE: [Tariff Rule Detail](#)

ONE continues to pursue all avenues available to overcome container excess dwell with our supply chain partners. We ask that our customers accelerate their efforts to pick up cargo. If you have any questions, please contact ONE Customer Service as we are standing by to assist.

We appreciate your business and thank you for choosing ONE.

Sincerely,
Ocean Network Express Pte. Ltd.

For the avoidance of doubt, this Customer Advisory has been provided without prejudice and for informational purposes only, non-conclusive and subject to change.